

# SEAFARERS LOG



Official Organ of the Seafarers International Union of North America

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No. 10

## SIU Prepares Quiz Form To Aid Aliens

As part of the SIU's program to relieve the problems facing the alien members, a questionnaire has been prepared to determine the status of each non-citizen member and is now available in all ports.

The form, compiled by the Special Services Department, asks eight questions involving dependents, visas and application for citizenship. The answers will give the Union concrete data as to the number of aliens in the SIU and their citizenship status.

This information will be especially pertinent at this time, in view of the expected discontinuance of the waiver allowing aliens aboard subsidized ships.

The law, when the waiver is lifted, will require crews to be composed of American citizens, with the exception of 10 percent allowed to sail in the Stewards Department of passenger ships.

On unsubsidized ships — of which there are very few — the crews will still be allowed to have 25 percent aliens.

What this will mean is shown by the present difficulty in placing aliens aboard ships in New York, many of whom find themselves on the beach over the 29 day limit even under the 25 percent rule.

### OLDTIMERS PRODDED

In an effort to relieve this, the New York membership passed a motion calling upon aliens who have the required amount of seetime to take steps toward gaining their citizenship. Those who do not take steps are to be penalized by not being allowed to ship until they take action.

This, of course, does not apply to those without sufficient seetime. They are not affected at all. The purpose of the move was to prod those members who have been in this country ten, fifteen or more years and have as yet taken no steps toward citizenship.

In addition, the Special Services Department recommends that aliens who have never made legal entry into the country take steps towards gaining visas, so that they can then take coastwise ships.

The best part of the union's efforts will be made in gaining citizenship for those who are eligible.

These men should start proceedings by going to the Department of Immigration and Naturalization in any port. During proceedings it will be necessary to prove employment which the Union will furnish by notarized statements.

## New Great Lakes Drive

Great Lakes seamen, in accordance with a resolution adopted by the Great Lakes District, are urged to return immediately to the Lakes to assist in the 1948 organizing drive in that area.

Fitting out period has already started, and experienced seamen are needed to continue the organizing work started last year. In 1947 the SIU made great headway on the Lakes, succeeding where the NMU and the company-dominated Lakes Carriers Association failed.

This year can be even better, as many elections have already been petitioned for. But it will take men sailing the ships to insure SIU victories.

The Great Lakes District has recommended that all men carrying GL books be prohibited from sailing deep-water ships until the close of the season on the Lakes. This request will be followed by the Atlantic and Gulf District.

It is the duty of every Great Lakes seaman to head immediately for that section so that his experience and ability can be utilized.

## Note To Big-Hearted Congressmen: British Build Ships At A Fast Rate

By JOHN BUNKER

Before Congressmen put on their Santa Claus suits again and play "we've-got-'em, you-can-have-'em" with what remains of our war-built merchant ships, it would be wise for the Washington solons to have a look at foreign shipyards and see what's been happening lately.

Part of the Marshall Plan, as you probably know, is a provision to sell and charter to foreign flags some 500 ships from our reserve fleets.

Figures in Lloyd's Register of Shipping, just released, show the interesting fact that Great Britain and Northern Ireland built, during 1947, more than 1,200,000 tons of shipping. This is only slightly more than these two ship-minded areas turned out in 1946.

The United States, resting on its war-won laurels, built only 164,000 tons of new ships last year.

The British are making up — and at a fast clip — for the 2,400 merchant ships they lost during World War II.

### A MODERN GIANT

Now being finished by the famous John Brown yard on the Clyde is the SS Caronia of the Cunard Line, largest ship being built anywhere in the world today.

She's a 715-foot giant, measures 34,000 gross tons, and is named after a former Caronia which sailed under Cunard Line colors way back in the colorful Atlantic passenger trade era before the first World War.

As passenger ships go, the Caronia is no mammoth, but she probably sets the stage for what large liners will be built in the future, and "give-away-minded" Congressmen can note that this big baby is not being built by

the United States, which is ship-poor when it comes to any kind of passenger carrier, but in Britain.

British yards are busy night and day building the medium-size, speedy cargo ships that will be seen in increasing numbers on the world's trade routes during the months to come.

Typical of this freighter production is the motorship Aeneas, a 450-footer of 9,300 tons recently turned out for the Blue Funnel Line, and the 9,000-ton Sangola, twin-screw dry-cargo, reefer ship for the British India Steam Navigation Company.

Now calling at American ports are more evidences that the British, like most of the foreign maritime nations, are able to take care of their shipping needs

without gratuities from Congress at the expense of the American taxpayer and our reserve fleet.

In service now between Liverpool and Boston for the Furness-Warren Line are the cargo-liners Nova Scotia and Newfoundland, built in British yards to replace two former Furness-Warren ships lost during the war.

In a way, these splendid new vessels compare with the old United States Lines fleet of popular cargo-passenger ships that ran between Boston, New York and London, for they have accommodations for about 145 passengers at very nominal rates. The United States still lacks such combination ships in the North Atlantic trade.

Sister ships, the Nova Scotia

(Continued on Page 3)

## New Book On Strike Strategy Scheduled For Early Publication

Soon to come off the presses, in quantities sufficient to place one in the hands of each SIU member, is the revised edition of "Strikes and Strike Strategy."

This valuable handbook, which concisely points out the correct methods of using the strike weapon, will soon be distributed to all Atlantic and Gulf District ports.

This action is being taken because the Agents, in the recently-concluded Conference, came to the conclusion that the shipowners and the government would certainly conspire to force the SIU to take strike action to protect the Hiring Hall and the Rotary Shipping system.

By making available this valuable pamphlet, the Union serves notice on the operators and the

bureaucrats that the SIU will not stoop to toadying or stooging, but is prepared to fight to maintain what has been won by militant trade union action.

In line with this program, a revised system of picketboards and picket registration has been drawn up, and will very shortly be in the hands of all Port Agents.

All ports are going ahead with plans to set up strike kitchens. In the 1946 General Strike, the kitchens established in each port were a big factor in the total victory which was won by the Union.

Officials of the SIU called upon the membership to support the program wholeheartedly, and to read the new booklet as soon as it is available.

## Membership Approval Seen For Resolutions On Referendum Ballot

Membership reaction to the Referendum, which starts on March 10 and continues through April 10, has been so overwhelmingly in favor of the two assessments and the Shipping Rules changes that there is no doubt that all four propositions will be carried by extremely large majorities. Singly, and in groups, many Seafarers have been coming to

the LOG office to record their approval of the measures designed to strengthen the Union in preparation for anything the shipowners and/or the government bureaucrats might have up their sleeves. On page 16 is a sampling of the opinions expressed thus far.

All four of the propositions are very important to the future well-being of the organization. One proposal is for a \$10.00 strike assessment, which will build up the Union's strike treasury to such a point that the shipowners will not be too willing to force the SIU out on the picketlines.

Another measure to be voted on is the 1948 \$10.00 Building Assessment. Some of the SIU Branches are already housed in buildings belonging to the Union.

Where the Union is forced to rent space, this money spent is wasted and represents no investment for the organization. For this reason, among others, sentiment in the Union is almost 100 percent for adoption of the measure.

### THEY'RE FOR IT

On the Shipping Rules changes there is not the same unanimity of opinion that there is on the two assessments. However, what opposition has been voiced has been in the minority.

One of the changes involves promotions aboard ship, and should these promotions be prevented, except in cases of extreme emergency, it would mean less time on the beach for registered men. Shipboard promotions can, and are, sometimes used to promote dissension in the crew, and elimination of this type of favoritism would strengthen the Union internally.

As far as the fourth item on the referendum is concerned, most of the people who volunteered an opinion thought that Wipers and Ordinaries should clean the crew's quarters, as per contract, but that the rest of the crew should cooperate in every possible way.

# SEAFARERS LOG

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George K. Novick, Editor



## Thieves Will Fall Out

When thieves fall out, there's usually quite a lot of blood spilled, and sometimes an innocent bystander gets his head bashed in. That's what is happening right now.

The thieves are the communists and their wartime buddies, the bosses and the government bureaucrats. Now that these groups are at each others throats, their wartime pledges of undying love have been forgotten. And the part of the trade union movement which never played footsie with the communists or the bosses or the Washington red-tape artists is also suffering hammer blows from the hysterical anti-labor forces in this country.

It was not so very long ago that Basil Harris, president of the United States Lines made a glowing speech in tribute to Ferdinand Smith, secretary of the NMU.

It made no difference to him that Smith was and is a member of the communist party. It made no difference to Harris and the high-ranking brass hats of the Maritime Commission that practically all of the officials of the NMU were at that time and still are for that matter, members of the communist party, as long as the commies played the bosses' game.

Other bosses and other government agencies treated communists with the same respect and consideration during and after the war, to the detriment of those unions which were not led or controlled by Moscow agents.

Whenever a CP union came up against a non-commie outfit, the government leaned over backward to give every break to Stalin's boys. And the bosses followed this same lead.

Tell Basil Harris or Admiral Land—or plenty of the others—that they are partially responsible for Russia's latest rape of Czechoslovakia, and they would probably think you are crazy. Yet it's true.

By consorting with known party-liners, these men lent an aura of respectability to the communist machine. Yes, even the late President Roosevelt and many members of his official family are guilty of having helped to build up world-wide sentiment for the communists and the Soviet Union.

We in the SIU got no break from the government. Everything that the Union gained before, during, and after the war was won the hard way. We had three opponents—the operators, the government, and the CP hacks.

All that is happening points up once more the correctness of the Seafarers' position in refusing to stooge for the government in return for "favors." We had said time and time again that we will not make opportunistic deals with the shipowners or their friends, the bureaucrats. We stand for a strong labor movement, free from any type of governmental control, and free to combat the bosses on an equal plane, without the cards being stacked against the working stiff.

To that end we reiterate a three point program which is the keynote of our philosophy:

1. We want and will fight for a strong merchant marine manned by American Trade Union seamen, free from Coast Guard control and government regimentation of those seamen.

2. We have fought and are prepared to fight anyone—at any time—for the life of our Hiring Halls and the

## THEN... (THE WAR YEARS)      NOW... (POST-WAR)



### 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

- LEROY CLARKE
- JOHN E. KENNAIR
- NORMAN A. CAMPBELL
- FRANK MARTIN
- HARRY R. LEWIS
- OLAF HERMANSON
- A. J. STEPHENS
- GEORGE D. BRADY
- A. AMUNDSEN
- LAURENCE A. HOLMES
- JAMES LEA
- ERNEST M. LOOPER
- JOSEPH DENNIS
- JAMES T. O'DONNELL
- CENTRAL MASON
- ANTHONY M. LIPARI
- ABRAHAM A. SAMPSON
- K. WESTERGAARD
- WM. H. HACKET

- M. V. MOBLEY
- RUDOLPH SCHMIDT
- DENNIS SAUNDERS
- LUCIEN MARRERO
- E. BOWERS
- JOHN SCARA
- WAYNE NAPIER
- WALTER B. ORMAN
- WALTER J. HANEY
- MARIANO MALESPIN
- STANISLAUS LeBLANCE
- AARON C. McALPIN
- COY PAXTON

#### STATEN ISLAND

- J. H. HOAR
- C. GREEN
- J. SLAMAN
- P. FRANKMANIS
- J. McNEELY

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

- A. JENSBY
- T. McNICHOLAS
- J. PRATS
- G. FRESHWATER
- P. TAURASI
- R. STROM
- D. HERON

#### BRIGHTON HOSPITAL

- W. CAREY
- J. SCULLY
- J. LEE
- J. THOMAS
- E. DELLAMANO
- R. LORD
- J. GALLANT
- E. HARRISON
- W. FEENEY
- J. McDONOUGH
- H. FAZAKERLY
- P. CASALINOVO
- R. KING
- T. BOGUS

#### BALTIMORE HOSPITAL

- A. DURBANCA
- J. ARCHIS
- J. A. CARROLL
- E. FRENSTAD
- P. D. CURTIS
- L. J. SV'AN
- C. KING

Rotary Shipping system. We will fight all the way and not accept any "deals," which in the final analysis would mean the end of our union.

3. We have and will continue to have a strong and alert membership and union, well aware of the facts, which can and will fight unceasingly against any attempts by the operators, the bureaucrats, or the communists to enslave our free labor movement.

It's a simple program, but even so it has made the Seafarers International Union the strongest and most militant organization on the waterfront.



# THE GOOD OLD DAYS

By JIMMY PURCELL

NEW YORK — Every time I board a ship as Patrolman to settle a beef or pay her off under the fine contracts the Seafarers has won for its members, my mind wanders back to the "good old days" when I first started sailing.

When this happens I realize how very fortunate we are to have the Seafarers plus the whole force of the AFL Maritime Trades Department backing us in our beefs.

When I started sailing... Well, it's too long a story to tell, but I give you a few highlights.

Take the night lunch question. Of course, there was no night lunch in those days unless you brought your own or were lucky. Once I was lucky.

As I came off watch one night I looked into the icebox and saw, to my great surprise, a can of sardines, an onion and some bread. Quickly recovering from the shock, I made a sandwich.

I had just bitten into this tasty morsel when the Cook came running out of the galley swearing in six languages and two dialects. "Hey," he yelled, "That stuff is mine! I put it there myself!"

Well, I ate the sandwich, you can be sure. But I had to pay the Cook for what was really part of the ship's stores. Worse, I had to apologize to shut him up. The incident didn't affect my appetite, but it goes to show



just how "good" those good old days were.

### FELT TERRIBLE

One wet evening I was looking in some lockers aft for some foul-weather gear. To my amazement, one of the lockers was full of canned fruit and vegetables. Balboa couldn't have been more surprised when he discovered the Pacific ocean.

After that, when I came off watch of an evening I always "borrowed" a few cans, took them to a dark corner and went to work on them.

The pile dwindled rapidly. When the Steward realized that his secret hoard was almost gone, he blew his top. He felt so bad he made me feel bad, too.

Every once in a while I saw him sneak a look at the paunch I had developed. He knew I could not have grown it eating his regular grub, but he never was able to pin anything on me.

In foreign ports all the crewmen stocked up on cheese and other things that would keep without refrigeration so that we could have night lunch at our own expense anytime we wanted it.

In foreign ports we always sent ashore for fresh bread

# Wildcat Action In Foreign Ports Boomerangs On All Of Membership

By JOSEPH VOLPIAN  
Special Services Representative

The road to Hell is paved with good intentions, somebody once said. The truth of that statement was borne out recently, by the action of a crew that should have known better.

One of our contracted vessels was in a foreign port and getting ready to sail for the States. One of the crew had been removed from the ship and placed in a local hospital for mental illness.

His presence aboard ship was regarded as dangerous to his shipmates and the Skipper, therefore, ordered the ship to sail without him, so that proper medical treatment could be continued until the man was well again.

Several crewmembers, who were from this fellow's hometown, objected to leaving him behind and told the Skipper they would not sail without him. They based their action solely on the fact that he was from their hometown, and they shoved aside all other factors in the case.

This type of action on the part of the crew was a potentially

dangerous one. If any crew has a beef in a foreign port, the only intelligent thing to do is bring the ship into the States and then press the beef.

In this case, the Union communicated with the crew and instructed them to bring the vessel in.

Although we can sympathize with the men for their loyalty to their shipmate, a refusal to sail the ship would have been foolhardy and loaded with harm both to the Union and to themselves. Moreover, they would have performed an injustice to the very man they intended to befriend.

First off, refusal to sail the ship from the foreign port, as ordered by the Skipper, would have been a violation of the SIU contract. It would have exposed our Union to attack and put us in a defensive position, a very undesirable situation—especially now when we are trying to negotiate wage increases.

### TACT HELPS

Of course, a Skipper who was up to date on sailing regulations and who had tact, could have pointed out to the men that his decision to sail without the sick man was acting for the latter's benefit. The man would not lose any money, since the law provides that he is to be paid his wages until the end of the voyage, plus maintenance and cure and transportation to the port he shipped from. Meanwhile, he would be receiving hospital treatment, something he badly needed.

The Skipper could have stressed that having the man aboard ship placed his shipmates in jeopardy, and that it was for the best interests of all concerned that he remain in the hospital.

Some Masters fail to achieve harmony and understanding aboard their ships because of their lack of knowledge and arrogance. This type inspires no confidence in his crew and very likely this was the situation on the vessel under discussion here.

But the Skipper's failings do not release the crew from its obligations. Had the Skipper acted otherwise and taken the man aboard, and had someone been harmed as a result, the Skipper would have been guilty of negligence in the performance of his duty.

But the point to be stressed is that such irresponsible actions—in foreign ports, especially—can

is for the interests of his shipmates as well as himself.

There is nothing unusual about a man being hospitalized in a foreign port. It happens every day. No sound reason exists for tying up a ship because a man has to be left behind. How else can he be given adequate medical care?

This Union is dedicated to the protection of the entire membership. The membership cannot tolerate wild-cat attempts to injure the welfare of all hands.

## British Adding To Their Fleet At Fast Pace

(Continued from Page 1)

and Newfoundland are 440 feet over all, of about 7,500 net tons, and with passenger accommodations including both first and tourist class. They make the run from Liverpool to St. John, Newfoundland in five days.

Cunard White Star now has the 8,730-ton cargo liner Arabia in the Canadian service. She, too, is a post-war-built ship and makes 16 knots.

To continue this survey of English shipbuilding, we can mention the 350-foot Ionia for Ellerman's Mediterranean service; the 450-foot Lord Glanely, a very modern vessel which sports exceptional crews quarters in both single and double berth cabins. And for those generous souls who think we ought to give away Liberties because their triple expansion engines make them "old-fashioned", it is interesting to note that the Lord Glanely, as well as some other new British ships, use triple expansion steam engines.

### MORE COMING

More ships for Cunard are the Media, which made its first voyage last August, and the Partria, now about ready for sea. They are twin-screw ships of some 13,700 tons gross, carrying 250 passengers. Along the same line as far as size is concerned, is the post-war-built Carinthic, of Shaw, Saville and Albion Co., a 15,000-ton turbine job capable of 17 knots.

Aside from these ships, which will be British flag traders, there are a number of ships built for foreign flags. One is the 357-foot El Malek Foad for the Khedivial Mail Line, an Egyptian flag outfit owned by British interests. Another is the 415-foot Federico Schuager, a 9,000-tonner for Chilean owners.

In addition to these vessels, which have all been built or are building since the war, British yards have reconditioned many ships from war service; the Stratheden, a 23,000-tonner; the big Athlone Castle, and others.

All this in no way means we be-grudge our English friends their ships, for we have plenty of our own—as long as we keep them.

This does mean, however, that we suggest to Congress, which has already "okayed" the departure of hundreds of war-built ships from the American flag, that it take a look at how foreign nations are producing merchant ship tonnage.

## Retroactive Pay Directory

For the benefit of the membership the following is a list of major SIU contracted companies and their home offices. In writing for money due or for any other reason, these are the correct addresses for such transactions:

- ALCOA STEAMSHIP CO., Inc.  
Pier 45, North River, New York 14, N. Y.
- ILLINOIS ATLANTIC CORP.  
435 North Michigan Ave., Chicago, Ill.  
90 Broad St., New York 4, N. Y.
- AMERICAN LIBERTY STEAMSHIP CORP.  
75 West St., New York 6, N. Y.
- JAMES GRIFFITHS & SONS, Inc.  
General Agents, Main Office, Empire Bldg., Seattle 4, Wash.  
Atlantic Coast Agents—American President Lines, Ltd.,  
39 Broadway, New York 6, N. Y.
- THE ARNOLD BERNSTEIN STEAMSHIP CORP.  
17 Battery Place, New York 4, N. Y.
- BLOOMFIELD STEAMSHIP CO. ....Houston 2, Texas
- A. H. BULL & CO. ....115 Broad St., New York
- CALMAR STEAMSHIP CORP. ....25 Broadway, New York 4, N.Y.
- COLABEE STEAMSHIP CO. ....90 Broad St., New York, N.Y.
- DECONHIL SHIPPING CO.  
311 California St., San Francisco 4, Calif.
- EASTERN STEAMSHIP LINES, Inc.  
40 Central St., Boston 1, Mass.
- AMERICAN PACIFIC STEAMSHIP CO.  
541 South Spring St., Los Angeles 13, Calif.
- DELTA LINE—MISSISSIPPI SHIPPING CO. Inc.  
Hibernia Bank Bldg., New Orleans 9, La.
- MORAN TOWING & TRANSPORTATION CO., Inc.  
17 Battery Place, New York 4, N. Y.
- OVERLAKES STEAMSHIP CO. ....19 Rector St., New York, N. Y.  
(Newtex SS Co.)
- PACIFIC TANKERS, Inc. ....233 Sansome St., San Francisco, Calif.
- ROBIN LINE .....39 Cortlandt St., New York 7, N. Y.  
(Seas Shipping Co., Inc.)
- SEATRAN LINES, Inc. ....39 Broadway, New York 6, N. Y.
- SMITH & JOHNSON .....60 Beaver St., New York 4, N. Y.
- WATERMAN STEAMSHIP CORP.  
Merchants Nat'l Bank Bldg., Mobile 9, Ala.
- SOUTH ATLANTIC STEAMSHIP LINE  
17 Battery Place, New York 4, N. Y.
- LOS ANGELES TANKER OPERATORS, Inc.  
365 W. 7th St., P.O. Box 830, San Pedro, Calif.
- MATHIASSEN TANKERS (Sag Harbor Tanker Corp.)  
Public Ledger Bldg., 7th & Chestnut Sts., Philadelphia, Pa.
- AMERICAN EASTERN SS CORP.....50 Trinity Pl., New York, N.Y.
- ISTHMIAN STEAMSHIP LINES .....71 Broadway, New York, N.Y.
- CORAL STEAMSHIP CO. ....80 Broad St., New York, N.Y.
- ATWACOAL CO., Inc. ....21 West St., New York, N.Y.
- JOHN M. CARRAS, Inc. ....25 Beaver St., New York, N.Y.
- MESECK TOWING CO. ....1 Broadway, New York, N.Y.
- PENINSULA & OCCIDENTAL STEAMSHIP CORP.  
16 East 44th St., New York, N.Y.
- PONCE STEAMSHIP CO. ....50 Broad St., New York, N.Y.
- ST. LAWRENCE NAVIGATION CO.....19 Rector St., New York N.Y.



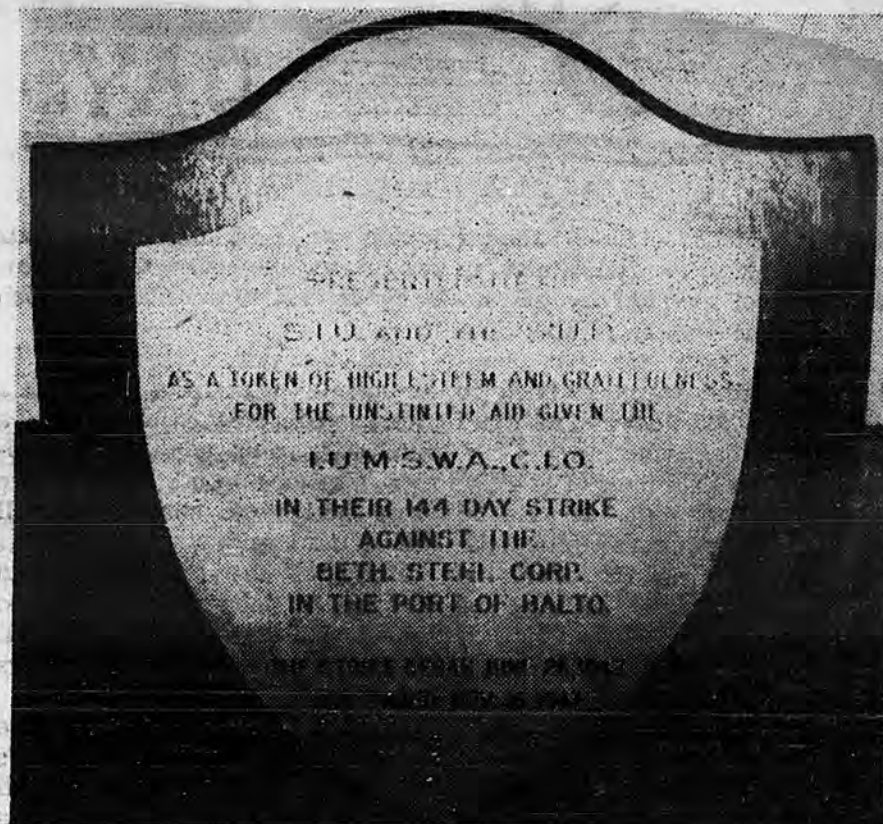
be nothing more than a slap at the Union and the entire membership.

As seamen, we must understand that when a man ships out he is prepared to hit the beach anywhere, if necessary. A seaman is no longer tied to his mother's apron strings. If he becomes ill, as did this man, and must be hospitalized abroad, it

# Plenty Of Activity In Baltimore Hall



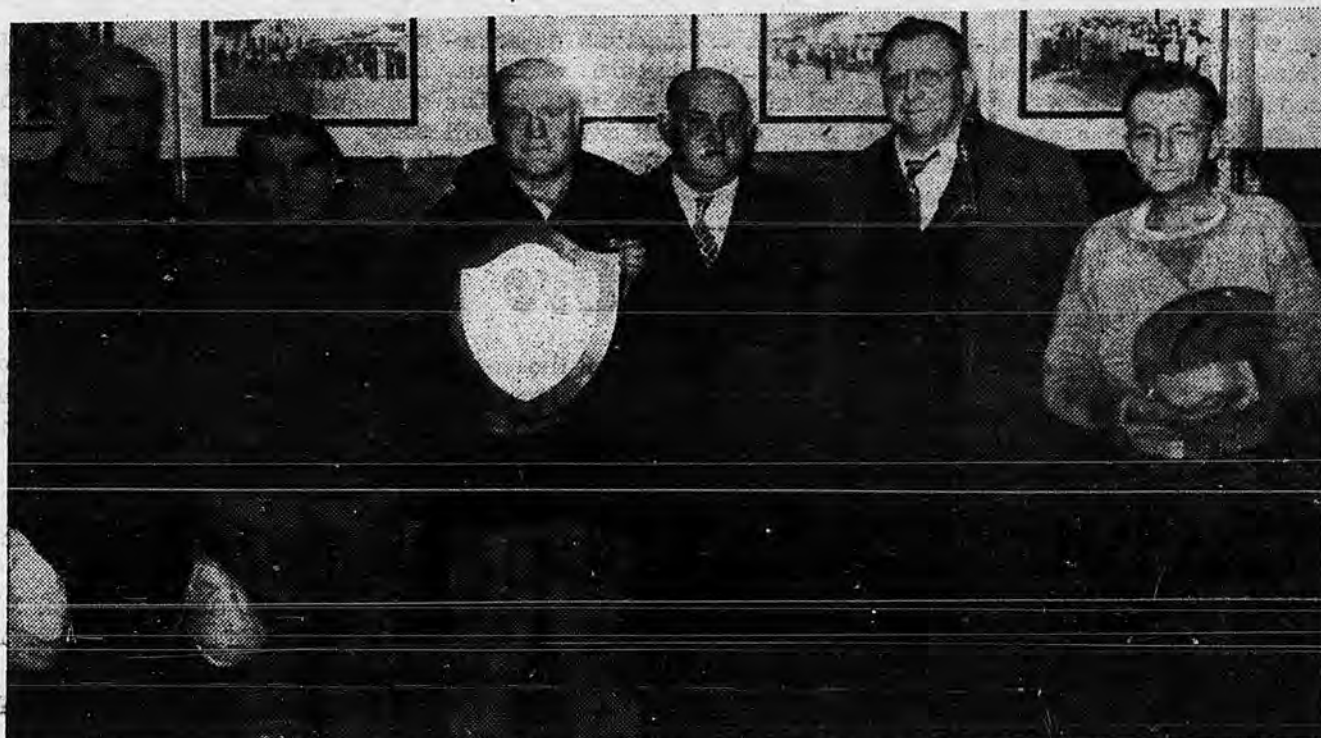
Seamen on the beach crowd Baltimore Dispatcher Al Stansbury's desk while new assignments are called off the board. Right now shipping is not so good down in Baltimore and the average length of time between ships is about two weeks. Only recently a man could get off one ship and make a job on another within a few days; but now the picture is changed, and if the government gives away U.S. ships to foreign countries, the picture will become increasingly worse.



Above is the plaque presented to the Baltimore Branch by the CIO Shipyard Workers, in gratitude for the help given by the SIU on the Shipmen's picketlines.



Tanker crewmen, above, swap experiences encountered on their last trip at a reunion before starting on a new voyage. It may be a long time before they'll meet again, and so they take advantage of this opportunity.



Here are some of the men who helped the CIO Shipyard Workers win their strike against the Bethlehem Steel Company. Left to right, they are, Ted Thompson, Cook; Joe Condon, AB; Jack Dows, AB; George Rose, Steward; Bob Roberts, FWT; and Joe Gill, Bosun.

On the plaque are engraved the following words: "This plaque presented to the SIU and the SUP as a token of high esteem and gratefulness for the unstinted aid given the IUMSWA-CIO in their 144-day strike against the Bethlehem Steel Corp. in the port of Baltimore. The strike began June 26, 1947 and ended November 16, 1947." During practically the entire period, white-capped Seafarers were present on the picketlines, not only in Baltimore, but wherever else the CIO Shipyard Workers were on strike and an SIU Hall was nearby. It was this type of cooperation which earned the SIU a rousing ovation at the last CIO Convention in Boston.



A game of cards helps to occupy the time while waiting for a ship. When on the beach there isn't much for a man to do in a strange city, so he sits around and waits. Sooner or later he catches a ship, and then he's off again to a foreign shore.



The coke machine and the skill games get a big play in the Baltimore Hall. Besides coke, other machines dispense cigarettes, candy, and cake. All the profits go toward the Hospital Fund of the port. In other ports the same system is followed, and has proved to be quite a convenience to the men. When this picture was taken in Baltimore, a blinding snowstorm raged outside, and so the men were very content to stay indoors and buy soft drinks and cake from the various vending machines. At another end of the Hall there are more machines so there is little chance of running out of supplies, even during a busy day.

## Keep Gear Handy In Port Boston And Stay Near Dispatcher's Desk

By WALTER SIEKMANN

BOSTON — Shipping in this port was good this past week. In fact, not enough men were around the Hall and some ships had to leave shorthanded.

Since ships come into this port, and sign on men, then leave on short notice, the membership is advised to stick by the Dispatcher's desk. Keep your gear handy so that you will be ready to leave right away, if you have to. Don't depend on reading the shipping news; you might miss out on jobs called for in a hurry.

Ships paying off in this port last week were the Brazil Victory, Mississippi, and the Andrew Jackson, Belgium Victory and Knox Victory of the Waterman outfit. Several Isthmian and West Coast ships came in in transit.

### SWITCHED STYLE

The Knox Victory carried a First Assistant who thought he was a tough guy—at least up until the time the ship left here last week. After the Patrolman boarded the vessel and laid down the law to him, the self-styled tough guy shed his wolf's clothing and left here as meek as a lamb.

## Philly Looking High And Low For New Hall

By LLOYD GARDNER

PHILADELPHIA — The problem of obtaining a new Hall in this town still plagues us. We were sure we had one last week, but the deal fell through when we found some well-concealed but very serious flaws in the building. Repairs would have cost far too much money to justify our buying it.

However, we're still looking, and we won't give up until we find what we want.

The membership has joined in the search with heart and soul. Whenever one of our men sees a "For Rent" sign, he comes tearing up to the Hall to inform us that he has just the place. So then we go down, look around, and sadly come to the conclusion that it won't do.

But with everyone so interested, it shouldn't be too long before we can report from a new address.

Shipping has been pretty poor this week, but looks like it will pick up. Two payoffs are in sight, and that won't hurt business in the City of Brotherly Love.

The membership here has shown great interest in the Agents Conference report, and the reports of the various committees. All members, everywhere, should study these reports carefully.

In the opinion of most of the men here, the four propositions on the Referendum Ballot are very important, and will really mean a great deal to the Union when passed. The SIU membership has always acted with commonsense and firmness on proposals submitted for the benefit of the Union.

We shipped the majority of the crews on the Knox Victory, Belgium Victory and Andrew Jackson, all of which signed on here last week shortly after their payoffs. This is the reason for the advice to stand by with your gear and be ready to go at any time.

Some Cities Service tankers, on which the Union organizers are concentrating, called at this port. We watched the fink halls that operate in this port but no replacements were sent to tankers.

Discussion on the program and proposals made at the annual Agents Conference occupied the greater part of the last membership meeting here. The membership approved the Conference's recommendations for \$10 strike and building fund assessments to strengthen and expand our Union.

### ANTI-LABOR LAW

Right at this moment the bureaucrats in the State House here



in Massachusetts are drawing up a bill that would be far more injurious to organized labor than the Taft-Hartley law.

The action of the membership at the Boston meeting is particularly timely. It is a good thing for us to be alert because of the uncertain future facing all organized workers, seamen especially.

Owning our own Halls would have many important advantages. One of the most important is the security we would have in the event of a beef. We would not have to worry about local landlords putting us out of the Halls.

The \$10 strike assessment is an investment in our own individual security. It would enable us to successfully fight any attempts on the part of any shipowner to slash our wages and conditions, reduce the number of our jobs or wreck our Union.

## Notice To Crews

**From now all new crewmembers shipping to ships in eastern Canada on SIU-contracted vessels must be cleared and shipped through the Boston Hall.**

**There will be no deviation from this ruling which goes into effect at once. Under no circumstances should a crew allow a man to come aboard in an eastern Canadian port unless the Boston Hall has cleared him.**

**This ruling is in accord with the Headquarters Report of February 11, which was concurred in by the membership and reaffirmed by the Agents Conference.**

# AROUND THE PORTS

## Do Not Forget

The 1946 General Strike may be long gone but what happened in Tampa when the ships chandlers there, with the aid of the police crashed our picketlines has not been forgotten.

When our ship hits that port, bypass the chandlers. Do not allow them aboard your ship. If it is necessary to buy milk or bread, get in touch with a dairy or bakery.

These finks think time heals everything. Show them the SIU does not forget its enemies. Pass the word to other ships.

## San Francisco Shipping Slows But Jobs Are Still Available

By BLACKIE CARDULLO

SAN FRANCISCO — Shipping here, but men can still get jobs since there are some payoffs. I thought that after the East Coast snowstorms a lot of the boys would be coming out to sample the California sunshine, but even with my weather eye peeled, I haven't seen too many.

Oldtimers like Jimmy DeVito and Pete De Pietro passed through, and it sure was a good sight to see them again.

We have been down to Wilmington lately and have covered

quite a few ships, including two payoffs. This week we go back again to cover the SS Hathorn, Waterman, due in from an eight month run. It sure keeps one man busy hopping up and down the coast trying to make all of the ships.

One tough payoff last week was the SS Kelso Victory, Isthmian. There was quite a bit of trouble on the ship between licensed and unlicensed members of the crew.

### DON'T PUSH

Union men won't stand for being pushed around. At the same time, I'd like to sound a warning for our own members: To be a good Union man a fellow doesn't have to get gassed up, blow his top, and challenge everybody on board to a fight.

We paid off the SS Henry Ward Beecher, Waterman, in Port Huenemene. This was a clean ship and a good crew, except for one character who got a snootful at the beginning of the trip and stayed gassed up all the time.

He made a jerk out of himself by bragging about what an oldtimer he was, how much he knew, and how the rest of the crewmembers were just a bunch of punks.

After reading over the Agents Conference minutes and recommendations, we out here are unanimous in our opinion that it was a sound and constructive meeting, and we look forward to a very progressive and smoothly operating Union for the rest of the year.

We are also of the opinion that when the four propositions on the Referendum Ballot are approved, we will be all prepared for any battle that might come our way.

## Shipping Resumes In Chicago; Sandboat Negotiations Opened

By HERBERT JANSEN

CHICAGO—Shipping has started up again in Chicago with the sandboats calling for part of their crews. So it won't be long now before the smokestacks will be painted up, and heralding the start of a new sailing year on the Great Lakes.

Quite a few of the Brothers are starting to show their faces around the Hall due, we imagine, to the spring-like weather which we have been enjoying for the past few days in Chicago.

In fact, several of the Brothers have been talking about getting their bathing suits out of moth balls and hitting the shores of Lake Michigan.

The 1948 contract negotiations have been opened with the sandboat operators, and some headway was made at the first two meetings in Cleveland. The next meeting is scheduled for this week (March 3), and we expect to get down to the real meat of the contract this time.

Negotiations have also been opened with the operators of the SS Milwaukee Clipper. Of course, a shipboard meeting was held with the Clipper crewmembers last week in order that we could discuss constructive changes and demands for the proposed contract.

### CLIPPER DEMANDS

Some of the topics which were brought up and thrashed out at this meeting were as follows: 40-hour week principle of paying wages with overtime for the balance of the week; overtime payment for all recognized holidays; new working rules; changing over from Lake watches to salt water watches; and among the several other subjects discussed was the need for all Milwaukee Clipper crewmembers donating to the upkeep of the SEAFARERS LOG.

Rumors have reached us that the former SS Greater Buffalo, which used to operate for the D&C on the Detroit-Buffalo run before the government converted her into a training aircraft carrier, has been hiring non-union men for standby work while she

is docked at the Navy Pier in Chicago.

Several of our members applied for jobs on her, but when the company found out they were SIU members, there were no jobs available. Instead, men from the local LCA Hall have been hired. In fact, one of these men is the Dispatcher for the LCA Hall, who works his regular office shift, and then turns to at night as shipkeeper.

The Greater Buffalo is no longer owned by D&C, but has been sold by the Navy to a private company. However, due to the fact that there are some legal entanglements regarding her transfer, she is still being kept at the Navy Pier.

Conditions such as we have outlined above can never exist in the SIU Great Lakes District. In the SIU, we have Union contracts providing job seniority and job security. We also have the Rotary Shipping list which means that there are no favorites when it comes to shipping. First come, first served.

## Puerto Rico Is Still Waiting For Sugar Run To Get Going

SAN JUAN — Shipping is pretty slow here and any job that is called is snapped up fast.

In fact, some of the boys are flying home rather than wait until their cards are old enough to ship. The sugar season just hasn't arrived yet.

However, they will start loading sugar down at Arroyo on the southeast corner of the island the second week in March, for the first time in six years. That will give the SIU sugar boats another port of call near Ponce, and there are rumors that there will be more ships on the run.

E. G. Marino, president of the Puerto Rico District of the ILA, and another official just came back from Arroyo where they have been settling wage scales

and working conditions for long-shoremen down there.

Bull's new C-2, the SS Suzanne, arrived at long last. She's here on her maiden voyage. Other Bulls in port are the Kathryn, the Carolyn, the Marina and the Angelina. They say the last named is carrying dynamite.

Other ships include the Morning Light, a Waterman C-2, and the Jane O of Gulf Canal Lines. Pope & Talbot's SS Ferdinand Hassler finally left. She's on a six-month inter-coastal schedule. Waterman's Wild Ranger is expected next week.

The boys read Joe Algina's weather report. However, the ones who like it here say it will take more than that to get them off this beach even if the weather is getting better around New York.

# Seafarers Great Lakes District Needs Volunteer Organizers To Complete Drive

By RUSSELL SMITH

DETROIT—With fitting out already started on some Lakes vessels and scheduled to begin on others between March 15 and April 1, it is now very important that we think of the organizational problems which lie before us in the 1948 season.

First, of course, we must see to it that all available members of the SIU Great Lakes District sail on unorganized ships which are now under organizational concentration.

In line with this need and with the mandate of the Great Lakes membership, letters have been sent to all SUP and Atlantic and Gulf ports telling them that we need the services of all Great Lakes District members on the Great Lakes.

Elections are scheduled to be held in the thirteen ship Hanna fleet and the two ship Schneider fleet shortly after the resumption of regular sailing. In addition to these two fleets, we have a fairly strong representation of pro-SIU crewmembers in several other fleets.

Great Lakes District members who have returned from the coast are needed to man these fleets, in addition to SIU-contracted vessels. Every SIU member should act as a volunteer organizer, and actively assist in the 1948 Organizational Campaign.

## SHIP UNORGANIZED

A minimum of at least two SIU volunteer organizers is needed aboard every unorganized ship under concentration. We say a minimum of two, but we would like to have at least four members on each one of these ships.

That way, we would have contact men aboard each vessel, and be able to distribute copies of the LOG and organizational material to the unorganized Lake seamen.

## Striking Printers Aid Striking Farmers

MEMPHIS, Tenn. — In a good and practical display of labor solidarity, members of Typographical Union Local 16, AFL, now on strike against Chicago's newspapers, donated \$351.26 to the 1,100 farm workers, members of the National Farm Labor Union, also AFL, who are on strike against the Di Giorgio Farms Corporation near Bakersfield, California.

H. L. Mitchell, president of the Farm Workers, writing from union headquarters here, thanked the type-setters, and added:

"We note that the Chicago Typographical Union is nearly 100 years old, whereas the Kern County Farm Labor Union Local is less than one year old. Your members are spearheading the struggle to save the gains of 100 years of the best in American trade unionism, while our members on the 19½-mile picket line in California are seeking to bring some of the benefits of unions to the last large group of unorganized workers in America."

The Farm Workers' strike against Di Giorgio is five months old. Recently a group of California unions sent the strikers a 300-car caravan of food and clothing.

Despite the fact that it is necessary to have shoreside organizers at certain key points throughout the Lakes, the most important organizing job will be done by the volunteer shipboard organizers.

After all, the average bulk freighter on the Lakes is seldom in port more than four or five hours, and it is quite difficult for shoreside organizers to contact the entire crew during this short space of time.

Shipboard organizers on the other hand work, eat, play around, and sleep with the crewmembers, and have plenty of time to sell them on the need for organizing under the banner of the SIU Great Lakes District.

SIU volunteer shipboard organizers can take the time to break out SIU contracts, and show the unorganized Lakes seamen how much more SIU members are securing.

In addition SIU contracts reveal how the members are protected by job security, job seniority, and ideal working and living conditions.

Aboard ship it is possible to hold informal meetings in your quarters and thoroughly discuss the benefits of SIU democratic unionization to the unorganized Lakes seamen. It is also possible to show these men the various bulletins which are put out from time to time, and fully explain their meaning.

## DON'T GRIPE

Probably, a number of members will begin to squawk and gripe about shipping on unorganized ships. In fact, we have had two or three individuals drop in and see us, and ask us "Why should I ship on an unorganized ship, and pay dues into the SIU Great Lakes District?"

Other members have stated, "When I pay dues into a union, I expect to secure benefits and advantages from those dues. Why not make someone else take a job on the unorganized ships? I am perfectly satisfied to ride the gravy train on an SIU-contract ship."

We know it's nice to be able to sail on an SIU-contracted ship, and enjoy the best possible wages, hours, overtime, working and living conditions. However, it is the duty and responsibility of every SIU Great Lakes District member to sail on at least one unorganized ship until that ship has been voted and won by the SIU Great Lakes District.

Neither the SIU Great Lakes District nor the International has the kind of money which would be necessary to organize the Great Lakes solely by shoreside organizers.

Not only would it be a much more costly job to use shoreside organizers only, but it would take a much longer time than utilizing the resources of our entire membership.

Just as long as large Great Lakes fleets like Pittsburgh, Pickands-Mather, Hutchinson, Columbia, Boland, Corneliuss, Hanna and Wilson, as well as others, remain unorganized, it will be that much more difficult for the SIU to secure better wages and conditions for the thirty fleets now under contract to the SIU Great Lakes District.

Certainly, we have made many gains for SIU members in the Great Lakes. As a result of these

gains won by the SIU, all LCA ships and those sailing these ships, have benefited.

However, in order to completely protect Great Lakes seamen from the vicious attacks of the LCA, we must secure the vast majority of unorganized Lakes fleets.

The very existence and security of all Lakes seamen is being threatened by the LCA today. Representatives of the LCA are traveling into many states several hundred miles or so away from the Lakes area seeking recruits to replace experienced Lakes seamen.

Why has the LCA instituted such a recruiting program? This outfit realizes only too well that



the experienced Lakes seamen are aware of the need for organization, and want the SIU Great Lakes District as their union.

LCA operators want no part of the SIU Great Lakes District because they know an SIU contract forces them to pay higher wages, and provides better working and living conditions.

That's why the LCA is willing to go to any lengths to replace the entire experienced working force of the Great Lakes with green men, in order to prevent unionization of the Great Lakes.

That's why it is vitally important at this time that all possible SIU Great Lakes District members sail on the unorganized Lakes ships, and bring our message to these unorganized men.



C. C. (Ropeyarn Charlie) Rappold, now 74, who sailed all during the war, has been a seaman for 60 years and he hopes to make another trip this summer as Bosun or AB. Charlie was born in Holland but came to America when he was 22. When he went up for his AB in Philadelphia a long time ago, Andrew Furusest himself was there to see that things went well. He has been living at Snug Harbor for the last year.

## New Orleans Exports In 1947 Reached Record High Point

NEW ORLEANS — Export shipments through this port, the nation's third largest, totaled \$923,000,000 in value in 1947, the U. S. Department of Commerce disclosed after a survey. The figure set a new record for New Orleans.

To show the difference between shipping now and shipping in the old days, the Department pointed out that the value of exports from here last year equaled the five-year total shipped in the 1935-39 period.

Vegetable, food and beverage shipments to foreign nations comprised about 28 percent of all shipments from New Orleans docks during the year. Machinery and vehicles covered about 19 percent and cotton along with other textile fibers covered another 18 percent.

Other materials looming large in New Orleans shipments included metals and metal products, naval stores, tobacco, rubber products, wood, paper and chemicals.

## Baltimore Shipping Has Relapse

By WILLIAM (Curly) RENTZ

BALTIMORE — Shipping slipped badly in this port last week. We had only four payoffs compared to the seven or eight we've been having a week, and we signed on only five, two of the latter being Alcoa, two Isthmian, and one Waterman.

On the bright side we can say that all the payoffs were good ones. What beefs there were, even those on the two Isthmians we paid off, were settled aboard ship to everybody's satisfaction.

There are too many men who have come to the Baltimore beach on the theory that shipping here is first rate. It isn't. In fact, shipping hasn't been very good all winter. That is

something the membership ought to know. Some weeks it has been better than in some other port and has looked good by comparison. That's where the bum theory came from, we suppose.

It's this condition that makes it necessary for the membership to back the decisions of the Agents Conference. The strike fund and the building fund will give the Union the solid strength it needs. We must have that power to hold our gains in the long pull coming.

Everybody in Baltimore is behind the tanker drive. The permits on those tankers are doing a bang-up job, and will be good Union men in the future.

## MEREDITH VICTORY CREW AT REST



Some crewmembers of Isthmian's SS Meredith Victory take time out for a picture. Among the hands pictured above are Victor J. Clifford, Ch. Electrician; M. R. Balvador, Ch. Steward; W. P. Rinehart, Wiper; M. N. Dishman, MM; J. R. McPherson, AB; T. Shanahan, Crew Mess; D. J. McCarthy, Utility; J. A. McArthur, OS; Earl G. Griffin, BR; Antonio Savant, FWT; Dominador Isorda, Ch. Cook; Marlin C. Smith, AB; G. Godose, Purser; Jimmy Niacaes, MM; Robert Wheeler, AB; and P. Podolsky.

# Alien Seamen Still Getting Runaround

By W. PAUL GONSORCHIK

NEW YORK — Shipping has improved a little for most of our members but there still remains the problem of alien seamen.

Quite a few of our alien Brothers are trying their damndest to get their citizenship papers, but Congress diddle-dadles with the bill to make all the aliens who served the country during the war citizens.

Those were the days when we needed men to sail the ships. Take 1942. That was when four ships out of 36 might reach their destination. The aliens were good sailors.

Those of you who sailed in the war years know how you were treated by certain government officials. Things were rosy for the commies and, by the evidence, the commies are still getting plenty of cream. But the promises made to seamen are shoved to the back of the shelf.

So the aliens have a problem. They are up against government rules and must, of course, abide by the SIU's own rules too.

My advice to the alien seamen is simple: Be patient. Don't try to give the Dispatcher a hard time. SIU officials are going all out to help you, but a Dispatcher must send men to jobs in accordance with the rules, and the rules include federal shipping laws.

If the board says "citizens" that's how it is. The Dispatcher can't change it.

### GET VOUCHER

Another thing—and this is to all members: When you have worked aboard a ship for several hours after joining her and decide to quit, be sure that you get your pay voucher from the Master before leaving.

If you don't get the voucher, the company will send you back to the ship for it. If that happens, don't come to the Agent or the Patrolmen and raise hell.

You have to have the voucher to get your pay. You don't have a beef. You are dead in the wrong. Do it right the first time and you won't have any difficulty.

Personally, I think that the members should educate themselves on the Shipping Rules and the company contracts. Practically nobody seems to know what's what. Especially is this true among permitmen. A permitman has no more excuse than anybody else for not knowing the Shipping Rules.

So how about a little more study and a little less woe—woe that should not be a Union concern at all. Our rules and contracts cover practically every beef imaginable. If you know them, your officials will have more opportunity for Union business and you will have a better time aboard ship.

## N.O. Hospital

Seafarers entering the New Orleans Marine Hospital are requested to get in touch with Leroy Clarke of Ward 4-F, Bed 27. Brother Clarke is the contact man who will make arrangements for keeping in touch with the Union and collecting hospital benefits.

## WAITING FOR A (ICE) BREAK



The SS Michael Gallagher, Midland Steamship Company, tied up at her winter berth, patiently awaiting the break-up of the ice-bound Buffalo River, which appears in the foreground.

# Lakes Ice Cracking; Season To Start Soon

By ALEX McLEAN

BUFFALO — Everyone in this port is looking forward to an early Spring with a consequent early opening of the 1948 sailing season. Thick Lake Erie ice in this vicinity has already begun to crack and is in a very dangerous condition. Ice fishermen have been warned to stay off the ice by the Coast Guard.

The first robin to arrive here was in the person of Brother Howard Flack, better known to his shipmates as Texas. Tex



sojourned in that fair state for the last couple of months, and is eagerly awaiting the opportunity to grab his first ship.

Brother James Martin who was organizing in the port of Cleveland during the 1947 season, dropped into the Hall from his home in Binghamton, New York.

However, on looking the harbor over and seeing the ice conditions, he decided to pull a ground hog act, and go back home to sleep for a few additional weeks.

All ships which have been storing winter grain are now unloaded, and the shipyard crews are busy on repairs. Afterend crews of the Cleveland-Cliffs ships are expected to go aboard their vessels in this and other ports beginning on March 1. The remainder of the bulk freighter lines are not expected to start work until some time between March 15 and April.

### FINAL DISPATCH

During the past few days, two Brother members and one well known oldtimer passed away in this port. Brother Mike C. McGlone, a Fireman for many seasons, passed away, as did Brother Thomas Dapo, a Porter on the Ingalls for the past two seasons. Both were in good standing, and will be buried by the Union.

Old-timer Joseph Devore, who was known to all Lakes seamen as Pinochle Joe and who was

shipkeeper on the SS J. H. Brown for the past twenty-five years, was drowned when going aboard his ship at the D&C dock.

All members in the Marine Hospital are coming along fine, and this includes Brothers Thomas Fegan, Ryan Sharkey (fractures), Howard Rose, and John McCauley (medical). Members at the Hall wish a speedy recovery to all, including Brothers John Rothery in the Marine Hospital at Ellis Island, and Fred Petrie at Baltimore Marine Hospital.

To all those young men who have written to me in regard to sailing on the Great Lakes, if you did not receive a personal

# New York On Shipping Upgrade; Robin Doncaster Returns To SIU

By JOE ALGINA

NEW YORK — Back with the SIU after a six year absence is Robin Line's Robin Doncaster. She was a good ship when she went off to war in 1942 but now, following her conversion, she is the ultimate in class and comfort.

There hasn't been a ship like her in American maritime history. One look at her and a seaman's dream of comfort and ease is realized.

Each foc'sle has been fixed up to the greatest degree possible. Innerspring mattresses of the best quality, individual toilet

facilities for every crewman and all the little provisions that go to make life comfortable have been included.

Nothing could be better, and we hope to have her with us for a long time to come.

She had an interesting wartime record. In 1942 she was turned over to the English. They used her for two trips and then her for two trips and then Navy. That was short—she was turned the ship over to the U. S. soon handed to the Army which used her until the end of the war.

### WELCOME MAT

Now she is back with Robin ready to make her first postwar run to South Africa. Patrolman Goffin, who handled her last SIU payoff in 1942, welcomed her back to the fold when he handled her sign-on this week.

Around this busy port, which Winter doesn't want to leave, shipping continues on the upgrade. Permitmen, who up to now have had difficulty in getting ships, are finding it quite easy to get out.

There is no shipping stampede taking place here, men are available for all jobs, but the tempo is such that the wait between ships has been cut materially.

In the clean payoff column this week, we had the Malden Victory, Yaka and DeSoto, all Waterman. The Yaka is gaining the distinction of being the beefless ship of the SIU. Never, as long as I can remember, have we had a beef of any consequence. She is a sweet one for the Patrolmen.

Speaking of Patrolmen, it is worth mentioning that payoffs aren't confined to the daytime hours. The number of late evening payoffs becoming more and more frequent.

The other night a Patrolman paid off a ship at midnight and didn't get away until 3:30 AM. We're thinking of equipping the Patrolmen with seeing-eye dogs—those ships are hard to find on a dark night.

## MC Barred From Selling Abroad

WASHINGTON — The Maritime Commission will be in the shipping business for at least another year as the result of a bill passed in Congress last week and signed by President Truman in Key West. However, the agency's more objectionable powers were somewhat curtailed despite the President's protests.

The act of Congress authorizes the Commission to continue to sell and charter ships until March 1, 1949, but to domestic owners only. Sales and charters to foreign owners are specifically

barred by the new measure.

In the recent past, the Commission has sold more than a thousand ships to foreign operators despite the protests of U.S. maritime labor. The agency never has chartered ships to foreign owners.

The President objected to the clause forbidding foreign transfers, saying that he did so for "a number of reasons."

The only reason he gave was that the new law would bar charters to Philippine owners for inter-island runs.

# New Immigration Service On Great Lakes

By EINAR NORDAAS

DULUTH — Reports have reached us that the U. S. Immigration Service will shortly start to issue a passport identification card for all Great Lakes seamen.

This will help seamen considerably when they arrive from a Canadian port at a place where there are no immigration officers. By having this passport identification card, the seamen will be able to go ashore at once without waiting for the inspector to arrive.

In order to secure these new cards, it will be necessary for men to produce birth certificate or naturalization papers as well as two photos of themselves.

It is not in any way compulsory, and will be beneficial to those alien seamen who are legally in this country, too.

### DULUTH EVENTS

Last week, fourteen Duluth plants showed what they think of "free riders" by voting overwhelmingly for union shops.

"Free riders" are those who like to secure all the benefits

won by the unions without sharing in any of the responsibilities and activities which won those gains.

These individuals, and usually there are only a few, balk at paying any money into the union, but expect to receive all of the benefits.

On Monday, February 23, a labor platform was adopted by the Central Trades political unit in its Labor Temple meeting. A day later, February 24, the Duluth area Port Council of the AFL Maritime Trades Department held its meeting in the Superior Labor Temple.

Port Council meetings will be held regularly on the third Tuesday of each month, rotating between the different ports in this area. Hereafter, copies of the Duluth area Port Council minutes will be sent to all other affiliated Councils now functioning in the Great Lakes District.

### FIRST SHIP?

As usual, all kinds of guesses being made as to when the first ship will arrive in Duluth or

Superior. Some optimists guess that it will be as early as March 25 while others guess some time in April. However, you can make your own guess about this, and old man Winter will have the last say about it.

In any event no matter what time the first ship arrives in this area, we are hoping to see an SIU crew on it, and everyone after that.

Of course, this is probably expecting a little too much this early in the season, but if our organizational drive picks up the same momentum it did last year before the passage of the Taft-Hartley Act, the SIU Great Lakes District can expect to win several new fleets.

By the way, whenever an SIU-contracted ship comes into this port, Departmental Delegates are urged to call the Hall.

Remember, we have a job to do, and the only way we can do this job is through your wholehearted cooperation. Don't forget to call the Hall when you arrive in the Duluth area!



# SHIPS' MINUTES AND NEWS

## Steward's Sick-Bed Vigil Speeds Brother's Recovery

Seafarer Henry Weaver is still a crewmember of the Seatrain Havana, and a healthy and happy one solely because of the Chief Steward's skill and diligence in an illness that might have cost Weaver his life.

When Weaver was stricken with fever and pains in his chest, it was Steward Fred Shaia who nursed him through the critical hours of his illness.

When the Havana was but four hours out of Texas City, on February 14, Weaver reported ill with a fever of 104 degrees and pains in his back. Two hours later his pulse was a very rapid 120 and he began spitting blood.

The Skipper contacted the Marine Hospital in New Orleans by radio and was advised that penicillin be administered at once.

### NOT A UNIT

The medicine chest was without the drug, but Shaia had 200,000 units of his own and was experienced in its mixing and administration.

Shaia brought out his supply and began treatment. For the next 30 hours he was in constant attendance checking Weaver's respiration, temperature and pulse. Every three hours he administered 25,000 units of penicillin.

Through the night, the next day and until 3 A.M. on the morning of February 16 he did not depart from Weaver's side.

At that time the fever broke and the crisis passed. By late in the morning his pulse and temperature were normal.

In a letter to the company, Captain King praised Brother Shaia for his sterling job when he wrote: "...I am sure that Weaver had an attack of pneumonia and would have been in for a long and dangerous illness except for Steward Shaia's skill in nursing."

When the Havana arrived in New York a few days later Weaver was up and about though still a little weak for his experience. After a check-up at the Marine Hospital he was okayed to return to the ship.

Another ship or another crew and the story might have had a different ending.

## Manila Log Man Is On The Ball

If you don't get the LOG when your ship touches Manila, it's not the fault of Ludovico Agulto, the LOG's "Manila Watch." Agulto reports that Philippine authorities, fearful of smuggling, have so curtailed harbor activities that sometimes he cannot get past the gangway. If he can't come aboard and meet all the Seafarers, he will leave a hubber-stamped sign reading SIU-SUP to show that he has done his best to deliver the union paper.



## 'Talks Back,' Gets 4 Months In Army Brig

Charges that the U.S. Army and State Department are going out of their way to give U.S. seamen a hard time in German ports continue to pile up. Latest SIU member to report the situation is Melvin Brown who served four months of a six-month military sentence for speaking up for his rights to the American consul.

Brown lost his passport in Bremen. Learning that it had been found and turned over to the consulate, Brown went to see the consul to get it. What was more natural?

When he went into the consul's office to ask for the passport he received rough treatment from the start. "Get your god-damned hands off my desk," he quotes the consul as saying.

Naturally Brown took exception to this remark and hot words followed, but nothing more. All Brown wanted was his passport.

What he got was six months. The MP's grabbed him and he was hustled through a military court and was in the stockade before he knew what was going on.

### COLD WATER

After four months in two different stockades, Brown was released on good behavior. But those months were rough ones.

There were about 20 seamen in Army prison camps in Germany when Brown was there, all of them held on flimsy charges. Reveille was at 5:00 a.m., and the men were lucky to get to bed by 11 o'clock at night after spending much of the day in military drill. They had no money, no cigarettes and no help from anyone.

At one period Brown spent 12 days in solitary confinement on bread and water because he stood up for a fellow seaman, an NMU member, who was being given an especially tough going over.

There was no joke about the bread and water, particularly the water. Just to make sure he knew he was being punished, Brown says the authorities poured cold water over him every two hours. It was quite a dose for a man who had talked back a little to a consul.

Coming across on the Army transport Zigmor wasn't much better than being in a stockade. Brown put in 10 to 11 hours a day in the Stewards Department — without overtime, of course. As for the ATS crew, "Strictly a phony bunch," Brown reports.

## WITH THE CANTON VICTORY IN SAN PEDRO



After the Waterman vessel was safely berthed in the West Coast port, Black Gang men gathered around in Engine Department for photo by Ship's Photographer. Front row (by table), left to right: Troy Smith, Oiler, and A. Hubeny, FWT. Second row: J. B. Brown, Wiper; Pete Solberg, FWT, and L. Brevik, Wiper. Rear row: J. Yapling, 3rd Assistant; T. Logan, Oiler and Engine Department Delegate; Joe Phillips, FWT, and E. Duser, Jr. 3rd Assistant.

Photo submitted by Thomas Logan.

## Weather 'War' Embroils Seamen

With the exception of the aviator, there is nobody more at the mercy of the weather than the seaman.

True, the farmer can be the victim or the fair-haired boy of the weather, and so can your grandfather when he wants to take the family on a picnic. However it is the farmer's crops, not the farmer himself, that is affected, and your grandfather can always stay home if it rains.

But the seaman and the airman live and work, and too often die in the weather. Moreover, there is not much they can do about the weather once they are in it.

Accordingly, airmen and seamen develop an acute weather sense. They know the signs of good weather and bad as well they know their home towns.

### HEAT ENGINE

But what is this weather? Where does it come from—and why?

To begin with, the earth whirls in space under a vast envelope called the atmosphere, the air, which is a mixture of many gases. Because of the sun, the shape of the earth, the spinning of the earth on its axis and several other factors including the unequal distribution of water and land, the atmosphere works as a great heat engine.

The sun's heat strikes the earth most directly at the equator. Air at the equator is warmed and rises rapidly far above the earth. Then it spreads out north and south, drifting toward the poles.

As the air drifts it cools and becomes denser. It gradually

sinks in the form of a bitterly cold cap over each pole. However, since more air is being warmed at the equator to pile up over the poles in its turn, the poles become overloaded. Some of the cold air breaks out. That's where the story of storms begins.

Let's stay in the northern hemisphere, although the process is essentially the same whether we are north or south of the equatorial line.

### BATTLE FRONT

A huge mass of cold air covering thousands of square miles



breaks away from the North Pole and slides south. As it moves, its leading edge or "front" pushes under the warmer, wetter air it encounters on its southward run.

Along the front, the warm air condenses into clouds as it is tossed aloft. The clouds precipitate rain or snow. The front is a true battle line between warm and cold air masses.

The great winter storms of the northern hemisphere, the storms that batter ships in the North Atlantic and smother most of North America in snow, occur as

"waves" or "low pressure centers" on the front.

Weather forecasting, which is a complex combination of science, art, savvy and luck, consists largely of trying to predict the movement of these waves, many of which originate or intensify over the North Atlantic and the Great Lakes.

After such a storm has passed comes the cold dry air. Eventually the cold air, borne by the "trade winds" and getting warmer with every mile, reaches the equator again, and then the process starts all over. Anybody who has been on the North Atlantic this winter knows that there has been a steady progression of the big storms. The winter record of marine disasters and near-disasters confirms it.

Tropical storms, the hurricanes of the Atlantic and the typhoons of the Pacific, are something else again. Many weathermen believe that they start as waves on what they call the "equatorial front."

(Ed. Note: Subsequent articles will cover other aspects of the weather. Members are urged to write in about the weather they have seen on the world's oceans.)

### ATTENTION!

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



# SIU Ships' Minutes In Brief

**SEATRAN HAVANA, Dec. 24**—Chairman Faustina Pedraza; Secretary Fred Shaia. New Business: Motion carried that when the Union opens its books that Oscar Sartin, John C. Bailey and Henry Rote be admitted. Good and Welfare: Motion carried that LOG donate two pages to cheerful news and praise to members and crews instead of beefs. Motion carried that meeting go on record with vote of thanks to entire Stewards Departments for the excellent Christmas dinner, and service throughout trip.

**SEATRAN HAVANA, Jan. 23**—Chairman Fred Shaia; Secretary Henry Weaver, Jr. A list of 25-cent fines drawn up by Deck Delegate Pedraza, Stewards Delegate C. W. Smith and Steward Shaia, fines to be 50c for second offenses. Voted not to sail ship unless radiators were installed in the Deck Maintenance and MM's foc'sles. One minute of silence for Brothers lost at sea.



**NOONDAY, Jan. 23**—Chairman Smith; Secretary John T. Annal. Voted to allow Stewards Department to paint own foc'sle and galley because of sharp drop in overtime. Also voted that work normally done by foreign labor in foreign ports be done by crew before sailing. Listed repairs.

**ALGONQUIN VICTORY, Dec. 7**—Chairman D. Casey Jones; Secretary George Everett. New Business: Motion carried to investigate slopchest prices thoroughly and report findings to shore officials. Motion carried to instruct Secretary-Treasurer to reopen negotiations with the St. Lawrence Navigation Company immediately in regard to getting the coal bonus. George Everett nominated and elected ship's delegate by acclamation. Good and Welfare: Suggestion to Chief Cook that he refrain from using so much garlic in food. Agreement among crew to stay away from USS in Antwerp due to its chiseling tactics.

**ALGONQUIN VICTORY, Jan. 14**—Chairman Thomas F. Hill; Secretary George Everett. Voted repairs to steam line, fans, shower nozzles, and other gear. Carried motions that mess be kept clean and that night lunch be more efficiently handled. Elected Brother Smith Ship's Delegate. One minute of silence for Brothers lost at sea.

**WALTHAM VICTORY, Dec. 14**—Chairman H. Conn; Secretary C. V. Dix. Delegates reported no beefs. New Business: Motion by S. Zalenski that crew put in for innerspring mattresses. Good and Welfare: Suggested by Brother Conn that library be changed as soon as ship hits port. One minute of silence for Brothers lost at sea.

**SALVADOR BRAU, Dec. 14**—Chairman L. A. Marsh; Secretary Raymond J. Wells. Delegate reported all in good order. New Business: Motion carried that each crewmember donate \$5 to go to family of SIU Brother who



died on the SS George Davis. Motion made by John Popan. Motion carried to post meeting time at least 12 hours before meeting is held. Motion carried that third assistant be investigated by MEBA and SIU for anti-union activities. One minute of silent prayer for lost Brothers.

**SEATRADER, Nov. 23**—Chairman C. D. Anderson; Secretary Nick Mutin. Delegates reported all smooth in their departments. Motion carried that sufficient lava soap be distributed to deck department each week. One minute of silence for Brothers lost at sea.

**ZACHARY TAYLOR, Nov. 30**—Chairman Ackerman; Secretary Mullen. Delegates reported all smooth. New Business: Fines made for infractions of ship-board rules. Good and Welfare: One man from each department to rotate each week in cleaning washroom on lower deck. One minute of silence for Brothers lost at sea.

**COASTAL MARINER, Oct. 19**—Chairman F. Cornier; Secretary Blackie Connors. Motion by DuBose that Patrolman be present at payoff in Philadelphia. Motion by J. Powell that door nearest to gangway be left unlocked in port. List of repairs made up and approved. Agreed that anyone making ice be paid overtime and previously understood.



**HORACE GREELEY, Oct. 7**—Chairman George Milhalopoulos; Secretary C. R. Brumfield. Good and Welfare: Motions carried for improvement of recreation room and sanitary condition of ship. Chairman told crew what constituted the duties of the departmental delegates.

**EMILIA, Nov. 29**—Chairman Ernest Gonzales; Secretary Robert C. Thomas. Delegates reports accepted. Good and Welfare: Motion that new cots be put aboard for the crew's use while in the islands. Motion that new keys or locks be procured for all foc'sles. Motion made that all crew foc'sles be painted.

**WARRIOR, Dec. 10**—Chairman C. Bushe; Secretary G. Byrne. No beefs in Engine and Deck Departments. Stewards Department had beef on eight hours overtime for 2nd Cook, which was held for Patrolman. One minute of silence for Brothers lost at sea.

**R. NEY McNEELY, Dec. 14**—Chairman Michael Evanosich; Secretary M. C. Kilmark. New Business: Member reported Second Mate as carrying gun around deck. Steward reported linen shortage and asked crew to return surplus. Repair list made up and approved. Motion carried that copy of minutes be turned over to new crew. Good and Welfare: Discussion on cleanliness of ship. One minute of silence for Brothers lost at sea.

**GEORGE D. PRENTICE, Feb. 1**—Chairman J. C. Walker; Secretary J. A. Bruno. Delegates reported 50 disputed hours on Deck, five hours in the Engine Department. Ship's Delegate to see captain about sougeeing passageways and about repairing galley stove. Voted to have a complete repair list made for Patrolman.



**GADSEN, Feb. 10**—Chairman Obreza; Secretary Logan. Ship's Delegates elected: B. F. Rhodabargen, Deck; J. W. Logan, Engine; E. Kocharan, Stewards. Carried motion that crew go ashore if ship gets cold again. Voted that men refrain from going to Union hall with petty beefs. Voted against Union ruling that SUP men get off after 60 days or a round trip provided SUP change its West Coast rule making SIU men get off. Ship's Delegate to check on present rules. Discussion of repairs and supplies under good and welfare. One minute of silence for Brothers lost at sea.

**F. T. FRELINGHUYSEN, Jan. 4**—Chairman Kearney; Secretary Donnelly. Engine Delegate Snow and Deck Delegate Kearney reported all smooth save disputed overtime for Saturdays in French ports. Stewards Delegate Kuntz reported all smooth save for case of one member evading work. This member was reprimanded. Deck Engineer Shipps suggested that sougeeing of coal ships be mandatory before leaving port and that provision be made for this in contracts. Motion seconded by Newman and approved. Further discussion of sougeeing, and voted to hold up payoff if not done. Voted for fumigation and repair list. Minute of silence for Brothers lost at sea.

**ALCOA PENNANT, Jan. 18**—Chairman Patterson; Secretary Carlson. Special meeting on Captain's move to fire Steward. Engine Department recommended not sailing until settled. Deck Department wanted to make company keep man now and hold port committee in New Orleans. Stewards Department wanted to settle now. On Mobile Agent's advice, sailed to New Orleans, Steward to be given standby work and choice of new ship there.

**GEORGE D. PRENTICE, Jan. 1**—Chairman John Doris; Secretary John Bruno. All departments okay. Voted to have Ship's Delegate see captain about cleaning, sougeeing and painting foc'sles, passageways and decks. Decided last man on standby to clean messroom for next watch.

## SEAFARER SAM says:



VOTE YES ON THE FOUR RESOLUTIONS THAT GO TO REFERENDUM VOTE ON MARCH 10! WE MUST FURTHER STRENGTHEN THE SIU AND TIGHTEN OUR STRUCTURE TO MEET ANY POSSIBLE FUTURE BEEFS!

## CUT and RUN

By HANK

All hands in the SIU—and especially the permitmen—should turn to in honestly understanding, cooperating and fulfilling the Educational Program now in effect in our SIU halls, as well as the Organizing Drives going on. This is a tough year in more ways than one—and what we accomplish and how we do it, will mean real security and satisfaction to us all.

Frank Bose, the electrician, just sailed into town, with his mustache, after a trip to Europe and a taste of the good old tough North Atlantic... Brother Martin O'Connor is in after a long Isthmian trip... Brother Al Gordon and his mustache is in town... Brother Chester Jowers, one of the oldtimers, is in town right now... The SS Robin Doncaster made her first trip this week to South and East Africa.

The weekly LOG will be traveling all over the nation to the following brothers: John Nelson, of Massachusetts; Ed Riopelle, of Michigan; Earl Harvey, of Alabama; G. M. Fatheree, of Alabama; Carl Francum, of North Carolina; Russel Saye, of Georgia; B. J. Schmitz, of Maryland; Edward Barron, of New York; Hans Schmidt, of Louisiana; Billie Darley, of Georgia; R. Tate, of North Carolina; James Sibley, of Virginia; Norman Curran, of Brooklyn; Primo Fernandez, of New York; Andres Castelo, of Brooklyn; Edward Barringer, of the Bronx; Warren Simmons, of Long Island; Ellsworth Crowther, of California; Edward Ladimer, of New Jersey; J. W. Dennis, of Alabama; Robert Hunt, of Oklahoma; Philip Galla, of Pennsylvania; Elwood Troup, of Pennsylvania; J. E. Ashby, of Tennessee; Hector Conrad, of Connecticut; Bill Hiatt, of Florida; James W. Burns, of Missouri; W. B. Gates, of Louisiana; Arthur Morse, of Indiana, and Ralph Gates, of Florida.

Also to William Panewicz, of Florida; Ed Magness, of California; J. J. Langley, of Alabama; Floyd Cummings, of Mississippi; David Berger, of Virginia; Rogie Kanon, of Brooklyn; Robert B. King, of West Virginia; George Proctor, of North Carolina; Henry Faucher, of Connecticut; Walter Grocki, of Long Island; Eugene De Maria, of Massachusetts; William Gannon, of Massachusetts; Lloyd Campbell, of Michigan, and Kenneth Van Alstine, of Michigan.

News Item: Washington, Feb. 25—Congress today ignored the maritime provisions of the Marshall Plan and prohibited the charter and sale abroad of American ships. "It should completely knock out of the Marshall Plan a provision which would put the American Merchant Marine and most of the men who work in it out of business," said Representative Bradley. "I do not see how the members of the House or the Senate can now come along and write into the Marshall Plan the provision to permit the sale of 200 ships to Europe and the charter of 300 more."... It's about time our own American sailors and the Merchant Marine is sensibly and strongly safeguarded in regards to the jobs and the ships we should have.

Brother Angus "Red" Campbell just came in from a trip... Here are a few oldtimers who may still be in town: Bosun A. Mitchel, Carpenter M. Daex, E. Steel, Frank Bock, R. R. Ledy, C. Brundage, C. Jurewicz, A. M. Daines, Steward R. E. Ayers, Deforest Fry and J. McMenemy... Remember, Brothers. The importance of becoming a good union man really pays off in many good ways. By reading all union literature and knowing what's going on and by participating in various union activities—you protect yourself from ignorance, you keep your union and the contracts strong and you create the real kind of cooperation and militant unionism which a progressing union depends on at all times.

# THE MEMBERSHIP SPEAKS



## Importance Of Able Delegates Stressed By Yamhill Engineers

To the Editor:

Having recently paid off the SS Yamhill after a voyage of nine and a half months, we should like to make some observations in the interests of good Unionism, which we know Seafarers are vitally interested in.

Reason we are bringing this up at all is because we have sailed many SIU ships and have found the crews to be darned good Union men. Working with them has always been a pleasant experience. But the trip on the Yamhill, which, by the way, paid off in Boston in December, was the first trip on which we noted a deviation from SIU standards.

Except for what happened on this trip, our experience has shown Seafarers to be competent and determined in handling beefs. The fact that this wasn't the case on the Yamhill appeared to be the fault of one man—he happened to be the Engine Delegate—and it demonstrates how important it is to choose the right man for that job.

### ABUSIVE

First of all, most of the men aboard were permitmen, with only four or five bookmen in all departments. The Engine Delegate was, of course, a full bookman, and he took advantage of this fact to throw his weight around. Because of their respect for a full book, this guy had full rein—and he led the fellows around by the nose. Besides that, he used his position to instigate trouble. In that respect, he was efficient.

But when it came to being efficient in his duties as a Delegate he was a flop, thereby doing injury to his shipmates and Union brothers, along with the rest of us who were aboard who are interested in good unionism.

There were many good beefs aboard the ship that were never brought up at the payoff. For 11 weeks, none of us received any fresh linen. We received only one carton of cigarettes a week for a period of seven months, and for a month and a half, we were out of smokes entirely. None of this was mentioned by the delegate in question at the payoff. In fact, none of the men stuck around at the payoff to see these and many other legitimate beefs through.

### NOT REPRESENTATIVE

Certainly under the existing conditions, there could not be crew harmony. When a crew is in harmony it makes it easier for all hands. Fortunately, the crew of the Yamhill on the particular voyage we are referring to, were not representative of SIU crews. The black gang delegate was far from representative.

He kept asserting the fact that he was a book member and kept falling back on the theory that because he was an SIU man he could do anything. He never stood on his own feet as a Union man. The rest of the crew, as we say, were permitmen and

therefore, were easily influenced to act as they did by this one guy.

Men like them can be just as easily influenced to act as good Union men, to their own and the Union's advantage and which would do justice to the good reputation of their organization. All that would be necessary was for this fellow to have been more conscious of his obligations and

duties as a Union delegate.

This is not to be regarded as criticism. It is only an isolated case. But it does serve as a reminder that by not acting as good Union men we stand to lose much for ourselves and our shipmates.

J. C. Boszkowski,  
2nd Engineer  
R. C. Tobiusen,  
3rd Engineer

### HAD GOOD HOLIDAY



Christmas, like every other day, was marked by brotherly spirit aboard the SS John Gallup. These crewmen gathered on deck after a mighty satisfying holiday meal served while ship was in Lisbon, Portugal. Andrew Messana recorded the happy scene.

## Stop Disrupting, Cooperate To Keep SIU Tops, He Says

To the Editor:

In the past, a lot of criticism has been directed toward various ports and members, causing a certain amount of disruption in the Union. This has been wholly unjustified.

In this connection, I would like to point out a few things that seem to have been forgotten.

Our Union, the SIU, is a democracy. It is made up of individual members from all ports and from many parts of the world. Each man carries a share of the Union's responsibilities and the will of the majority is taken as the policy of the entire Union.

To assure the success of these democratic principles, each member should contribute a part of himself to the SIU as a whole. He should be ready to go all out to any extent to support the SIU and what it stands for.

Brothers, without this organization, our livelihood could be

cut off and our very homes could be placed in jeopardy. What better reason could a man have to back the Union to the limit.

Let's quit being overly individualistic, being small boys and selfish hometown kids.

Instead, let's act like the hard-working seamen we are. Let's back the Union. It's our protection. And it's our own organization.

R. W. Schoolcraft  
Boston, Mass.

### Portrait of a Seafarer

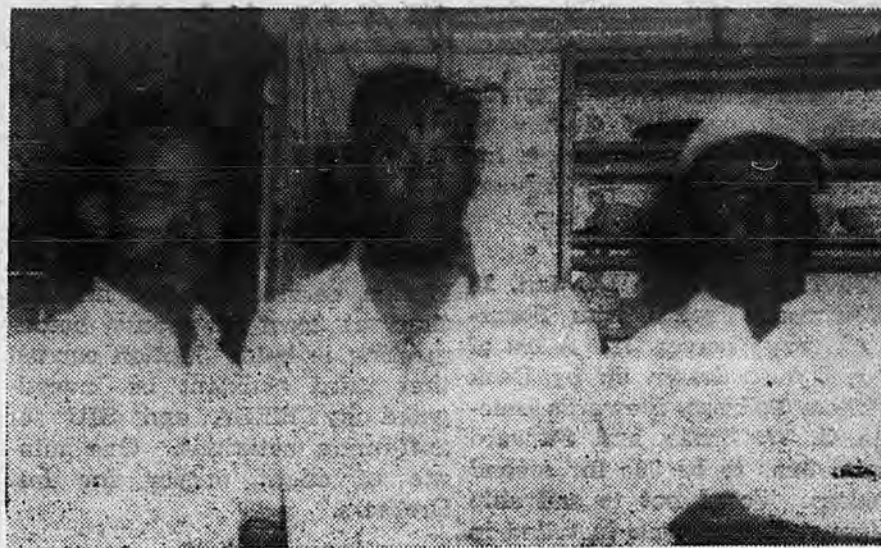


Red Dineen, AB, aboard the Andrew Jackson, is caught in a candid moment by fellow crewman Ted Filipow.

### 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.

### SS YARMOUTH GALLEY MEN



Three members of the Stewards Department serving up chow in the crew's mess aboard the Eastern Steamship Company's cruise ship are (left to right): Howard Horner, Charles Carr and Alfred Jackson.

## Brothers In C.Z. Hospital Say Union Is 'Riding Good'

To the Editor:

Though I'm a recent member of the SIU, thought I'd drop a line from down here in the Panama Canal Zone where I just left the hospital after an operation on my knee. I had an accident on the Trinity Victory on November 20.

Have met a few SIU-SUP Brothers in the hospital. They all think the Union is riding damned good. Have also met a few NMU men. Don't know where they're riding but we have a good idea because their paper shows up here quite often.

I would like to express my appreciation to two swell shipmates and Brothers, Deck Delegate Harry Cooke and "Chips" Burns who shipped aboard in Baltimore, on whose thoughtful and good assistance I will comment.

They were doing a fine job aboard the ship. There were a

couple of good beefs when I left the ship in Colon. But they will have to wait until they hit the States.

Larry Kitchner

### Thanks Brothers For Reinstatement

To the Editor:

Recently I was reinstated in the SIU and I want to express my gratitude to the Union.

The SIU is the best Union there is.

I urge all other men who are behind in their dues to come forward as I did. I urge them to be good Brothers with the rest of the membership.

I thank all the officials who helped me, and I am grateful to the committee members for their rational thinking.

Laurentios Koutselis

### Log-A-Rhythms

#### I'll Be Ducking The Duncan

By "I. M. STARVING"

Once I was built like a heavyweight champ,  
But now I am thin and as hungry as a tramp.  
I sailed on the Duncan, a hungry old scow,  
With a Steward who believed in rationing chow.  
Lettuce every day 'til you looked like a rabbit,  
The same old menu to him, was a habit.  
The meals were poor and unbalanced as hell,  
It's no wonder that all of us aren't feeling well.  
Potatoes full of grease and the meats so tough,  
I'm telling you boys, it was plenty rough.  
You could talk to the Stew 'til your face was blue.



And ask him to improve and save the crew.  
But with a shrug of his shoulders and grin on pan,  
His answer would be: "I'm a company man."  
With the store rooms full of good things to eat,  
A piece of candy on holidays was the treat.  
When the trip is over and we are in port,  
The Steward should be tried in criminal court.  
For to feed us like pigs of the lowest degree,  
Is a criminal offense against men of the sea.

# New Services In Boston Win His Okay

To the Editor:

I'd like to add my two-cents worth to the Brothers' opinion in "Here's What I Think" in the February 6 LOG.

I, too, think that by installing a good comfortable recreation room with a library, pool table, etc. in the Boston Hall, better understanding and friendship will be promoted among our Brother members.

A friendly membership makes a smooth working organization and that's what we want.

For those living out of town and having no place to go for the four hours between calls, a comfortable lounge means even more.

Also another good idea is the cigarette machine and candy machine. They will serve a dual purpose: the convenience of being able to get smokes and candy without leaving the Hall and, most important, the profit can be used to benefit members who are confined in the hospitals.

M. R. Norris

## Galveston Lads Thank Donor For Cigarettes

To the Editor:

The boys in the Galveston Marine Hospital wish to thank J. F. Clark of the Hub Bar which is located opposite the Union Hall for his generous donation of ten cartons of cigarettes and matches.

These smokes were distributed among us by Brothers Tannehill and Wilburn when they made their weekly visit here.

Seafarers Galveston Hospital

## LOG Helped Casey Find His Brother

To the Editor:

Through your kind efforts in the LOG, I have been able to contact my brother Ed, and I want to take this opportunity of expressing my sincere appreciation of your kindness personally as well as that of your organization.

James E. Casey Chicago, Ill.

# MM&P Thanks Seafarers For Support

MEETINGS—2nd and 4th Wednesday Each Month, 8 p. m.

Telephone 2-9352

JOHN YORDT Sec'y-Treas.

## National Organization Masters, Mates and Pilots of America

Affiliated with American Federation of Labor Standard Railroad Brotherhoods

### Galveston Association No. 20

Organized 1903

GALVESTON, TEXAS

February 9, 1948

Mr. Keith Alsop, Agent, Seafarers International Union, 308 1/2 23rd. Street, Galveston, Texas.

Dear Sir & Brother:

I wish to take this opportunity to thank you personally, and for Local 20 Masters, Mates & Pilots, for the cooperation extended by you and your Organization in our dispute with the Mathiasen Tanker Industries vessel 'BULL RUN' to win representation as bargaining agents for the licensed deck officers.

As you know the action taken with your support was successful in securing such bargaining rights; upon completion of negotiations a contract will be signed. Upon the signing of the contract your membership will then have the benefit of working with union officers under a union contract.

Such cooperation as was extended by your Organization to ours is certainly the answer to our mutual organizational problems in organizing the un-organized and securing contracts covering them.

Again let me thank you, and request that you call upon us at any time that we may be of assistance to you and your Organization.

Fraternally yours,

R. J. Owen

R. J. Owen, Representative, Masters, Mates & Pilots, Galveston Local # 20.

Galveston Local 20 of the Masters, Mates and Pilots, AFL, won swift settlement of their beef with Mathiasen Tankers after the SIU crew of the Bull Run gave the licensed men's union 100 per cent backing. Above is copy of letter received by Keith Alsop, SIU Port Agent in Galveston from R. J. Owen, local representative of the MM&P, acknowledging the Seafarers support.

# Hails Efficient Galley Gang On Madaket

To the Editor:

Each time I read the LOG I find that many of the articles are beefs of one sort or another. I'm a fellow who does a little bitching once in awhile myself, but then again, I have found it's a good policy to hand out a little praise once in awhile.

I have been sailing on the SS Madaket, Waterman, for nearly six months now. During that time I have seen men come and go for one reason or another. One thing, however, no one has ever left this ship because of bad grub.

Our Stewards Department is one of the most efficient I have ever witnessed in action aboard any ship. The fellows are clean, neat and courteous in every respect. They are patient and many times overlook the many trivialities that cause friction.

### SHARP FELLOWS

Praising them is useless without mentioning their names. Our Chief Steward is William Jenkins. His Chief Cook, Second Cook and Night Cook and Baker are Alfred Douglas, Frank Rankin and Lionel Desplant. The other fine men are: Joseph Raymond, Milton Tritman, Officers' Messmen; Henry Rowe, Peter Esmion, Cre wMessmen; Robert Pardo, Stewards Utility; Robert Brannan, General Utility and Joe E. Brown, Galley Utility.

You will find them, their quarters and their stations in the most orderly condition. The food is excellent, and when the Baker rolls up his sleeves, he turns out nothing but gastronomic delights.

Such a Stewards Department as ours deserves well earned praise. If you enjoy good food, well served every day of the week, you will find it on the Madaket. This conveys the sentiment of the entire crew.

Thomas P. O'Rourke

## HOW COME NO LIST FROM SAVANNAH?, TAYLOR MEN ASK

To the Editor:

The Brothers on board this ship want to know why there is never a hospital report of the Savannah Hospital in the LOG.

Several members have been in that hospital and never have seen the Savannah Patrolman or Agent at the hospital and never got their weekly allowance due them.

We arrive at Bremen tonight, December 12, about 7 p.m. We were delayed in the Weser River below Bremerhaven for about seven hours on account of fog.

The Crew

SS Zachary Taylor

(Ed. Note: When a Savannah Hospital list is received, it is run in the LOG.)

# Capstan Knot Man Tells Of Good Cruise

To the Editor:

Greetings, Brothers, wherever you may be. Greetings from the land of dark-haired lassies and plenty of rum. We are on one of the beauties of the bauxite fleet, namely the MV Capstan Knot.

In our gallant crew and acting as our Ship's Delegate is F. C. (Smoky) Harrington. He is holding down the Baker's job. But not to get the last first and the first last, let me here and now relate the eventful beginning of our wonderful cruise.

We left two men in New Orleans on December 24. I can readily understand the boys' reluctance to leave the States at that particular time, what with Christmas spirits flowing freely. However, action has been taken to prevent its happening again.

We have had two meetings thus far along on the trip, minor beefs being ironed out to the satisfaction of those concerned. The second meeting went on record as wishing to thank Captain Luther A. Youngs and Chief Mate Walter F. Lake for cooperation shown in Aruba in connection with the procurement of two men to fill the vacancies which occurred at our departure from New Orleans. I wish we could speak as well of the Chief Engineer.

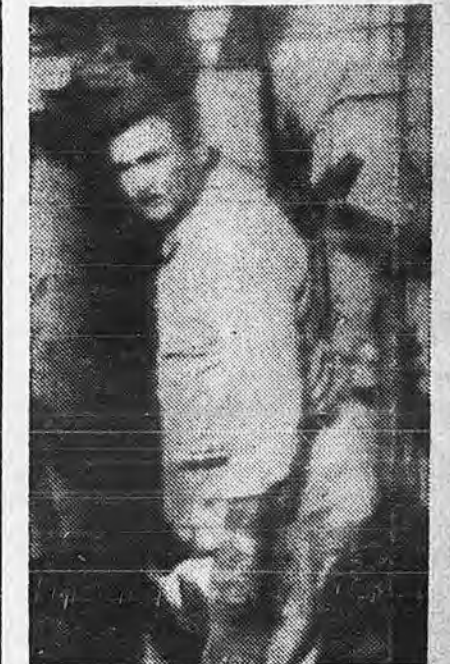
We left Aruba still short two men and at this time we are still short—two men. The Captain and Mate have agreed to give SIU-SUP men preference if there are any on the beach here in Port of Spain or in Paramaribo.

The Deck Gang has just made a Christian out of the Bosun. The boys had a beef with this guy. It seems he wanted to do all the work. Sounds kind of unusual for a Bosun, doesn't it?

Other distinguished crewmembers listed on the articles of this fine vessel include Freddy Robinson, "Handsome" Welsh and Willie Williams, to name a few. We have a lot of other characters too.

David E. McHam MV Capstan Knot Port of Spain

## We'll Bite, Who Is He?



It's a mystery to us, too. Pic came to LOG office sans name, sans story. Only comment was a pencilled "Guess who?" on the back. Oh well, we didn't guess who Miss Hush was either.

# Don Brown Goes Bing One Better — Has White Xmas And Turkey, Too

Last Christmas was a happy one for me, for a while at least. I was back home with my family—outside there was about a foot of snow on the ground. Not too cold, and it was snowing big white flakes, just right for making snowballs.

I had hung up my stocking over the old fireplace, with dreams about what I would find in it in the morning, and the nice dinner we would have on Christmas, complete with turkey, dressing, and pumpkin pie.

In the parlor was a beautiful Christmas tree, very gayly decorated complete with all the trimmings and a silver star at the top.

It was all so very wonderful, and I was too excited to go to

sleep, but after what seemed to be hours I finally dozed off.

About 7:30 Christmas morning I was roughly awakened. I lay there happily, about half asleep,



mumbling to myself: "Has Santa Claus come yet?" Then I heard a gruff voice saying: "Hell, didn't anyone ever tell you there ain't

no Santa Claus? Time to hit the deck. Get up!"

I slowly opened my eyes and reality hit me in the face all at once. I saw that it was a be-whiskered able seaman on the 4 to 8 watch who was calling me. I immediately lay back and closed my eyes trying to recapture that peaceful, wonderful dream, I had been having and at the same time yelling to the seaman to get the hell out.

He strode out angrily muttering to himself, something about Santa Claus being landlocked.

Finally I saw that it was no use and reluctantly I got up. Thinking to myself it was a dirty trick, dreaming a nice dream like that, and me down in the Gulf of Mexico on a beat up old Tanker heading for Texas.

Don Brown

# 'Every Vet A Seaman,' New Slogan Of Anti-Union Boys

### Wanna Be A Seaman? Like The Great Lakes?

To the Editor:

In the March 1948 issue of Smash Detective I found a clipping that should interest the Union and the membership.

The way it looks, the big boys are really on the go to break the unions or stop their progress by hiring a bunch of school boy sailors to man their ships. This is way is read:

**WANT TO BE A MERCHANT SEAMAN?** Approximately \$180 per month starting pay plus food, overtime, lodging. Travel-Adventure-Career. Ride American ships. No experience required—Many jobs—Ex-servicemen with sufficient service may qualify for ship's officers. For further information write today to: Mercantile Information Bureau of Galveston, 1507 Avenue G, Galveston, Texas.

Just what is behind this ad, I don't know. I do know that there are too many men going to sea now and many of our ships are being laid up. There is no need for a bunch of green men to start going to sea for the summer or for just a trip or two.

### FRIEND OF GREENE

I was very sorry to hear of the death of Brother Anthony (Tony) Greene. He was a fine sailor and a good union man with whom I made three very pleasant trips aboard the William S. Young. I am sure that all the brothers who have sailed with Tony were sorry to learn of his death.

That's about all the news from this port, but if any of my old shipmates are heading this way, look me up, brothers. I have married and settled down to landlubbing.

Robert Northrop  
11 South Eighth St.  
Wilmington, N. C.

To the Editor:

It has come to my attention, as of yesterday, that more of these phony shipowners are trying to break the back of the unions.

As you can see by the enclosed article from a local newspaper, they were trying to sign up these boys around here with promises of big money, but when the fellows go up to see about the jobs they are told they will start at around \$150 a month and can work up to around \$300 a month.

The men are also given a big story about how nice they will be taken care of—you and I have heard the story before. They put it like this:

**FORMER NAVY, COAST GUARD MEN:** Your sea service qualifies you for jobs paying up to \$290 monthly. Board and room furnished. Opening soon on Great Lakes vessel. See free Pathe movie, "The Great Lakes." Call at YMCA Monday only, 10 AM to 5 PM. Bring discharge.

### HEAD FOR SIU

In talking to quite a few of these fellows who have intentions of signing up for Lakes shipping, I have told them to contact the Lakes SIU Hall and see the Agent in whatever port they hit.

I believe it would be a good idea to have these men sign pledge cards for future organizing. Can do? If so, I'll do what I can to start the ball rolling down here.

It has been quite awhile since I last sailed because of sickness. I am ready to go back now as soon as my wife has a baby. We are hoping for a boy so he can become an SIU man.

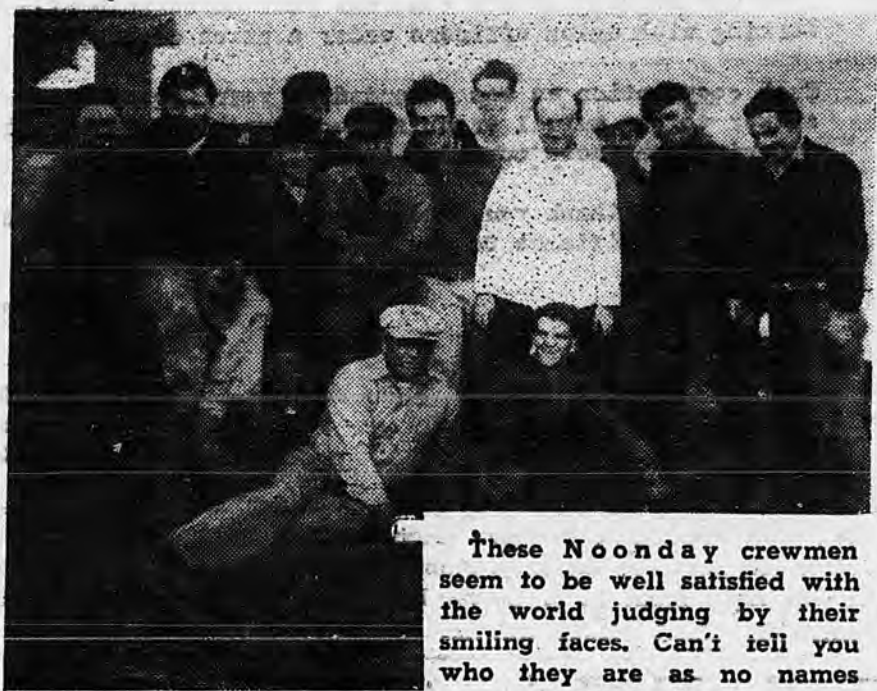
Through the pages of the LOG I'd like to say "hello" to all of my old friends.

H. W. Greenlee  
Huntington, W. Va.

## HEADIN' THE NOONDAY HOME FROM GERMANY



Deckmen of the Waterman ship are shown busy at work stowing lines aft. Ship had just departed from Bremerhaven for return trip to the States. The excellent picture was snapped and dispatched to the LOG by crewmember Roy K. Tompkins. No names were enclosed.



These Noonday crewmen seem to be well satisfied with the world judging by their smiling faces. Can't tell you who they are as no names were enclosed.

## Afoundria Meets Rough Weather, Hungry NMU Men

To the Editor:

A very rough trip was had by all on the last voyage of the SS Afoundria.

The crew found out that the ship had sprung a crack across the deck from the No. 3 hatch, and that the main beam had cracked at the same time. The ship proceeded to Newfoundland—and we do mean Newfoundland.

The weather was the worst you ever saw. Snow, snow and more snow.

The crack was repaired, and then we heard that the same plate had cracked again so we stayed in that lovely land a few more days.

Finally we went to Hamburg, Germany, where there was no shore leave because the Captain was afraid the crew would fall in love and not sail the ship to Bremen. So after a stay of nine hours in Hamburg we left for Bremen where fun was had by all.

We went to Le Havre, the new port the Waterman ships hit on their North Europe run. In this port, there were a lot of NMU seamen on the beach who seemed to think our ship was home sweet home although there were quite a few NMU ships in the harbor.

There was a steady line of these NMU men to our ship at mealtime. They insisted on being fed, however, regardless of what time they came.

So, amid a big uproar, they were told to make tracks whereupon they started to throw francs around the messhall stating that they could afford to pay for eating.

After a look around the ship, another crack was found on No. 4. After being repaired again we started for the good old USA and a story came to light.

A Wiper was logged for not turning to on Sunday which was called disobedience of a lawful order. So now a Wiper has no time off for himself.

Going home, we were rocked to sleep by the rolling rhythm of the sea. One thing leads to another, so I shall stop now—to think about signing on for another trip. Conditions might improve.

Arthur R. Kavel, Jr.

## A Swelled Head Does Not A Bosun Make — Seafarer Hits Promotions

To the Editor:

In regard to shipboard promotion I would like to say that I'm absolutely against same.

If the Bosun should stick up for the gang about anything that might arise on a ship, there would always be one who would

so he can get the Bosun's job.

On the other hand, there are some men who get their AB papers and right away they get big ideas along with swelled heads. And sure enough they want to ship Bosun. Those who don't want to move up right away want to make a trip to see if they dare to tackle the job.

I've heard around here that these guys lower the booms in an hour and 16 minutes one time and in an hour and 17 minutes the next time. Some Bosuns.

Evald A. Olson  
Boston

## URGES OFFICIALS TO PASS OUT FORMS FOR SHIP MINUTES

To the Editor:

Having just served on a committee at New York Headquarters checking ship's minutes, I would like to make a suggestion:

All Agents and Patrolmen could do a good turn if they would deliver the prepared form for ships' minutes to all ships. These are on hand at Headquarters and will be sent out on request.

By doing this the Union officials will facilitate the preparing of minutes for Branch meetings, the LOG and, certainly, the next committee elected to go over them. How about it?

Glen Vinson

## Says More Legs Are Needed To Cover Busy P.R. Ports

To the Editor:

Have enjoyed the three weeks on the beach here where the weather is warm but expect to ship in the next few days. The picards here sure have a job to do with the ships scattered around the Island. Why haven't we a sub branch in Ponce with a Patrolman-Dispatcher?

He could take care of beefs and jobs on ships in Ponce, Jobos, Quanea, Guanica, as well as Mayaguez before the Agent from San Juan could get there which would leave Humacao, Farjardo and San Juan as well as the Hall for the present Patrolman, leaving the Agent free to cover the entire island for serious beefs, when and wherever needed.

Anyone can look up the past financial reports for San Juan and see if we could save money for traveling expenses. The Patrolman's salary may add a little bit to it but with real SIU representation I believe it would be worth it.

Sure met some swell guys and a real character now and then in the Texas Bar, a place where a seaman gets a break if he is right. Obie treats a guy good especially the next day when you really need that heave

ahead lacking the wherewith to pay. So if you guys are tired of dodging snowballs pay the Island of Enchantment a visit.

Weaver Manning

## Fling at Shore Job Makes Him Yearn for Seafarers' Union Spirit

To the Editor:

They can take this damned factory work. Never did I appreciate working on ships more than I do now and never did I appreciate the Union spirit of the SIU membership more than I do now.

I've been working in the Parker-Wolverine plant here in Detroit for about two weeks now and not once have I heard any of the members even mention their union in their bull sessions.

About the only thing they seem to be interested in is new cars, buying homes, the chicks they were out with last night.

Working conditions stink and there is apparently no thought of beefing about them. As soon as I can clear my obligations here, I'll be down at 51 Beaver Street scanning the board on the second deck.

Irwin Suall



not agree, and that same one would be the Chief Mate's friend. When the Bosun and the gang pack up this one usually stays

## Attention: Emil Puntillo

To the Editor:

Aboard the SS Pipe Spring, we had an AB named Emil Puntillo who was unable to return to the ship in Port Arthur, Texas. His money will be sent to the company agent of the Pacific Tankers Corporation in San Francisco.

His gear is being left on the dock and will be taken from there to the Galveston Hall.

Elmer Morse  
SS Pipe Spring

## Clay Crewmen Ask Brothers To Rendezvous In Big Town

To the Editor:

During the last trip on the SS Alexander S. Clay, I wrote you about taking her into Brindisi, Italy, under sail.

This trip fortunately has passed so far with only the breaking of a cylinder on the main engine to give us trouble. The Black Gang disconnected the cylinder and we made it to our destination on one cylinder forward and one aft on the engine.

But that is not the reason for writing in. There is another one.

During our last few times in New York, our gang has been hanging out in a little cafe on 47th Street.

### QUIET, DISCREET

This place has a quiet and discreet atmosphere. Whether you are alone and prefer sitting at the bar, or are in company and would rather occupy one of the comfortable booths, you'll be welcomed with open arms.

Entering the establishment, you'll be met by Joe Kauphman, the owner. He always remembers you from last trip no matter how long you've been away.

By the way, the name is the "Bamboo Cafe," and the place is on 47th street between 6th and 7th avenues.

At the bar, you'll meet Chet, the bartender who will never forget what your usual drink is. Two or three years later he will still remember.

I walked in after finishing an 11-month shuttle in the East. Chet at once grabbed my hand with a shout of hello. Sure he knew. "Vodka and beer chaser," he said—and hit the nail right on head.

If you are in company and choose to sit at a table, always there in a jiffy is Murray, the waiter. Does he remember you? Certainly he does. And he's always ready to do his utmost to make your evening into a grand success.

If your party is slightly dull, Murray will quicken it up with a topping joke at the right moment. Service with a smile, that's his motto.

During the winter, when you are wearing a coat and hat, or in the summer if you wear a hat, you'll be approached by Sally, the wardrobe mistress. With a cute and disarming smile she'll coo musically: "May I take your

coat and hat, sir?" If you seem in doubt, she'll add: "No charge, sir."

### NO ROUGH STUFF

At once you have a feeling that you are going to like the place. Two years ago, we were a gang just off a trip who didn't know each other too well, and who weren't too well acquainted with New York.

At the time, we were staying at the Rex Hotel, across the street. We began hanging around the Bamboo. It was cosy and friendly and the prices were reasonable. A big difference from the many clipjoints around New York.

It is not a place to go if you are looking for a rough time. But if you are looking for a decent place to take your girl or to enjoy a drink in peaceful and pleasant surroundings, we sure recommend that you try it. For one thing, we would like your company.

Sure hope you have the space for this in the LOG, for owner Joe Kauphman has really shown himself to be a friend of the SIU men who have been patronizing his place. He has been a friend in good times and bad.

When they discover a place like this, the members ought to give it a break and send in the name to the LOG whether it's in the States or overseas.

When you come into a port where you're not at home, it is good to know of a place where you'll be given a square deal and where you know you'll have a chance of meeting other SIU men and maybe old shipmates.

Johannes F. Wunderlich, Jr.  
(on behalf of the ex-crew of the SS Alexander S. Clay)

## Steel Flyer Crew Has Good Chow Conception

To the Editor:

Our advice to the brothers is that they ship aboard the SS Steel Flyer where they really can enjoy food as it should be cooked and served. We had four and a half months of good chow.

Our many thanks to a swell Steward, Tom Conception.

SS Steel Flyer Crew  
(Sd. Note: The Steel Flyer lads said a mouthful. The Christmas dinner menu they enclosed would knock the eyes out of a potato.)

## Got A Story? Send It In!

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

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

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

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

In the words of the big advertising outfits: Don't hide your light under a basket.

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

## Take Good Care Of Union Book, Brother Warns

To the Editor:

I wish you through your wonderful paper the LOG and by notice posted in the hiring halls would impress upon the minds of all members who wish to retire their books to do so in person. My book was either lost in the mail or mislaid, and now I am out of luck.

I came home for a short stay but when I arrived home found out that I could not sail for a while. I sent my book and a letter asking for retirement until such time as I would be able to sail. When I went to pick up my book and retirement card I found out it was nowhere to be found.

It sure makes one feel like an outcast when one is not able to ship out again with his former shipmates.

So, in closing, I say again, Brothers, take care of your book yourself, as I would not like to see what happened to me happen to anyone else.

If this warning is of help to anyone, which I hope it will be, I'll feel as I can still be of some help to the members of the SIU.

L. P. Wagner,  
Pittsburgh, Pa.

## Attends School Now, But Keeps Union Dues Paid

To the Editor:

I am a Brother of the best Union afloat, the SIU. At the present time I am back in school, so I'll be detained from the sea for a while, but I am not being detained from the Seafarers as I am keeping up with my dues.

I miss the sea and our Union, so I was wondering if you would mind sending me the LOG so I can keep up with our Union and the sea.

Louis H. Smith,  
Marvell, Arkansas

(Ed. Note: The LOG is on its way to Brother Smith.)

## Seafarer Reviews Maritime Events Of Recent Weeks

To the Editor:

For the benefit of the membership who may have missed various maritime news items of recent weeks, here are some that may be of interest:

1. Proposed authorization of the sale of up to 200 government-owned merchant ships to countries participating in the European Recovery Program has been eliminated from the Marshall Plan by the Senate Foreign Relations Committee. However, proposals for chartering cargo ships to these countries were approved by the Committee but on these conditions: The chartered ships must be dry cargo carriers. Chartering of tankers would be barred. Only ships not in current operation could be chartered to these ERP-participating countries. Transfers under charter could not involve more than 300 ships.

2. Shipping companies and dock operators have been asked to establish a pension and welfare program for the maritime workers in the Great Lakes trade. The Cleveland Maritime Port Council said that the program should be financed by a tonnage royalty, assessed on all bulk cargo carried and handled on the Great Lakes with the cost borne by ship operators and dock companies. The Cleveland Maritime Port Council is composed of six AFL unions. They are the Seafarer's International Union, the Masters, Mates and Pilots, the International Dredge Workers, Tug Firemen and Linemen, the Licensed Tugmen, and the International Longshoremen's Association. Together they have more than 30,000 members on the Great Lakes.

### SHIP BIDDING

3. Bids were opened on October 27 for five ex-German ships offered for sale September 18 by the Maritime Commission. Smith & Johnson Corporation bid \$90,111 for the Empire Consequence and \$54,000 for the Empire Contyne. Smith & Johnson's bid on these two ships (while bids were being made for others by other parties) specified that the company would accept "all or any."

4. Merchant vessels under contract and being built for American Shipping interests as of January 1, 1948 are as follows: Three bulk cargo carriers, with turbine machinery, are being built in Bethlehem-Sparrows Point Shipyards, Sparrows Point, Maryland for the Ore Steamship Corporation. Recently built ore carriers were the Venore, Marore, Labore and the Feltore which were built in these same shipyards for the Ore Steamship Corporation.

5. Representative Willis W. Bradley, Republican of California, told the House Merchant Marine Committee "I intend to propose legislation to bar the sale of ships to foreign nations." Representative Schuyler O. Bland, Democrat of Virginia, said "I'll take great pleasure" in supporting Bradley's proposal.

6. The Navy has selected four companies to act as general agents for tankers that will serve her oil needs. One of the companies is Pacific Tankers which will operate seventeen tankers.

7. A building program for passenger ships to cost \$150,000,-

000 a year for four years, as recommended recently by a Presidential advisory committee, appears to have been shelved by the Administration. President Truman asked Congress for only \$24,180,000 for new ship construction, including reconditioning and improvement, during the twelve months beginning July 1. The President said new ship construction must be limited at this time "because of the present scarcity of steel, the large surplus of war-built tonnage and the uncertainties regarding the future economic requirements for shipping." The Maritime Commission states that its inability to assure operators it can pay future operating differential subsidies has made shipowners shy away from making contracts for construction of new ships.

### NOT SO GOOD

On the other side of the fence in maritime news are the following discouraging news items:

1. With the State Department embroiled in a dispute with the shipping industry over a proposal to transfer ships to European nations provided for in early ERP recommendations, keen interest is centering around a Government questionnaire to the industry calling for answers to eight questions. The industry has delayed answering it although leading shipping operators have had more than two months to review the points sought by the State Department.

2. Redelivery notices covering terminations of charters on vessels have been received by the Maritime Commission. Waterman Line terminated the chartering of 10 vessels and Mississippi Steamship Company terminated 5 vessels.

"Cut and Run" Hank

## Men In San Juan, Ft. Stanton Thank Crews For Smokes

To the Editor:

The seagoing patients here wish to extend their thanks to the generous crew of the SS Minot Victory for the donation of more than \$18.

We also want to thank the crew of the Thomas McDonough for their donation of \$15. It will sure come in handy for smokes and incidental items.

The thoughtfulness of our brothers aboard these ships is deeply appreciated. We cannot thank them enough. We only hope that some day soon we will be together with them aboard the ships of the SIU.

Frank Chamberlayne  
Fort Stanton, N.M.

To the Editor:

Those of us here in the San Juan Marine Hospital wish to extend our thanks to the crew of the Wild Ranger for their donation of fruit and smokes. It shows real thoughtfulness and gives us a sense of solidarity.

The giving of these items denotes an outlay of time and cash on the part of our brother members and will be long remembered.

A. R. Silvestri  
San Juan Hosp.



## CAN'T SEE GUYS GRABBING TWO SEATS FOR ONE FRAME

I have a beef to make in connection with members who occupy more than their share of space in the recreation room. Some men seem to think they can occupy more than one seat. Some fellow will take two lounge seats, sit on one and fill the empty one with his overcoat and sometimes his baggage.

Meanwhile, some other brother who would like to relax has to stand or sit at a table. Can something be done about this?

Ben Hubbard  
Book No. 34599

ANSWER—Practically all hands will agree Brother Hubbard makes a good point. It's okay to spread out comfortably if there are only a few guys around but nobody should have to stand while someone else uses two or more seats. If that is the case, though, simply telling a guy that you'd like to sit down will be successful in getting him to pull in his lines. If he should be the one guy in a hundred who wouldn't move, maybe the guy on duty at the desk can square away your beef.

# Seafarer Ballplayer Is Out To Clinch Baltimore Berth

When the first ball is thrown out next month to start the 1948 baseball season, SIU baseball fans might have the opportunity to root for one of their Union brothers—that is if they're fans of the the Baltimore Orioles of the International League.

Al Wilk, first baseman and Ordinary Seaman, now kicking up the dust in the Orioles training camp in Tampa, Florida, has been a member of the SIU since 1940 and last shipped on the Key Palmer, Bernstein Steamship Company.

After a brief stop in the New York Hall last week, he collected his gear and headed for the sunny South.

If Al makes good with the Baltimore Club, he'll be out there come "play ball" time knocking them off at first and powdering the ball when at bat.

After the regular season he'll be back taking one off the board. If the grade is a little too tough, well, as Al says, "I may be back looking for a good one before Little World Series time." At any rate he'll be back to grab a ship after the regular season.

## STARTED YOUNG

Not exactly a newcomer to the baseball world, Al first played semi-pro ball during his high school days in Jersey. Out of high school he teamed up with the Scranton Sox of the East Coast League in 1938.

Those were the roughest days of his playing career.

"Playing ball was easy," he said; "it was the long hauls by bus from town to town and the second rates that made the life so hard."

Two years of it was enough so it was with relief that he found himself sold to the St. Louis Cardinals.

The Cards sent him to their farm team in the International League—the Rochester Red Wings.

Conditions were much better with the Wings. The International circuit is but a step from the majors and the pace is keen. A proving ground for the big leagues, every player is a hustler.

After two years with the Red Wings the war caught up with Brother Wilk. In spite of his off-season shipping to England and other war area ports, he found himself in a marine uniform.

His luck aboard ships during the early days of the war—not a ship in his many convoys was hit—held out through his days with the marines.

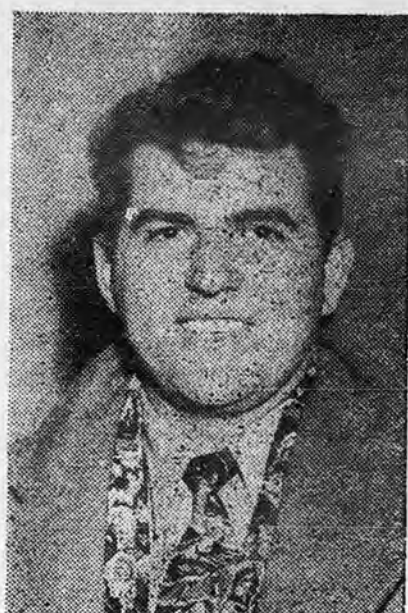
## CLOUTED THE BALL

The closing days of the 1946 baseball season found him back with the Rochester club. He finished out the season and put in 1947 at first base.

In 1947 he was back in form.

## NOTICE!

Withholding Tax Statements for the following members are being held by the Philadelphia Hall. Call or write for them as soon as possible. L. S. Johnston, C. Donley, Lucien E. Lemay, J. Wendt, J. Truesdale, A. Sampson, R. R. Shaynick, C. F. Bush, Howard T. Wilson.



AL WILK

He hit .332 and racked up 12 homers, 7 triples and 10 doubles—a good mark in a tough league.

Now he finds himself on the move again. His contract was sold to the Cincinnati Reds and he was transferred to the Baltimore Orioles.

Twenty-six years old, he hesitated to comment on his future in the game.

"I'm just keeping my fingers crossed," he said, "after Baltimore, who knows."



## BOSTON

SS BELGIUM VICTORY  
T. Tighe, \$1.00; C. Turner, \$1.00; F. Hobin, \$1.00; J. ranum, \$1.00; C. Clark, \$5.00; R. Long, \$1.00; D. Harbin, \$1.00; J. Warren, \$1.00; E. Graub, \$1.00; M. Musgrove, \$2.00; C. Sasser, \$1.00; C. Mason, \$1.00; C. Saranthus, \$1.00.

## SAN FRANCISCO

C. B. Pedregosa, \$12.00; R. Finneron, \$5.00; Williams, \$2.00; Donlson, \$2.00; N. Ellert, \$5.00; Fuseller, \$1.00; W. Jacobson, \$1.00; M. Mitchell, \$2.00; R. J. Burton, \$1.00; D. C. Riley, \$1.00; E. L. Magers, \$1.00.  
S. Wilson, \$1.00; E. Reeves, \$3.00; H. Covington, \$4.00; H. Torry, \$4.00; Leroy Nicholas, \$2.00; L. Pope, \$2.00; R. Jones, \$3.00; A. Bosage, \$10.00; Boritz, \$5.00; J. Wheat, \$1.00; V. Key, \$2.00; G. Pascholl, \$2.00; J. Branon, \$3.00; D. L. Williams, \$4.00; E. Nease, \$1.00; T. Aldreth, \$3.00; J. Wise, \$1.00; A. Winkle, \$4.00; J. Caylor, \$4.00; Roberts, \$4.00; F. Griffin, \$1.00; J. F. Cersey, \$1.00; F. Lumpas, \$10.00; S. Pagan, \$10.00; R. Geyer, \$3.00; Leo Gilliken, \$2.00; C. L. McDaniel, \$2.00; G. L. Edwards, \$4.00; D. L. Dexton, \$1.00; H. W. Lupton, \$2.00; V. Copeland, \$4.00.

## NEW YORK

SS JUDITH  
R. Toomey, \$4.00.  
SS GOODHUE  
G. W. Meaney, \$2.00; J. Pardo, \$1.00; T. C. Rigby, \$1.00; G. Jacobs, \$1.00;

A. Meshefski, \$1.00; G. Wladislaw, \$1.00; J. Ruiz, \$1.00; A. Buchenhorner, \$5.00; R. Scherffius, \$2.00; M. C. Barton, \$2.00; E. Jacobs, \$1.00; O. G. W. Pederson, \$2.00; R. U. Cox, \$1.00; R. P. Graves, \$2.00; E. Dawkins, \$2.00; H. Wheat, \$1.00; O. L. Pettifile, \$3.00; F. E. D'Amato, \$3.00; G. H. Roy, \$3.00; A. R. Baker, \$1.00; J. Spahn, \$3.00; A. J. rowne, \$1.00; J. L. Eakin, \$1.00; H. E. Rice, \$1.00; E. DeBautte, \$1.00; P. White, \$2.00; A. Williams, \$1.00; J. Santaana, \$2.00.

## SS BOLIVAR

C. H. Thabpe, \$3.00; T. De La Requera, \$1.00.

## SS H. LONGFELLOW

S. Smith, \$2.00; J. C. Mikronis, \$2.00; W. Worm, \$2.00; G. T. Worrel, \$2.00; A. G. McRae, \$1.00; B. L. Miller, \$1.00; F. D. Gosse, \$1.00; W. T. Roche, \$2.00; W. D. Adair, \$2.00; H. Zapaldowski, \$5.00; L. Lee, Jr., \$2.00; R. Corju, \$1.00; J. F. Smith, \$3.00; W. H. Banks, \$3.00; E. L. Walker, \$4.00; G. Svenson, \$2.00; C. E. Roney, \$4.00; E. DeBerry, \$2.00; H. S. Thomas, \$2.00; B. Nicholas, \$1.00; J. N. Hollinger, \$2.00; R. F. Schero, \$2.00; J. Hurdle, \$2.00; S. Henry, \$2.00; S. Haywood, \$2.00; F. Lynum, \$2.00.

## SS JANEWAY

H. Sitkowski, \$1.00; D. J. Neill, \$2.00; A. Jhrig, \$2.00; N. Bigney, \$5.00; C. LaRosa, \$2.00; J. Fernandez, \$1.00; A. Sanchez, \$1.00; W. A. Craven, \$1.00; H. Hornreich, \$2.00; W. Mroznaki, \$2.00; A. Sarg, \$2.00; M. J. Noulis,

\$2.00; J. Hals, \$2.00; M. Copenhagen, \$1.00; J. A. Costello, \$1.00; S. Huren, \$2.00; A. Jensen, \$2.00; N. E. W. Larson, \$2.00; J. H. Wallis, \$2.00.

## SS KATHRYN

P. G. Gonzales, \$1.00.

## SS JEAN LAFITTE

W. J. Schmutz, \$1.00; C. E. Campbell, \$1.00; E. H. Germer, \$1.00; F. Wm. Winkles, \$1.00; J. W. McKinnon, \$2.00; D. Newell, \$2.00; C. Jackson, \$2.00; S. Ruzyski, \$5.00; G. W. E. Flood, \$2.00; J. T. Patton, \$2.00; J. Petkac, \$2.00; V. M. Detomasso, \$2.00; B. M. Guarino, \$2.00; J. Mehalov, \$2.00; J. J. O'Donnell, \$1.00.

## SS YORK

A. E. Buck, \$1.00; E. Read, \$2.00; S. J. Convertino, \$2.00; H. A. Gauntleff, \$1.00.

## SS GADSDEN

N. Sepe, \$5.00.

## PERSONALS

### BILL "RED" JACKSON

Get in touch with Mrs. Shirley Wessel, Seamen's Church Institute, 25 South Street, New York City.

### JULIO CALDERON VIVAS

Get in touch with Mrs. Eduviggis Montanez, c/o Gerardo Mendez, Jr., Abogardo Notario, Fajardo, Puerto Rico.

### HAROLD NELSON

There is an important letter for you in the New York Hall Baggage Room.

### WILLIAM E. PORTER

Get in touch with your mother, Mrs. John Plumby, 203 Washington Street, Steubenville, Ohio.

### JUAN RIOS

Get in touch with Joseph Volpian at Headquarters, 51 Beaver St., New York 4, N. Y.

### NORMAN (Ozzie) O'KRAY

"Your dad is much better. Please write. Sorry my letters didn't reach you. My phone number is now Plymouth 523W1. Dorothy (sister)."

### MICHAEL P. MASEK

Your mother has not had word from you since you left home and asks that you write to her.

### MARVIN or B. M. MURPH

You are asked to contact Hazel Murph, 104 N. Poplos Street, Kannapolis, N.D.

### QUINN DARMODY

H. C. Vinton asks you to get in touch with him at the Hoge Building, Seattle 4, Washington.

### JOHN (Red) WALLING

You are asked to contact the Seamen's Church Institute, 25 South Street, New York.

### ALBERT SKONBERG

Dorothy D. Skonberg wishes you to reach her at 122 West Fourth Street, New York 6, N.Y.

### AL WHEELER

Get in touch with Ray Bergeron, Arrigoni Hotel, Middletown, Connecticut.

### CONSTANTINOS LEON NICOLAIDOU

Get in touch with your sister Matina Nicolaidou, Pavlon Mela Street No. 5, Volo, Greece.

Carl (Red) Gibbs

## The Patrolmen say

### Full of Beefs

NORFOLK — The Coral Sea came into the Port of Norfolk as full of beefs as a Georgia hound is full of fleas.

The Captain had cleaned the deep tanks explaining that he needed the exercise, and besides it was for the safety of the ship. When the Oiler finished his rounds, he was required to stand 40 minutes throttle watch while the watch Engineer got in that much painting.

The Oiler, of course, got 1 hour overtime for each trick so stood, and somebody collected for all work that is ordinarily done by the unlicensed personnel when done by the licensed personnel.

The Master, Captain Nabrolion saw the light right away and entered into the spirit of the agreement 100%.

The Engineers, however, were more difficult; having come up on "Limey" ships, and never having sailed SIU before, they couldn't understand why they could not do unlicensed personnel work just to keep their hand in.

When the Chief became very vituperative about it, the Patrolman showed him how it could be arranged—namely by not having any unlicensed personnel on the ship.

He, however, apologized and promised to live up to the agreement in every respect. He admitted he had not had time to read and study the agreement.

### BAD CONDITION

From all reports and evidence at hand, this ship sailed in dirty and disorganized condition in the Stewards Department. She had been cleaned up and was in good shape at the time of this payoff. The Master okayed and paid

an average of over 200 hours per man for the 40-day trip to every man in the Stewards Department.

Much credit for this is due to a fine job done by the Stewards Department delegate.

Brother Cannon, Engine Delegate, had a particularly tough job of separating the wheat from the chaff, but he did a fine job in the matter of Engineers doing unlicensed work.

He stuck right with it until every detail had been ironed out and paid. The Deck delegate was also on the ball.

At the payoff numerous instances came to light where the Purser had either copied overtime wrong or failed to include it in the copy the payroll was made from.

This necessitated the making of many vouchers, so when all had been paid off and half of the crew had gone ashore, some one came up with "No breakfast in the Port of Philadelphia December 6th."

No one had put in for it but the company representative, when shown that the galley range was out of order at that time, ordered it paid for all of the unlicensed personnel.

The Master groaned and asked me if I was going to require him to make out 29 more vouchers.

I told him, "No", I would attend to that myself and at the request of the crew members that were still on board, I handed the Master an official Union receipt for \$31.45 Log Donation, which he promptly paid.

The payoff was mutually satisfactory to the crew and company, and I am satisfied we will have no more trouble on the Coral Sea from misunderstanding of the agreement.

### Give 'Em A Hand

NEW YORK—A little cooperation goes a lot farther than bulldozing and browbeating in a lot of cases, especially within the SIU.

It seems like a trivial thing to mention but, unfortunately, the actions of a few super-duper militants within the Union ranks has caused many permitmen a lot of difficulties.

My beef is against those members who delight in needling the younger permitmen and keep them in a state of fear by threatening them with "I'll see that your permit is lifted."

That is not the way to make good Union men out of these youngsters. Education and cooperation is the answer. Teach them to interpret and appreciate the SIU constitution and contracts and they'll thank you for it.

### MAKE FOR BROTHERHOOD

How much pleasanter and wiser it is to help and teach these youngsters the facts than to make them fear and hate you. The phrase "Brotherhood of the Sea" still means just that.

Almost every permitman is willing and anxious to learn if you will but extend a helping hand. Remember, they make good Union men and will be of great assistance if and when a strike comes.

They've been of considerable help to us in our organizing efforts and they are the future leaders and organizers of this Union. You can mold them into good Union men or break them.

At the payoffs it is not the permitman who performs, it's the super-duper militant.

Carl (Red) Gibbs

Table of names and amounts: Morrell, Ernest 21.46; Morrell, K. 94; Morris, Albert A. 1.78; Morris, Charles W. 64.68; Morris, Chester Reed 22.48; Morris, Clyde W. Jr. 11.75; Morris, David L. 3.26; Morris, David R. 45; Morris, E. L. 8.39; Morris, Harvey W. 30.98; Morris, J. E. 12.87; Morris, L. A. 1.98; Morris, Leroy 17.21; Morris, Peter D. 18.80; Morris, Purdom A. 9.43; Morris, R. D. .91; Morris, William J. 2.23; Morrissy, John T. 3.20; Morrison, Israel M. 2.06; Morrison, Jefferson 15.40; Morrison, K. 11.86; Morrison, Raymond W. 1.87; Morrison, Vernon M. 8.40; Morrissey, Francis J. 2.97; Morrissey, Thomas P. 12.57; Morrow, J. 9.02; Morse, Anthon W. 29.95; Morse, Howard 16.33; Morse, P. M. 4.16; Morsette, Leo M. 1.79; Mortenson, Gus 1.72; Morton, David C. Jr. .80; Morvay, Andrew John 54.30; Mosedale, R. J. 2.54; Mosher, Albert 21.24; Mosher, William F. 27.29; Moskowitz, Myron M. 28.58; Mosongsong, Ioquin .67; Moss, Charles D. .89; Motes, Louis J. .74; Motler, W. 2.47; Motley, Joseph Fuller .30; Moulton, Arthur E. 8.96; Mount, Donald L. 10.89; Muring, James F. .72; Mouton, O'Rell P. 17.14; Mowatt, Byron G. 15.20; Mowen, Chas. C. 4.90; Mracko, Frank Stephen 150.00; Mueller, Ralph A. 3206

Unclaimed Wages
Mississippi Steamship Company

501 HIBERNIA BLDG., NEW ORLEANS, LA.

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

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

Large table of names and amounts, including: Muir, H 5.60; Mulars, Frank A. 12.52; Mulberry, Harry Jr. 9.88; Mulholland, Robert 23.94; Mullen, Bernard J. 21.46; Mullen, Edward J. 1.42; Mullen, James N. 14.46; Mullen, John 2.75; Mulley, James 7.04; Mulligan, Donald F. 6.91; Mulligan, L. V. 3.28; Mullikin, Jackie L. 11.18; Mullin, Alfred M. 5.76; Mullins, Thomas J. 4.43; Mully, J. 4.62; Multer, Marcus 14.46; Multhaupt, Kenneth 10.74; Mumford, Harry J. 3.24; Munck, Axel S. 1.78; Muncy, George P. 36.25; Munday, David E. 16.10; Mundos, Charles 11.03; Munday, Joe Junor .94; Munday, Jos. P. H. 95.18; Munday, Munrow R. 4.73; Munice, H. 4.21; Muni, Joseph 11.61; Munea, Leonardo Jr. .46; Munneryn, Chas. J. 8.78; Munro, Danstuart 29.62; Munyaer, Harry J. 23.16; Murchie, Norman John 21.15; Murchison, Sterling 14.22; Murdo, R. 2.89; Murelle, Thomas 3.34; Murphy, Carmelo 105.92; Murphy, David V. 17.64; Murphy, Earl B. 11.88; Murphy, Edward J. 17.19; Murphy, Goldman .95; Murphy, Herman Clinton .33; Murphy, James K. 1.04; Murphy, John J. 4.20; Murphy, Maximo 3.22; Murphy, Michael J. .02; Murphy, Reter 2.11; Murphy, Thomas A. 1.14; Murphy, W. 17.82; Murphy, Walter 17.02; Murphy, William B. 9.64; Murphy, William E. 35.43; Murranka, Henry Martin. 14.02; Murray, Chevalier C. 9.44; Murray, Francis 118.63; Murray, Francis 3.17; Murray, John C. .80; Murray, John T. 27.48; Murray, Joseph B. 27.64; Murray, Paul A. 1.34; Murree, Charles F. .91; Murray, John Robert 6.16; Muscatto, Charles A. 2.11; Muschong, Edward 16.42; Muskat, Edward 14.52; Musselman, Donald E. 27.74; Mussolini, Louis 11.34; Mustakas, G. 1.48; Musto, Brien A. 9.88; Muszynski, John N. 38.68; Mutschler, Albert 13.07; Myers, Buford R. 36.70; Myers, Leonard 4.56; Myers, Raymond C. 20.65; Myers, William 1.87; Mylonas, Peter 3.94; Myric, Edward Earl 2.68

Table of names and amounts, including: Oakley, Ford J. 2.05; Oakley, Oliver P. 22.52; Oates, Francis 133.39; Obar, Robert 7.58; O'Briant, Barry W. 3.74; O'Brien, Daniel C. 13.99; O'Brien, Francis O. 5.89; O'Brien, J. 1.10; O'Brien, J. 5.64; O'Brien, P. D. 89.29; O'Brien, Timothy C. 8.39; O'Brien, Wm. 20.62; O'Brien, W. 3.76; O'Callaghan, M. 24.98; O'Connor, George 29.41; O'Connor, James T. 8.32; O'Connor, William M. 1.00; O'Day, Edward 23.81; Odgurski, E. 4.96; Odle, Frederick E. .45; Odom, Claude 12.17; Odom, George E. 16.56; Odom, J. L. 12.87; O'Donnell, James 9.47; O'Donnell, John 2.05; O'Donnell, Patrick J. 5.99; O'Donnell, Wm. L. 7.72; O'Dowd, Geo. M. 121.26; Oftenbeck, Rudolph 1.52; Ogg, Duane 4.69; Ogonouski, S. 19.59; O'Hara, Earl .04; O'Hara, Wiluam 9.24; O'Hare, James J. .59; O'Hearn, James J. 19.74; Ohlebowski, Stezegan 2.23; O'Keefe, Joseph James 3.06; Olaquible, Alfonso 7.58; Olden, Thomas 8.53; Oldham, H. J. 2.82; Olds, John P. 3.86; O'Leary, Daniel J. 9.38; Olihonik, Anthony R. 15.77; Oliver, Basil R. .59; Oliver, Edward 56.98; Oliver, Edward H. 2.38; Oliver, Ralph D. 18.06; Oliver, Richard E. 5.14; Oliver, Roger M. 47.11; Olivie, E. J. 4.00; Olivier, Benjamin P. .33; Oller, Ernest 2.84; Oller, Juan 8.29; Olman, Karl 3.22; Olmstead, Barry 13.25; Olmstead, George S. 5.59; Olmstead, Robert 11.23; Olmson, Edmund C. 19.28; Olsen, Charles 5.08; Olsen, Hans 12.96; Olsen, John A. .86; Olsin, Alf O. 12.92; Olson, Carlton L. 3.56; Olson, Edwin J. 8.91; Olson, Ernest A. 9.40; Olson, Oscar .20; Olson, Richard M. 10.94; Olson, William David 5.35; Olson, William L. 9.27; Olston, R. 1.58; O'Malley, L. B. 2.88; O'Malley, Thomas .01; O'Mara, Eugene 11.37

SIU HALLS

SIU, A&G District

Table of SIU Halls locations and agents: BALTIMORE 14 North Gay St. William Rentz, Agent Calvert 4539; BOSTON 276 State St. Walter Siekmann, Agent Bowdoin 4455; GALVESTON 308 1/2-23rd St. Keith Alsop, Agent Phone 2-8448; MOBILE 1 South Lawrence St. Cal Tanner, Agent Phone 2-1754; NEW ORLEANS 339 Chartres St. E. Sheppard, Agent Magnolia 6112-6113; NEW YORK 51 Beaver St. Joe Algina, Agent Hanover 2-2784; NORFOLK 127-129 Bank St. Ben Rees, Agent Phone 4-1083; PHILADELPHIA 9 South 7th St. Lloyd Gardner, Agent Lombard 3-7651; SAN FRANCISCO 105 Market St. Steve Cardullo, Agent Douglas 2-5475; SAN JUAN, P.R. 252 Ponce de Leon Sal Colls, Agent San Juan 2-5996; SAVANNAH 220 East Bay St. Charles Starling, Agent Phone 3-1728; TAMPA 1809-1811 N. Franklin St. Claude Simmons, Agent Phone M-1323

SUP

Table of SUP locations: HONOLULU 18 Merchant St. Phone 58777; PORTLAND 111 W. Burnside St. Beacoon 4338; RICHMOND, Calif. 257 5th St. Phone 2599; SAN FRANCISCO 105 Market St. Douglas 25475; SEATTLE 86 Seneca St. Main 0290; WILMINGTON 440 Avalon Blvd. Terminal 4-3131

Gt. Lakes District

Table of Gt. Lakes District locations: BUFFALO 10 Exchange St. Cleveland 7391; CHICAGO 24 W. Superior Ave. Superior 5175; CLEVELAND 2602 Carroll St. Main 0147; DETROIT 1038 Third St. Cadillac 6857; EULUTH 531 W. Michigan St. Melrose 4110; TOLEDO 615 Summit St. Garfield 2112

Canadian District

Table of Canadian District locations: MONTREAL 1440 Bleury St.; VICTORIA, B.C. 602 Boughton St. Garden 8331; VANCOUVER 565 Hamilton St. Pacific 7824

Notice To All SIU Members

The SEAFARERS LOG as the official publication of the Seafarers International Union is available to all members who wish to have it sent to their home free of charge for the enjoyment of their families and themselves when ashore.

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

PLEASE PRINT INFORMATION

To the Editor:

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

Name, Street Address, City, State, Signed, Book No.

# HERE'S WHAT I THINK...



**QUESTION:** Beginning on March 10 and continuing through April 10, the membership of the Atlantic and Gulf District, SIU, will be voting on a Referendum Ballot proposed by the recently-concluded Agents Conference. The four propositions are as follows: 1. A \$10.00 strike assessment to be known as the 1948 \$10.00 Strike Assessment. 2. A \$10.00 building assessment to be known as the 1948 \$10.00 Building Assess-

ment. 3. An amendment to the Shipping Rules prohibiting shipboard promotions, except in cases of extreme emergency. Violators of this rule to be fined no less than \$25.00 for such offense. 4. Another amendment to the Shipping Rules making it an offense for Wipers and Ordinary Seamen who fail to put in the two hours time allotted for cleaning the crew's quarters. Each infraction of this rule to be punishable by at least a \$10.00 fine. What is your opinion of these proposals?



**GEORGE REGISTER, Carpenter:**  
One thing the Conference recommended, that I'm for 100 percent, is those two assessments. So far as the building assessment is concerned, if it doesn't turn out to be enough we ought to have another. I'm in favor of that strike assessment, too. We've got to be prepared for anything that may happen this year. Plenty can happen, too. I read all the Conference reports in the LOG and heard them in the meeting. They give a good picture of the SIU as it is now and, to my way of thinking, lay down exactly the right policy for next year.

**W. SCUDDER, Bosun:**  
To my mind the two assessments recommended are sound and will be stabilizing forces. Management is trying to subdue all unions through the Taft-Hartley Act. We need more solidarity and strength than ever before. Whenever we own a building, I own it, you own it, every member owns it. That gives us strength just as a strike fund does. Sometimes buildings can be made to pay for themselves. These are crucial times. We all should take pains to understand our position under the T-H Law and other political deals, and act accordingly.

**P. CHEKLIN, Wiper:**  
I like these assessments fine. The strike assessment will give us that power we must have these days if things go the way they look like they're going. A big strike fund is pure strength. I think we need to own our own Halls everywhere we can, too. In some ports we are now in bad buildings. The best thing to do is buy buildings, then we are protected. Maybe we can help ourselves in some ports by owning buildings and renting parts of them, but I don't know about that. It looked to me like the Agents Conference was a big success.

**R. E. INGRAM, Oiler:**  
The Agents Conference did a good job. The policies they recommended were the right ones for the SIU's future. Take the strike assessment they recommended. That's a good idea. We may have to take some real action to combat the Taft-Hartley Law. The assessment is insurance that we will be able to fight the operators. We just pay the premiums. The building assessment is a good idea too. Everybody knows we need new buildings in some ports. We need Halls with room in them for better recreation facilities than we have some places.

**ORVILLE PAYNE, Ch. Steward:**  
We need plenty of money for possible future strikes and the best way to get that money is by assessing the membership. Every dollar we get now will be a big help in the event the ship-owners want to play rough. And I like the idea of buying Halls in various ports. Why should we pay money to make some landlord rich? We can buy Halls and save money in the long run. I don't like the fourth part of the referendum, however, because Wipers and Ordinaries should receive cooperation from the rest of the crewmembers in this work.



**LEON REYNOLDS, Br.:**  
I'm in favor of buying Halls where necessary and where the membership is of sufficient numbers to warrant it. We don't need to buy them in the little ports, but all of our big ports should have SIU-owned Halls. On shipboard promotions: Sometimes you get a man aboard who is incompetent and needs to be replaced, but the Steward, under the new set-up, would not be allowed to replace him with another crewmember. As for the strike assessment, I'll always be in favor of a big strike fund—it's the same as life insurance.

**S. SELTZER, Ass't Electrician:**  
The membership should vote for the strike assessment and for the building assessment too. It is obvious that the strike fund is necessary to strengthen the Union's position. We need the new buildings too, because we are a clean Union and should have clean quarters everywhere. The Conference was right on shipboard promotions, too. All ratings should be shipped from Union Halls except in real emergencies. But I don't think Wipers and OS alone should have to clean fore'sles.

**WM. H. RHONE, Ch. Steward:**  
Both assessments sound okay to me and I'm going to vote for them. I do think, however, that any money not used for a strike in 1948 should go into a general strike fund for possible use at some future time. Buying buildings is a good idea because it will give us a sense of financial security as well as giving us a voice in the community as property owners and taxpayers. I don't like the third point about shipboard promotions because a man aboard ship is a good Union man and should be promoted if he shows he can do the work.

**JOE EKLAND, Oiler:**  
I'm for both assessments 100 percent. We need that money in the strike fund. When our contracts are up this year, the real test of the Taft-Hartley Law will come. As long as we are working and have the money, we should sock it away. If a strike should last any length of time, we may find ourselves bankrupt. As for buying our own Halls, I've always been in favor of that. Let's be sure they are good buildings and are big enough for expansion. Each one should be big enough so we can hold our meetings at home instead of renting.

**ROBERT PETERS, Oiler:**  
If we don't put money into the strike fund, we won't have money enough to wage a long strike. Our last two strikes were short—the next one may be different. I've never heard anyone complain of having money in the bank, and that's just what this is. There is no doubt that the Union is here to stay, so we might as well buy our Halls and settle down. It's cheaper in the long run and the buildings will then be ours. A good place for us to start is right here in New York. A bigger New York Hall is definitely needed.