

SEAFARERS LOG



Official Organ of the Atlantic and Gulf District, Seafarers International Union of North America

VOL. X

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No. 29

Seatrade Enters Tanker Field, Signs SIU Pact

Seatrade Corporation, an already SIU-contracted dry cargo company, which has now entered the tanker field, signed a full tanker agreement with the Seafarers International Union this week. Announcement of the signing was made by Director of Organization Lindsey Williams.

The new addition to the ever-lengthening list of SIU-contracted tanker companies first came into the SIU fold last November when the company signed a regular dry cargo agreement. Now the company has entered tanker operations with the purchase of the SS Ramapo, a pre-war tanker.

The Ramapo, presently on the West Coast, will sail to the East Coast the latter part of this month. It is expected to operate from ports along the Atlantic Coast.

NEW NEGOTIATIONS

Representing the company at the signing was Mr. James Pohl, Director of Seatrade Corporation. The Seafarers was represented by the regular SIU Negotiating Committee. The Company's offices are at 44 Whitehall Street, New York.

In announcing the signing of Seatrade, Brother Williams also disclosed that the SIU will shortly enter into negotiations with the New London Tanker Company, a new outfit at present having one tanker, the T-2 New London.

HAVE MAJORITY

Following a brief, but concentrated, organizing drive on the New London, the Union presented the company with evidence of having SIU pledges from a majority of the crew and asked the operators to enter into contract talks covering wages and working conditions.

The company has signified its willingness to begin negotiations, which will probably commence shortly. The New London Company's home offices are in Philadelphia.

The rapidly-increasing list of tanker companies contracted to the Seafarers is especially noteworthy when it is recalled that a little over a year ago not a single tanker outfit was operating under an SIU agreement.

The progress made since the SIU organizing department began devoting its attention to the tanker field points up the effectiveness of this phase of the Union's program, in addition to aiding the employment situation for Seafarers.

CG To Enforce Law On ABs

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

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

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

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

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

CG Cuts Alien Quota For Subsidized Ships

By JOSEPH VOLPIAN
Special Services Representative

On July 15, the proportion of aliens permitted in crews of subsidized American ships was reduced from 25 percent to 15 percent by the Coast Guard, which is gradually moving toward stricter interpretation and enforcement of federal statutes governing aliens and other matters within its jurisdiction.

If the Coast Guard were to interpret the law exactly, no aliens at all would be permitted to sail subsidized ships except the 10 percent allowed in the Stewards Department of passenger vessels.

The Coast Guard for a number of good reasons has waived this law in some degree.

However, on unsubsidized ships, the CG says that aliens may still constitute 25 percent of the crews. Since only a few of the ships contracted to the SIU are subsidized, the CG's new restriction on aliens may not be quite so bad as it sounds, but the trend should be a warning.

The Coast Guard has been waiving the law to some extent in this alien question, because it long ago recognized that there were so many aliens in the American merchant marine that it might be hard to find enough men experienced in the proper ratings to keep the ships crewed.

PRESSURE EASED

During the war, aliens were allowed to constitute as much as 50 percent of a crew. After the war the percentage was cut to 25.

Meanwhile, so many aliens have become naturalized that the CG feels that it is justified in cutting the percentage allowed on the subsidized vessels.

To bolster their case, the CG can also point to the fact that many more aliens have obtained visas legalizing their entry into the United States, permitting them to sail coast-wise or work ashore. Certainly the pressure has been eased.

The point ought to be made again right here, though it has been made many times before, that when an alien is trying for a job on a subsidized ship he must have at least one discharge covering service on an American vessel during the war to get it. He must have sailed under the American flag at some time between Pearl Harbor and V-J Day.

URGES STEPS

The trend of Coast Guard policy proves that the SIU has been correct in urging its alien members to take every possible measure to improve their legal status

(Continued on Page 15)

Labor Board Hearing Defines Voting Unit For Cities Service

NEW YORK — The first informal hearing on the SIU's petition for a collective bargaining election on nine Cities Service vessels was held this week at the regional National Labor Relation Board office here.

Although formal hearings are to follow, one of the most important matters—the composition of the voting unit—was settled satisfactorily to the SIU.

At the hearing, held on July 9, the NLRB examiner and the Union agreed that the same conditions applied to the other election held in Cities Service would apply to the coming election, except for the wording of the clause covering the voting unit.

Instead of naming the ships to be voted, the clause calls for the polling of all unlicensed personnel on vessels of the company's marine division, except those on vessels already certified by the NLRB.

In other words, the new terminology makes clearer the SIU's position in the event the company acquires more vessels once the election has been called.

The clause reads: "All unlicensed personnel on board vessels owned or operated by the marine division including deck, engine and stewards, excluding radio operators, pursers and unlicensed personnel aboard those vessels of which the Union has been certified by the NLRB."

Absent from the discussions on the voting unit was the company's attorney, who walked out when told he was not allowed to have his own stenographer take notes.

According to Ben Sterling, at-

torney for the Union, the formal hearings on the SIU petition will begin in about two or three weeks.

The SIU's present petition before the NLRB was made necessary when the board ruled that the SIU represents only those seven ships voted in a previous election. The company acquired eight more after the election was underway and one ship, the Lone Jack, was not voted.

In order to represent all the seamen in the Cities Service fleet it was necessary for the SIU to petition for an election on the remaining nine ships.

In the meantime, progress is being made toward securing a contract covering the crews of the seven ships for which the SIU has been certified.

Company representatives are now studying the Union's demands and a meeting of both the Union and the company is expected shortly.

Miners Win

About 50,000 striking coal miners, representing 10 percent of the bituminous coal-mining industry, went back to work in the "captive" mines when the owners finally signed a contract with the United Mine Workers of America on July 13. The miners struck on July 6 when the steel companies, which own the captive mines, refused to grant the union shop that the UMW had wrung from the commercial mines.

SIU Victory Seen In Cuba Distilling Vote

NEW ORLEANS—A clear-cut victory for the Seafarers International Union was predicted by Union observers, following the voting of the SS Carrabelle, Cuba Distilling Company, in a National Labor Relations Board election held in this city this week.

The voting of the Carrabelle took place Monday, July 12, and was witnessed by Director of Organization Lindsey Williams and New Orleans Port Agent Earl (Bull) Sheppard.

Although the vote count was not announced, both observers expressed confidence that the

SIU walked away with better than 75 percent of the total tally.

The other Cuba Distilling ship, the Catahoula, voted late this week in Deepwater, New Jersey—too late for details to be carried in the SEAFARERS LOG. An equally strong vote for the SIU was expected on this ship.

Announcement of the voting results on the two ships is expected from the NLRB within a couple of weeks. With an SIU victory in Cuba Distilling, negotiations with the company for a contract will only await certification of the SIU.

This week's elections on the Carrabelle and Catahoula, both Liberty type tankers, came two weeks after an NLRB order for the elections was handed down.

The SIU first petitioned for an election on March 18, after securing sufficient pledge cards from the seamen of the company's two ships.

When a contract is signed with Cuba Distilling it will bring this company under the banner of the SIU once more. The company had a contract with the Union until all its vessels were lost to enemy action during the war.

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Saving Seamen's Lives

In a Tampa hospital this week are three Seafarers painfully recuperating from scalding burns suffered when live steam shot from what was obviously a faulty line aboard the SS John Bartram.

One of the men is in a critical condition. A fourth victim was already beyond the reach of medical aid. He died in agony shortly after being scalded from head to foot as he sought to escape from the spraying inferno.

It is believed that a faulty elbow and excessive pressure in the line was responsible for the tragedy. So far, no official reason for the accident has been advanced.

Regardless of the verdict, however, it will be of little comfort to the sufferers and their families. It will sound just as hollow as the thousands of other post-accident reports that have been filed before.

Some will say that seafaring is a tough life, and that accidents like those aboard the Bartram this week are part of the risk a man runs when he goes to sea.

Sure, seafaring is tough. There are mighty few occupations that are more hazardous. Many of the hazards, however, can be traced to negligence, inadequate inspection regulations, and outmoded construction and equipment, none of which is pardonable.

On the John Bartram, for example, in addition to the faulty line, another hazard was discovered—one that at any time might prove to be loaded with tragedy.

As on other early Liberties and prewar-built vessels, the portholes are too small to serve as an escape for a normal-sized man. Many of the occupants of rooms off the Bartram's steam-choked passageway tried to pass through these ports and failed. They were able to keep the steam from seeping into the rooms by packing mattresses and other materials against the doors.

If fire had been licking at the doors, it would have been a different story, written off with an even greater cost of life. It would have been ironic that men of the U.S. merchant fleet, which prides itself on the fact that its standards are far and away the highest of any in the world, would have been helplessly trapped and doomed because a few inches of porthole prevented their escape.

Certainly all the life-saving appliances advocated by the recent International Convention of Safety of Life at Sea, which the U.S. attended, would have been worthless.

Immediate steps should be taken by the Maritime Commission, the steamship companies and the government inspection service to see that the potential threats to the lives of seamen, such as the one pointed up by the Bartram tragedy, are removed from American vessels.

Resolutions and protests are not enough to eradicate these unnecessary perils.

The only way to demonstrate a sincere determination to reduce the hazards of shipboard life is by action. No amount of talk or good intentions can substitute for more stringent construction regulations and the much-needed overhaul of the ships now sailing with standards far short of reasonable protection for the crews aboard.

Whatever monetary costs might be involved in making our comparatively safe merchant marine even safer would be insignificant, when measured in terms of the saving in human lives.

To those who hold the power to provide greater shipboard security for American seamen, the Seafarers say, "Get going!"



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.

MOBILE HOSPITAL

A. C. McALPIN
JOSEPH BENNETT
CHARLES R. VORN
JOSEPH BLANCHARD
O. M. RAYNOR

SAN FRANCISCO HOSPITAL

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

SAVANNAH HOSPITAL

TROY THOMAS
F. T. ALKOFR
R. BROWN
M. T. TABING
W. ROBERTS
E. CAHOON

NEW ORLEANS HOSPITAL

STELLY C. FORMAN
E. LIPARI
R. F. BLACK
J. DENNIS
L. C. MASON
A. LOOPER
C. ANDERSON

RALPH PIEPHET
V. R. NORTH
V. P. SALLINGS
C. GREEN
C. R. GRIMES
W. H. COLBOURNE
M. C. GADDY
H. L. SEYMOUR
JAMES FARRIOR
E. MULHOLLAND
A. SYLVERA
EDWIN MAXWELL
FRANK WAGNER
P. E. CUMARE
H. FERDRICKSSON
H. MASON
G. L. DUXWORTH
ED MILLER

BALTIMORE HOSPITAL

LOYD E. WARDEN
M. J. LUCAS
E. T. JANASJAK
HAROLD H. SPENCER
GEO. H. SEEBERGER
THOS. A. BENSON
EDWARD L. PIERCE
JOSEPH WING
WILLIAM T. ROSS
MATTHEW LITTLE
BYRON C. BARNES

Hospital Patients

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

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

Staten Island Hospital

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

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

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

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

STATEN ISLAND HOSPITAL

A. JENSBY
F. NERING
R. J. CAVANAUGH
F. O. FONDULA
J. E. BURNS
E. BULIK
G. D. FINKLEA
S. HEIDUCKI
C. E. BRADY
J. McNEELY
J. L. ROBERTS
D. DeDUISEN
J. BONYEA
J. PRATS

GALVESTON HOSPITAL

A. E. MOULTON
WARREN W. CURRIER
J. M. DOONER
LAPERHOUSE
FOSTER
COMMANDER

ERP Ruling Aids Panama Tanker Ships

Although there is still a joker or two in the picture, it looks as if the people running the Marshall Plan are going to adhere pretty closely to the provision calling for half the shipments to go under the American flag.

Arthur G. Syran, Marshall Plan transportation director, announced the other day that American carriers of bulk cargo would be paid higher rates than their low-cost foreign tramp competitors, thus assuring them their rightful 50 percent of the bulk business by permitting them to operate at a profit.

There has been some legitimate fear among American ship operators that they wouldn't get much of the grain, coal, phosphate and other bulk business—because the law reads that half the cargoes are to go in American ships when they are available at the market rate.

If the "market rate" for bulk cargoes were lower than the American rate, U.S. bulk cargo carriers figured they might lose all the bulk business.

As it now appears, shipping will be checked at six-month intervals, so that U.S. officials will be certain that Americans are getting at least their half of the cargoes.

The biggest and most obnoxious joker is in the manner in which tanker space will be allotted.

Tankers under the Panamanian flag which are judged to be under "effective American control" will be considered to be American ships.

This means that, while at least 50 percent of the liner and bulk cargoes will assuredly be carried in American ships, any American who owns a Panamanian tanker will be able to muscle into the American half of the tanker trade with his low standards of pay and bad conditions. Who thought this one up has not been revealed.

Philadelphia Is Second Port In Total Tonnage

PHILADELPHIA — This city has regained its old position as the nation's second port in the sheer tonnage of commerce handled, according to figures released by the Department of Commerce.

In March, the latest month for which figures are available, Philadelphia handled about 100,000 more tons of import and export cargo than Baltimore, which knocked the Quaker City from its traditional second place last year. New York is still first.

One spokesman explains Philadelphia's temporary lapse into third place last year as follows:

"Philadelphia's temporary loss of its second position was due entirely to the vast unnatural movement of relief coal and grain which flowed through the other ports in greater volume."

However, when the value of shipping is considered instead of the tonnage, Philadelphia is definitely third, trailing New York, which is first, no matter how you figure it, and New Orleans.

Say Your Say!

Now that the Hiring Hall issue has been hurdled, the SIU Negotiating Committee is preparing for discussions with the operators on clarifications in the Union's standard freighter agreement.

So that the membership can actively participate in

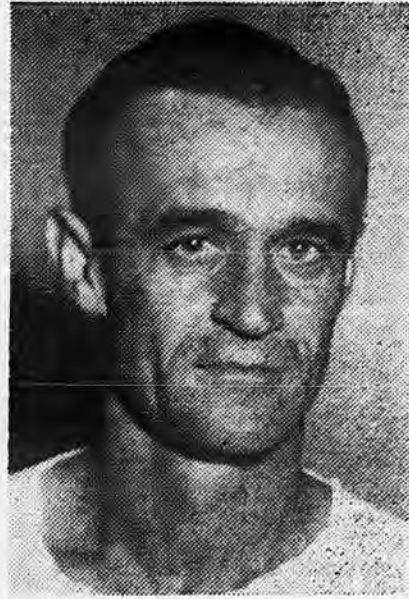


clarifying the working rules, the Committee urges all Seafarers to submit their views.

Any member wishing to make suggestions for changes in the working rules for any of the three Departments should write them out and mail them immediately to the SIU Negotiating Committee, 51 Beaver Street, New York 4, N. Y.

This is your opportunity to help clarify any section of your working rules.

Break In Steam Line Kills Bosun; Three Other Seafarers Injured



Because his home is in Tampa, Nevin Ellis, Deck Maintenance (above), escaped the casualty list. He occupied same room as the man who was killed, but had spent the night preceding the accident at home.

One Seafarer was killed and three others were injured when a steam line connected to the deck machinery blew up aboard the SS John Bartram, a Waterman vessel, as she lay in the Port of Tampa early July 3.

The injured men are still in the hospital, one of them in critical condition.

The dead Seafarer was Mohammed A. Elsayed, the Bartram's Bosun, who was scalded when the steam shot from a break in the line directly outside his foc'sle. He died shortly after being admitted to a Tampa hospital.

In critical condition is George Griffin, OS, who is suffering from first, second and third-degree burns of the body. The other two men, Arthur W. Baker and James L. Jones, both Firemen, were burned less severely and their condition was described at the hospital as "not serious."

POSSIBLE CAUSES

Although no official version of the tragedy has yet been issued, it is believed that a faulty elbow and excessive pressure may have been the causes. The broken line was repaired immediately.

An eye-witness account of the tragedy was related to the LOG by Frederick Walker, AB on the Bartram, which arrived in New York this week.

Walker, who occupied the same foc'sle as Griffin, had stepped out just a few minutes before the blast. He returned to find the passageway choked with live steam shooting from the broken line under 200 pounds of pressure.

Walker said what probably happened was the following:

SCALDED

When the blast came, Elsayed opened the door of his foc'sle to see what was going on. Steam shot through the doorway and filled his room. He then ran through the steam-filled passageway and was fatally burned by the time he got out on deck.

Steam also poured into Griffin's foc'sle, the door of which



A recent photo of George Griffin, OS, who was badly burned when a steam line burst aboard the SS John Bartram in Tampa last week. Disaster also resulted in the death of one Seafarer and injured two others.

had been left ajar when Walker had left about five minutes earlier. Griffin, like Jones and Baker, was burned by steam and scalding water, when he made his escape through the alleyway.

The men in the adjacent foc'sles packed mattresses and bed clothing against the doors of their rooms to keep the steam from seeping through.

Attempts to escape through the portholes failed as the trapped men could not squirm through the small openings. Most prewar-built vessels and early Libertys, like the Bartram, do not have ports large enough for a normal-sized man to pass through.

Shortly after the explosion steam was cut off in the fidley by the First Assistant and the Deck Engineer. Meanwhile an ambulance, which had been summoned by other crewmen, arrived. The injured were taken to the hospital immediately.

LUCKY MAN

But for the fact that he makes his home in Tampa, Nevin Ellis, Deck Maintenance, probably would have been included in the casualties. Ellis, who shared Elsayed's foc'sle, spent the night at home and reached the Bartram just about the time of the explosion.

Elsayed, who carried Book No. 26123, had been a member of the SIU since June 22, 1943, when he joined in New York. He was born in Egypt March 2, 1909, and received his citizenship papers after serving in the U.S. Army during the late war.

Funeral services for the late Seafarer were held in New York Bartram crewmembers contributed a floral wreath.

Any Good Bosun Must Pull His Own Weight Aboard Ship

By JOE WREAD

In last week's LOG, there was a mighty good article on a Bosun's duties. What is said about letting the crew do crew's work is particularly true when all hands are turned to, or on a passenger ship or other ship with a number of day workers.

But it is a cinch that on a Liberty which only carries one Deck Maintenance, and has only one or two watchmen on deck at sea, the Bosun has got to pitch in and do a little work himself.

Furthermore, as the most experienced man, there are lots of jobs coming up—such as sewing canvas, and special splicing jobs, or going aloft in bad weather—that most Bosuns feel better doing themselves, and really ought to do themselves unless there is an oldtimer in the crew who is equally capable of doing it.

GREEN MAN

Take the character who sent fairly green men up the mast to lash the booms to the cross-tree during the war. It was an old ship, and didn't have boom-collars attached, so it took a pretty good job to hold them.

"You guys shipped AB," he said, "Now go up and lash it!"

They wound a lot of manila around the booms and the topmast, but it came loose on a wild day in the North Atlantic with ice all over the mast, and the ship pitching and rolling.

The Mate called the Bosun and the Bosun called out all Deck hands.

"Two or three of you ABs chip the ice off of the ladder and lash those booms right," he said. "I told you to do it right in the first place."

Of course that's an extreme case, but still there are a lot of jobs a Bosun has pretty much got to do to be sure they are

done right, or to make sure that no one gets hurt.

Then, too, once in a while you run across a Bosun who will let a couple of men strain on a line and won't jump in and give a hand himself.

In general, though, we have a mighty good bunch of men sailing the SIU fleet in all ratings. And the Union's requirements for men shipping Bosun to have three years out of SIU Halls give us a mighty high standard.

Now, if the registration ruling is established up and down the coast whereby men shipping as Bosun must register as Bosun and not AB-Bosun, only men who can handle the job are apt to go on the Bosun's list and wait for that job.

Rail Hike May Aid Gulf Ports

If the railroads serving the U.S. East Coast have their way, there won't be many cargoes of bulk grain leaving North Atlantic ports for Europe this fall.

The cargoes will move, all right, but they won't be going from New York, Albany, Boston, Philadelphia and Norfolk. They'll be going from Gulf ports instead.

It looks as if the eastern railroads are preparing to cut their own throats. They have called a meeting in Buffalo on July 20 to consider freight rate increases of 20 to 30 percent on grain being carried to East Coast elevators.

If the railroads get what they want, the cost of moving wheat from Buffalo and Erie to New York will be upped five cents for each hundred pounds. The same increase would apply on corn, rye and oats, and a smaller increase to barley.

The same raises would be tacked on rail shipments to other eastern ports, if allowed. However, Albany, Baltimore and

Philadelphia will retain the half-cent per 100 pounds advantage, which makes them more economical to ship through at present than New York and the rest of the East Coast outlets.

In addition, the railroads wish to raise the basic freight rates on shipments to the East Coast for rye, wheat, oats and barley to the level charged for more expensive products such as sorghum, although this is not reported to be on the agenda of the Buffalo meeting.

So far as the SIU is concerned, the only difference would be that there would be more bulk cargoes of grain moving from Mobile, New Orleans and the Texas coast as most of them now are than from the northeast ports — unless grain shippers decided to send their cargoes down the St. Lawrence River under the Canadian flag.

The Port of New York Authority and New York shipping interests have asked the railroads to equalize grain export rates to all North Atlantic ports.

On The Coast

If you have a beef or a problem when you're on the West Coast, contact SIU. A&G District Hq., 105 Market Street. The telephone number is DOuglas 2-5475. Drop in between ships, and get acquainted.

Seafarers And Their Ships Are News

Aboard The Robin Kirk...

Aboard most SIU-contracted vessels plying the seven seas are scores of alert Seafarers with noses for news and eyes for interesting shipboard shots. Each week the LOG receives evidence that these Union-news minded men are on the job, jotting down and sending in reports and stories of Seafaring activity.

The LOG is anxious to receive reports—in words and pictures—from all SIU crews. Seafarers and their ships are news. Perhaps at the first shipboard meeting a reporter may be elected to handle this function. Many men will be glad to handle it voluntarily, as were Seafarers on the Robin Kirk and the Meseck tug Dorothy Ann, pictures of which appear on this page.

Crewmen who were on the Robin Kirk when it left New York for South Africa recently, were destined for a first-class trip, according to the three department delegates, P. Sudia, Engine; A. T. Arnold, Deck, and Michele Amato, Stewards. They gave much of the credit to Joe Miller, Chief Steward, whose sumptuous menus were ably prepared by three crack SIU cooks, Chief Cook J. Bove, Baker D. E. Jessup and Second Cook F. G. Rocafort.

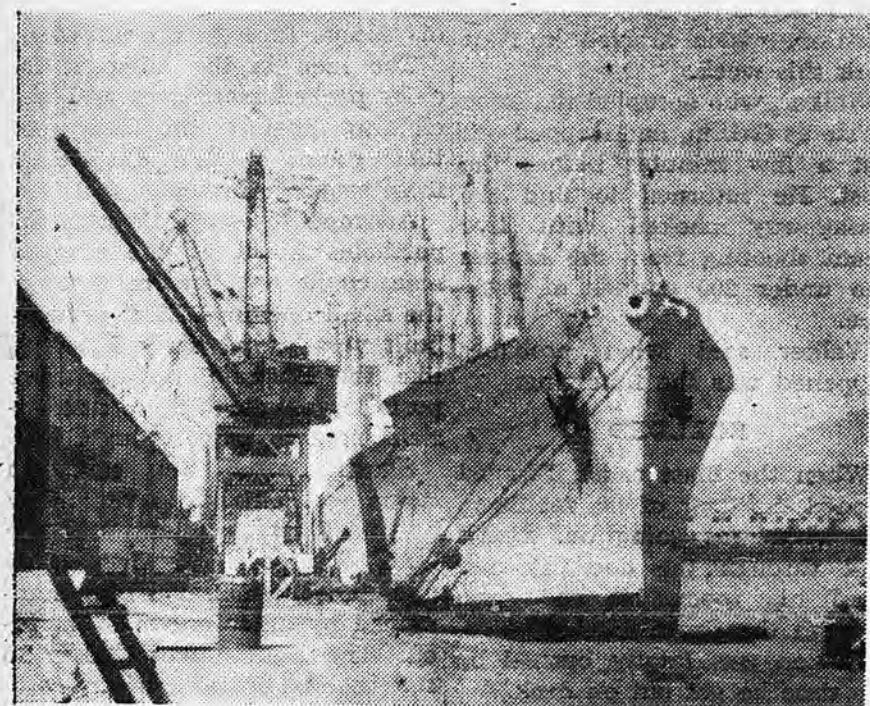
The delegates also happily reported that the Skipper was cooperative and not one logging was necessary throughout the three months.



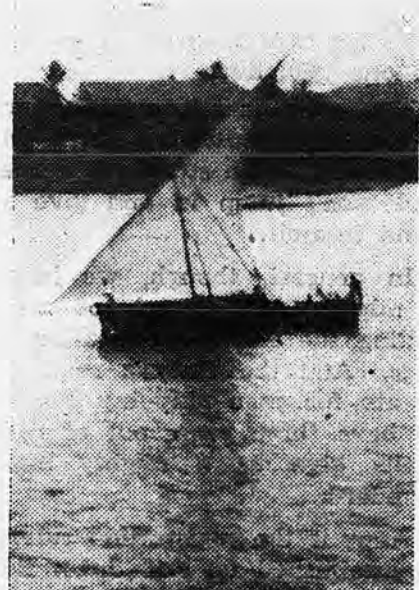
In Durban, Seafarers J. Micjunas (left), OS, and J. Flynn, AB, pose with local stevedores, who earn seven shillings a day. Food and clothing costs there are as high as in U.S.



Robin Kirk crewmen secure the gangway for sea. Crouching is Bosun Ostling; R. Arnold is at the davits, while A. Smith watches operation. Man with back to camera is K. Petersen.



A view of the ship-shape Robin Kirk, one of several Robin Line vessels which make the South African run. She's a good feeder, too.



In Dar es Salaam, Tanganyika, Robin Kirk men saw this sailboat setting out for an evening sail. The South African run includes calls at some of the world's most colorful spots.

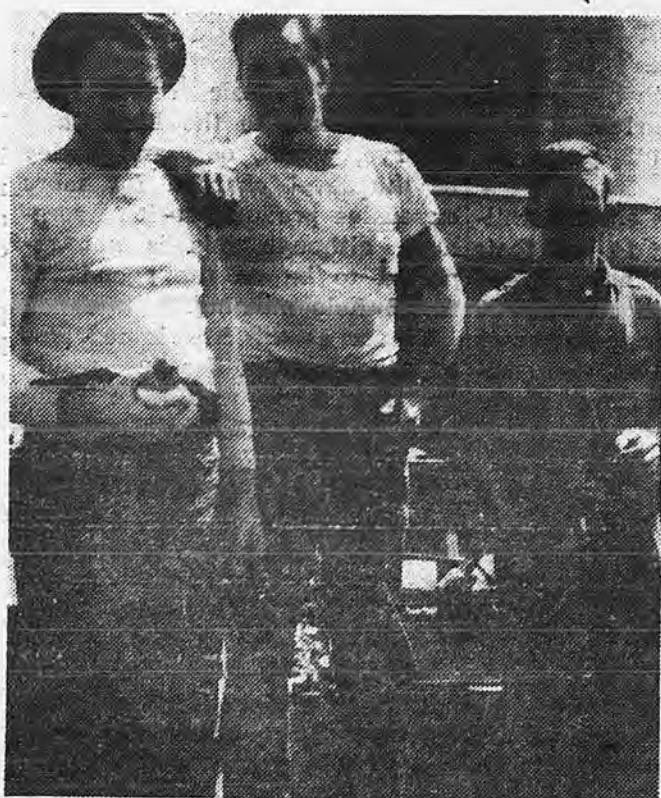


A crewmember photographed this scene of Capetown harbor. In the background is the famed Table Top Mountain, a frequent inspiration to Seafarer cameramen and artists.

...And The Tug, Dorothy Ann



Chester Chezna turns to on the winches aboard the Meseck tug Dorothy Ann. This shot and others of Dorothy Ann crewmen were submitted to LOG recently by John A. Bersen, Oiler, after he paid off the seagoing tug. He liked working aboard the small craft, he said.



Here are three Seafarers who were shipmates of Bersen's. They are Kenny Wright (left), E. Brown, and a crewmember whom Bersen was unable to identify.



Proof that fishing was good off the Dorothy Ann is held up by crewmen. They're tuna, hauled in off Cape Hatteras. Weight was 25-30 pounds; length...



John Bersen takes his turn before the lens. He hails from New Jersey and is a pretty capable artist. Several sketches of vessels he's sailed on have appeared in recent issues of the LOG. Bersen was inspired to submit his work after seeing efforts of other Seafarers...



Baltimore Continues Ups-Downs: Shipping Is Fair — This Week

By WILLIAM (Curly) RENTZ

BALTIMORE — Shipping remains a little better here than it was a while back but don't get the idea that things are booming, because they are not.

We paid off seven and signed on the same number. In addition we had a number of ships in transit and we had a few still-to-be-contracted tankers to hit.

The payoffs were on the Nathaniel B. Palmer, the Marore, the Cubore, the Monroe, the Robin Kettering, the Edith, the Minot Victory, and the Cape



Mohican. We expect still more in the week to come.

The Monroe, the Edith, the Cubore, the Nathaniel B. Palmer, the Marore and the Cape Mohican signed on again and the Calmar also took a crew. The ships in transit were Watermans and Alcoa which had crewed up in the Gulf.

There was nothing much in the way of beefs on any of these ships, but we ought to mention that the Chief Engineer on Isthmian's Minot Victory still thinks he is pretty high and mighty. However, we are going to get him to see things the

SIU way before long, if he doesn't already as the result of what we told him the other day.

One ship whose topside is more than willing to see that things are done SIU style is the Nathaniel B. Palmer. The Captain, the Chief Mate and the Second Mate all carry SIU books, and "Dutchy" Moore is a member of the crew.

UPS AND DOWNS

There still are too many men on the beach, since we haven't been able to dispel the rumor that shipping is easy here in Baltimore. Of course it's easy to catch a ship in Baltimore—some weeks. But, like all ports these days, we are having our ups and downs. And some weeks Baltimore is plain dead. So don't come in here counting on a job right away.

One thing that is heartening here is the way the boys go for those tanker jobs. They know we need those jobs to maintain the Union's strength and they're glad to take them.

Getting that Hiring Hall settled in first-rate style set pretty well with the men around this port, you can be sure. They send their thanks to the Negotiating Committee for winning it and keeping the SIU a mile ahead of the rest of the maritime unions.

The members do quite a bit of speculating on how the NMU is going to make out. And we guess that the members of the NMU are wondering, too.

In general, the labor scene in Baltimore is very quiet these days. To make things still better, the weather cooled off enough to let a man sleep at night.

Unclaimed Gear

Members whose gear has been held for more than three months in the fourth floor baggage room of the New York Hall are advised to call for it immediately, or notify the Hall where they wish it sent.

Crowded conditions make it impossible to hold gear longer than three months. All effects remaining unclaimed after three months will be sent to the owner's home via express collect.

Gear without addresses will be disposed of otherwise.

Shipping Still Slow In Philly

By LLOYD (Blackie) GARDNER

PHILADELPHIA — Shipping is still on the slow bell here. We paid off one A&G ship, the SS Angelina, Bull Lines, and one SUP ship, the McGarner.

We signed on the SS Bessemer Victory, a Waterman ship which had been lying here on idle status. And we also shipped a crew to the SUP ship whose Skipper boasted that he seldom had sailed with such a fine crew as the one that paid off.

That was a good payoff, even if we did have to handle it in the evening. There were no beefs at all, and the Old Man asked us to be sure and send him as good a crew as he had before. We obliged him, you can bet.

But there are plenty of men on the beach here, which means that we could use a few more payoffs and complete crew replacements. Of course, we've had a few ships in transit, namely the SS John Bartram and Winslow Homer, both Watermans, Bull's SS Jean and the SS Robin Trent. Naturally we hit them all.

Book Members Find That Shipping Is Quite Fair In Port Tampa

TAMPA — Shipping in this Florida port remains fair this week, with job prospects best for the bookmen, who can always make a job within a few days. Things are a bit rough for permitmen, however.

We still get several ships in here on coastwise runs. The SS Robert McBurney was scheduled to arrive on July 12 for a pay-off and signon. This vessel is operated by Overlakes.

The Bull Steamship Line still has a few phosphate ships touching Port Tampa and Boca Grande. Waterman Steamship Corporation is the big noise on the coastwise runs, however.

MAIN TOPIC

As is natural, the Hiring Hall agreement our Union won is the main topic of conversation here. All hands are very happy and are thankful that our negotiating

committee was able to go ahead with things before some irresponsible union fouls things up.

All hands were saddened by the death of Brother M. A. (Turk) Elsayed, Bosun, who was killed in the explosion aboard the John Bartram in port here last week. The blast that took his life also severely injured three others—George Griffin, OS, and James L. Jones and Arthur Baker, Firemen, and they are still in a local hospital.

The steam line running to the deck machinery exploded right outside the Bosun's focsle. A faulty elbow and too much pressure were believed to be the causes.

On the local labor scene, there was a beef between the ILA in Miami and the P&O Steamship Company. However, everything has been ironed out to the satisfaction of everyone concerned.

The beef never got to the stage where real trouble was expected. The sailing of the SS Florida wasn't halted.

REPAIRING HALL

A contractor is now at work repairing and modernizing our building here. Work has been progressing for the past few days and the noise is terrific, but well-worth bearing.

Everything will have the New Look in a few days. The Dispatcher's office has been moved from the front to the back of



the building and things are shaping up nicely.

We had Brother Shuler down here last week to check out Agent Simmons, who is retiring, and to check in a new man. Shuler ran into the streak of hot weather, which sent the thermometer up to 92 degrees for a 15-day stretch. Now we are in the middle of our rainy season, with the skies opening up and releasing as many as a dozen downpours a day.

Sure is a good thing we had repairs made to the roof, after it was struck by lightning a few weeks ago.

Mobile Manages Satisfactory Week As MAW Lends Hand

By CAL TANNER

MOBILE—Shipping in the Port of Mobile for the past week can be described as fair. There were nine payoffs and six signons for the seven-day period, with 128 bookmen and 63 permitmen being shipped out.

Ships paying off were the Beauguard, Bienville, Morning Light and Ponce de Leon, Waterman; the Cape Romaine, Pointer, Diamond Hitch and Roamer, Alcoa; and the John Wanamaker, Isthmian.

The payoffs for the week were mostly smooth, with only the usual run of small beefs that were easily settled by the Patrolmen. Of the nine ships paying off, two of them are slated for the boneyard, which won't be helping shipping at all.

SIGNING ON

The signons took place aboard the Beauguard, Morning Light, Bienville, Pointer, Roamer and the Patroit, another Alcoa ship.

Reports were made prior to the signings and all slopchecks were likewise checked in advance.

The Cavalier—first of the Alcoa passenger ships to hit this port under the new schedule, came in July 4. She took only one replacement, owing to the fact that she had crewed up in New York. On her next trip, we are expecting to get the usual turnover. The Cavalier operates on a 17-day schedule.

The Clipper, another of the Alcoa passenger cruise ships, is due here Monday. She will be followed by the Corsair the following Monday.

As these ships are coming in from the islands we expect to have some jobs on them. Several of the men on the beach inspected the Cavalier while she was here, and all of them appeared to be anxious to get aboard.

MAW HELPS OUT

Our affiliate, the Marine Allied Workers, helped the boys on the beach quite a bit this week by shipping about a hundred men to clean-up jobs during the week.

This part-time work takes up the slack for the permitmen while they are waiting to ship

out. A bookman in Mobile can usually get out in a week, but it takes permits considerably longer, now that shipping is slow.

The Towboat Division of the Marine Allied Workers here is beginning to feel the results of slow shipping, too. A couple of tugs from each of the companies are laid up because of a lack of business.

However, the companies seem to think things will be back to normal in a very short time. When this happens, the tugs will again be placed in operation. Meanwhile, repairs are being made on the tugs in idle status.

Prospects for the coming weeks appear pretty fair. Both major companies are expecting from five to seven payoffs and signons.

Waterman has three C-2s and three Libertys undergoing repairs at the moment, because of the lack of cargoes, which should be arriving in the near future. Alcoa, however, has the usual bauxite trade for the coming week, so all in all, we should have a fair week ahead.

Among the oldtimers to be found on the beach at the present are J. Jones, R. Bunch, J. W. Demouy, T. Bernsee, F. Swendson, J. E. Baker, G. J. Espalla, M. Shipley, M. H. Caten, C. Jowers, W. E. Simmons, F. L. Bartlett, Leroy Nicholas, C. R. Simmons and L. Williams.

OLDTIMERS AROUND

Some of the Brothers in the local Marine Hospital who are receiving their SIU benefits are A. C. McAlpin, Joseph Bennett, Charles Vorn, Joseph Blanchard and O. M. Raynor.

Conversation around the Hall indicates that the membership is now interested in what the shipping rules committees, elected by the various branches, will do when they break down the suggestions for registration of men in all departments.

A good many members have expressed their views to the committee elected here, and are now awaiting the final recommendations that are to be submitted to the membership for a referendum vote.

Prove Identity

To all members who have checks held for them at branch mail rooms:

Port Agents will not give out any mail containing checks, unless the addressee shows sufficient evidence of his identity, such as Union book, seaman's papers, discharges, etc.

An instance has been reported of an envelope containing a check being picked up by a phony who later forged a signature and cashed it. To prevent a recurrence, checks will be given only to the person to whom it is addressed, and the only after full identification is made.

ILA Demands Wage Increases, Other Changes

In a meeting with the New York Shipping Association, the negotiating committee of the International Longshoremen's Association (ILA) presented the union's demand for a 50-cent an hour wage increase and a new method for calculating overtime pay.

The ILA is also asking for longer vacations, a welfare fund and other improvements to be written into a new contract. The present contract expires Aug. 21.

The ILA committee represents some 45,000 longshoremen on the Atlantic coast in all ports from Portland, Maine, to Hampton Roads inclusive.

The demand for a new method of calculating overtime pay is the result of a recent Supreme Court decision granting a group of longshoremen what the bosses say is overtime on overtime.

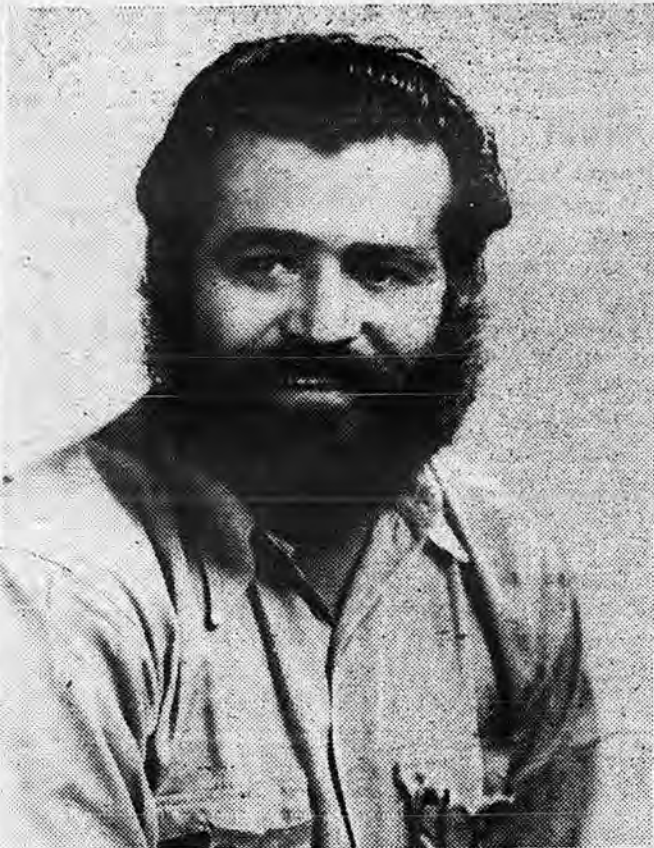
Further talks between representatives of the union and the companies will be scheduled shortly, ILA officials said.

The ILA is a member of the powerful AFL Maritime Trades Department.

Monkey Quits Seafarer When 'Jungle' Goes

Two souvenirs of the Far East voyage which crewmember Jose Reyes, AB, proudly displayed when the SS William Tilghman returned to Frisco last week were a spreading growth of whiskers that would have made Rip Van Winkle seem hairless by comparison, and a pet monkey.

Joe's pride in his facial foliage was matched only by his fondness for his young simian charge, which he adopted during a stopover in one of the ports visited by the Isthmian ship. Both his pride and joy, however, were short-lived.



Jose Reyes, beard before he shaved

Five Sullivan brothers aboard a Navy warship, prohibited the Reyes boys from shipping out on one vessel.

With the voyage over, Joe decided to throw off his hirsute blanket, attend the payoff and then step off to see Frisco's famed sights and let Frisco see him and his monkey.

Aided by billowy blobs of soapy lather and a brand new razor blade, Brother Reyes chopped away his wilting whiskers. That marked the parting of the ways—in more respects than one.

For when Joe stepped up to his monkey friend, who had never seen his guardian stripped down to his bare face, there was an explosion of jungle gibberish. By the time the echoes died down, Joe's pet was long gone. And he hasn't been seen since.

But sturdy Seafarer that he is, Jose Reyes takes such setbacks in stride.

Jose is one of the original 14 Reyes brothers who carried full books in the Atlantic and Gulf District. One of the Reyes boys was lost during World War II and two have retired their books—but the remaining 11 are still carrying on the family's seagoing tradition.

Once during the war, the entire complement of Seafaring Reyes attempted to ship as the Deck Department aboard an SIU vessel, with Jose as Bosun.

The U.S. Shipping Commissioner, acting under the regulation adopted after the loss of the

Texas Shipping Is Fair And Should Stay So

By KEITH ALSOP

GALVESTON—Shipping continues to be quite fair, and we expect it to continue that way for a while.

However, we actually paid off only one ship, the SS Bull Run, a Mathiasen tanker. She's going into the shipyard, but just for a month.

What beefs we found aboard the Bull Run were minor and we settled them rather easily on the ship at the payoff.

There's a good bit of talk about the SIU's new Hiring Hall clause. The papers in Galveston and Houston gave the story a pretty impressive play.

Naturally the SIU story broke while the ruckus between the commies and the anti-commies in the NMU was continuing. Our story looked a lot better in the papers than did the NMU story.

The membership really went for the Hiring Hall clause. They know what a great victory the Negotiating Committee gained. They know what that clause means for the Union collectively and individually.

As usual, the SIU is setting the pace in the maritime industry. That's the way it's been for a long time and that's the way it always will be.

Old Standbys Keep New York Shipping In Fair Shape

By JOE ALGINA

NEW YORK—Thanks to the arrival of several Isthmian, Waterman and Bull Line scows shipping in this port maintained a fair pace, just about the tempo its held for the past two or three weeks.

Isthmian's James Turner and Steel King tied up here during the past week and made for rather smooth payoffs. The King settled up at the payoff in short order; the Turner had a few beefs which were held over to the next day, but they, too, were settled with little trouble.

Worth pointing out about Isthmian ships is the fact that there is a different contract on these ships. While it isn't too much different from the General Agreement, there are some things which cause a lot of confusion and bitter feelings.

Some crews dissatisfied with the contract just ignore it and proceed according to the General Agreement. Instead of being militant they're screwing up the works.

This agreement was signed by the Union and ratified by the membership. It should be lived up to. The next time the Negotiating Committee locks horns with Isthmian, they'll bring the contract as much in line with the regular agreement as possible.

In the meantime, to strengthen the Committee's hand, obey the present agreement. It's hard for the Negotiating Committee to rebut the company when they say, "What's the use of signing a new contract, the crews don't pay any attention to it anyway."

TRANSPORTATION TIP

Incidentally, here's a tip on the Isthmian transportation rider: If you're going to actually travel, take the ticket instead of the money. By taking a ticket you receive subsistence while traveling — you don't get this when you take a cash settlement.

Waterman's gifts to the Port of New York this week were

the Governor Kilby and the Topa Topa, both returning from trips to Europe. Both ships paid off in good shape and what minor beefs that cropped up were dealt with right there aboard the ship.

Bull Line's Evelyn and Suzanne, too, were found to be clean and sweet by the Patrolmen.

A couple of lone wolves, the Russell Alger (South Atlantic) and the Algonquin Victory (St. Lawrence Navigation) paid off in this port with but few beefs and happy crews aboard. These, along with several other port callers, were the Patrolman-pleasers of the week.

To do a quick switch from ships to those who sail them, a word of caution is in order for Stewards.

Although Stewards ship off the boards in the SIU, this does not mean that the Union protection given them extends to covering up for them when they foul-up during a trip.

Once in a while a ship comes in where the Steward is found to be short on stores and linen. Naturally, he wants the Union to go to bat for him, but what can be done for a guy where the records show he's short thousands of items?

HE'S RESPONSIBLE

There are times—this would be one of them—when the Union can do little for a man. A Steward must remember that he has responsibilities aboard the ship and the company has a right to hold him accountable for shortages.

There's only one way to keep in the clear. When stores come aboard, he should check every item before signing a receipt. Special vigilance should be exercised when in a foreign port. Also, when linen is being counted the Steward should be there to supervise. He's signed for them, and it's his neck if there is a shortage.

Beating out these words of advice, caution, warning or whatever you want to call them, may

sound like a lot of gum beating but a look at the record will show otherwise.

The SIU is now in its tenth year (I feel the rheumatism creeping up on me) and is now



enjoying the best contracts in the industry. We have set the pace time after time. This may sound like breast beating, but it is all true.

A good reason for our leading the field and gaining these contracts is due to the fact that we have not tolerated performers, gashounds or foulballs trying to push a bum beef. The companies have come to respect the SIU.

They know we will abide by the agreement and we will see that they do likewise.

FOR A REASON

Whenever a word of advice or caution appears in the LOG it's for the good of the entire membership. No rating or individual is singled out for a tongue-lashing, unless he is fouling up the gains of the rest of the Union. That's the one way of keeping our contracts on the top of the heap.

Last week's accident on the John Bartram, where one man was killed and three others severely burned (See story on page three), points up a long standing need on these Liberties.

If the portholes had been just a little larger, chances are that no one would have been injured. All of the men were trapped in their foc'sles and were unable to escape until the steam was turned off.

If the portholes had been the size of those on Victory ships, all could have piled out through the side. Maybe this accident will wake up those responsible.

San Juan Seafarers Find Shipping Is Good

By SAL COLLS

SAN JUAN — Not only has shipping picked up a bit here, but last week we actually had a payoff—the SS Ponce.

In fact, shipping is good enough to permit us to complain of a real shortage of ABs, OS and Deck Maintenance men, and to say that we just don't have any rated men around in either the Stewards Department or the Engine Department.

There were a few routine beefs on the Ponce concerning disputed hours for the Deck and Black gangs, but we managed to settle them without much trouble.

On the organizing front we had one of the Cuba Distillery ships in and we naturally took a look at her. Although she sail-

ed short an AB and an OS you can be sure we handled her correctly. The boys on her were looking forward to the election which they figured would go the SIU way.

HAIL HIRING HALL

The news of the Hiring Hall victory sure tickled the membership in this port. We're hitting every ship with the good news, handing out the broadsheets reproducing the stories that appeared in the New York newspapers. The crews read the reports and feel better.

The new Maritime Trades Port Council is a going concern now, and two groups of longshoremen are working harmoniously. It looks as if things in the port will stay that way.

Because we couldn't get a

quorum together we have had to pass our last three regular meetings. But, in special meetings and gatherings between calls, the members have really cheered the SIU for helping to organize the Port Council here and for winning the Hiring Hall. The day we lose the Hiring Hall will be a dark day indeed, and everybody knows it.

We have contacted the Marine Hospital, and we are glad to report that the SIU patients say that they are getting fine treatment. We hope some of the Brothers who are over there will be looking for ships soon.

Oldtimer Loncho Calderon is still waiting for a ship, but Vila Angel, the Seafarer who never goes to sea, caught his first ship in two years.

Do It Now

By an overwhelming vote on the Referendum Ballot, the membership of the Seafarers International Union, A&G District, went on record to protect itself in the hard days to come by building up a strike fund and by providing shoreside operating bases.

That means a \$10.00 Strike Assessment and a \$10.00 Building Assessment. Already many members have paid these sums.

The operators will move without warning. It is our duty to be prepared.

Pay the assessments immediately. It is our insurance for the future growth and strength of the Union.

Seafarers' Guide To The Far East

By ERNEST BOSSERT

The Steel Architect is now homeward bound from its first Union voyage around the world, much of which you already know about from previous articles sent to the LOG. In this article it might be interesting and informative to give you a brief sketch of the places we have been, and the conditions we found.

At Manila, our first foreign port, conditions at least on the surface, seem prosperous. Of course, they have by no means recovered from the destruction of the war, but the people are well-clothed and well-fed and apparently happy.

Things are expensive there, but the city is clean, orderly, and well governed, and a seaman can have a fairly good time ashore without being robbed—too much.

There is no black market in money there. The exchange is steady at two pesos to one American dollar. However, under the surface, one feels that there is something mysterious going on, other than what appears on the surface. Nearly everyone carries a gun either openly or concealed, and you can hardly brush up against anyone in a crowded thoroughfare without feeling a weapon. From conversations held with longshoremen and checkers on the docks, and with taxi drivers, bartenders, prostitutes, business men, etc., it was learned that Manuel Roxas, the first president of the Philippines Republic, was a former guerilla who was elected to office by a political organization of former guerillas under his command to whom he made all sorts of promises, before election, of war bonuses, etc. After his election he was either unable or unwilling to fulfill these promises, and the former guerillas were organizing in the mountains and a revolution was expected momentarily.

Since that time, Roxas died of a heart attack and his successor, Mr. E. Quirino, vice president, has tried to reconcile these forces and to promote harmony, and avoid, if possible, the impending revolution. From what little news we are able to get, his efforts have been fairly successful.

SHANGHAI JEST

At Shanghai, our next port, we all became millionaires overnight. Inflation is rampant there. The legal rate of exchange was 190,000 Chinese dollars for one American dollar. The black market rate was from 400,000 to 560,000 to one, and since that time, I understand it has gone up to about 1,300,000 to one.

If you change \$20 or \$30 US for Chinese money, you need a



suitcase to carry it around. Change \$100 and you need a horse and wagon.

Shanghai, when it was an international settlement, was an orderly and well-governed city, and the undesirable elements

Aboard the Isthmian Steamship Company's SS Steel Architect on her first voyage under the SIU contract was Seafarer Ernest Bossert, a careful observer of social and economic detail. Among the vice-ridden, poverty-stricken peoples of the Far Eastern ports he visited Brother Bossert had ample opportunity to record some striking observations, which begin on this page.

The LOG feels that in addition to the general interest of Brother Bossert's report, it should have much practical value because it exposes many of the pitfalls awaiting unwary Seafarers who make the Far East run.

Brother Bossert's revealing roundup on his recent ports of call will be continued in a subsequent issue of the LOG.

were kept out entirely, or kept under control. Today it is unsafe to be on the streets, day or night.

Mobs of hoodlums roam the streets all over the city. They will attack you and kill you for a dime. Young ruffians—mere children—will surround you and try to get into your pockets.

If you sock one of them they all pile on you, and even children can inflict serious injury when they pile on like flies. Their main purpose is not to injure you particularly, but to rob you.

They pick a quarrel with you and, while your attentions are distracted fighting some of them off, others are into your pockets stealing your wallet, fountain pen, and anything they can get their hands on. As soon as they have you cleaned out, they scatter in all directions.

Other hoodlums, usually grown-ups, make a practice of following you wherever you go, and no matter what you do, you cannot get rid of them. If you stop to shop to make a purchase, they'll tell the shopkeeper that they guided you there and demand a commission on your purchase.

POLICE INADEQUATE

All the shopkeepers are intimidated by those hoodlums and say that if they refuse to pay the commission their places of business are wrecked.

The police force is inadequate, and what police there are just look on with indifference or amusement and do nothing.

The Second Mate on our ship was born and raised in Shanghai and still has a family there. His brother came down to the ship to visit him, and was attacked by a gang of these hoodlums, held up, beaten and robbed.

There is a Seamen's Club in Shanghai which we found to be about the only place in Shanghai not ready to clip the seamen. You can get good American beer there and soft drinks, coca cola etc., at 100,000 per bottle, which is about fifty cents and comparatively very moderate.

They have dances there, and hostesses and free coffee and lunches. Also a Canteen, where souvenirs may be purchased at moderate prices. They also give honest and reliable advice about the best places to do your shopping. They sell postage stamps and have some arrangements with the US Armed Forces to mail letters for us at the US mail rate.

About the best place to get souvenirs in Shanghai—in all the Far East, in fact, is the Army PX. But don't try to walk from the PX to the docks or you will



lose your souvenirs to the hoodlums. Go in groups and use cabs—not rickshaws.

There is sure to be serious trouble in Shanghai sooner or later. American seamen are not going to submit passively to being pushed around by these hoodlums. Eventually, a whole crew will go ashore in a body, armed, and prepared to take care of themselves and they will clean up these fellows and there will be trouble.

There are over a million prostitutes in Shanghai—most of them diseased—A word to the wise is sufficient.

At Hong Kong, our next port, we were there only a short time, had only one night's shore leave, consequently could not learn very much.

Hong Kong is under British rule and is a nice clean city, with many fine hotels, dining and drinking places, many nice shops and stores—where souvenirs may be purchased, but at considerably higher prices than at Shanghai. There is a black market, but not nearly as bad as Shanghai.

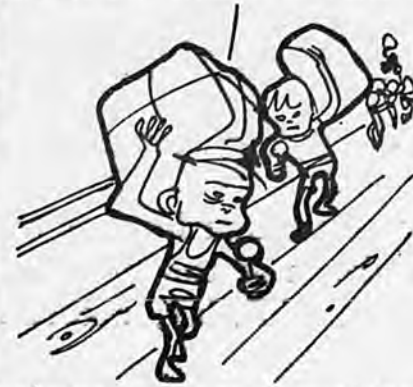
The legal rate is four Hong Kong dollars to one US dollar. The black market rate was 5.50 or 5.60 to one US dollar. The British, at least, maintain order and it is safe to walk the streets at any time without fear of being molested except, perhaps, from an occasional harmless beggar. And where can you go without encountering beggars—even in our own prosperous country?

SAIGON SOCIETY

Saigon, our next port is in French Indo-China. When we arrived there, the longshoremen were sitting along the dock, many of them busily engaged in picking lice out of each other's hair.

The longshoremen were mere

children in their teens. They also have women working on the docks as draft animals, pulling freight around in carts or



carrying it between two of them on a pole over their shoulders. The adults are most likely out in the hills, fighting with the rebel army.

A revolution has been going on here for three years and, although there is no fighting in the immediate vicinity of Saigon, it is dangerous to be out alone after dark.

From what could be learned, it seems that during the Jap occupation, the natives were treated far better by the Japs than they were treated by the French when they re-occupied; and the rebellion is a fight to the finish for their independence.

All the natives are for the revolution, either openly or secretly, and they kill all Frenchmen they catch alone and unarmed after dark.

WELL ARMED

Except in the main part of the city, which is well guarded, all Frenchmen go in groups, armed with pistols in hand, ready for instant use. The French Foreign Legion is here, also many other French military units. The French go in for elaborate military uniforms and you can see about everything conceivable in military dress.

The first day I went ashore, I got tangled up in the native section of the town and the filth and squalor I found so disgusted me that I had no further desire to go ashore again in Saigon.

However, some of the boys went to the French section and found things far different—in fact, delightful. Fine, wide streets and boulevards, beautiful parks, fine hotels, beautiful modernistically decorated sidewalk cafes with dance bands, fine dance floors and beautiful girls.

There are also many fine houses, many of which have been commandeered and used as military barracks.

There is not much to buy there in the way of souvenirs, and almost everything is expensive. The legal rate of exchange is 12 piastres to one US dollar. The black market rate is 30 or 40 piastres to one US dollar.

You can have a nice time there and things are not expensive if you can get the black market rate of exchange, but when you have to accept the legal rate, you pay two or three times as much for everything you buy.

While we were there, on two occasions, dead bodies of natives came floating down the river past the ship, in and out between hundreds of small boats in the river.

The thing that impressed me as remarkable was not the body itself, but the indifference and unconcern with which the people in the small boats beheld the scene.

At one time the body became jammed against the rudder of a small boat. A woman in the boat pushed it clear with a stick to go floating on its way to the sea and the sharks, no one paying anymore attention to it than if it were a piece of driftwood floating along.

Incidentally, we were bringing home the corpse of an American woman, who is one of two Americans murdered in Saigon.

These two women were associated in secretarial capacities with consulate offices in Saigon. They were riding in a jeep which was riddled by machine gun fire, then set fire to. The bodies were almost burned beyond recognition.

NATIVES IMPOVERISHED

Makassar, our next port, is in the southern part of the Dutch Island of Celebes, one of the Netherlands East Indies group. We were there only a few hours, consequently there isn't much to write about.

As we came to the dock, we again saw natives picking lice out of each others hair. Most of us were ble to get ashore for a short time at least. We found the conditions of the natives deplorable, but the Dutch, who rule the place, live a comparatively luxurious existence.

The Dutch section is clean and orderly, with nice hotels and dining places. Here, as almost everywhere, there is the black market in money. The legal rate is 2.60 Guilders to the US dollar. The black market rate is from 13 to 15.

There is very little in the way of souvenirs and everything is expensive. They have a silver ornament industry there which is world famous for its fine handwork. We saw some of it at other places, but did not have time to do much looking around at Makassar. The stores were closed when we arrived in town, and we left early next morning.

There is an officers club there and, if you can get in there, the charges for beer and refreshments are about half as much as at other places in town.

BATAVIA CLEAN

Batavia, our next port, is just across the Java Sea from Makassar, and is the capitol of the island of Java. This also is a Dutch possession. The seaport for Batavia, however, is some ten miles from Batavia at a small village called Tandjoeng Priok.

Batavia is a nice city: clean, orderly with nice shops, picture shows, hotels and restaurants. Again the Dutch have it very nice, while the natives have very poor conditions.

The shops at Batavia have a large variety of beautiful souvenirs but prices are prohibitive.

At Tandjoeng Priok, the small village where the ships dock, you can do just as well and the prices are much lower. They have some fine wood carvings here at reasonable prices.

A Dutch Seamen's Club is near the docks and semen of all nationalities are welcome. Here the seaman gets the best deal in town. They have a restaurant with good food at moderate prices, music, beer and refreshments at about half the prices at other places in town.

(Continued next week)



SHIPS' MINUTES AND NEWS

Seafarer's Cool Seamanship Saves Boatload Of Crewmen Off Wacosta

It was a "fine display of seamanship and cool thinking by Able Seaman Walter Perry" that saved a dozen of the crew of Waterman's SS Wacosta from disaster one afternoon in mid May, according to Donald Rood, Deck Maintenance.

When the forward releasing gear on one of the ship's boats jammed as five stowaways were being transferred to the SS Raphael Semmes, Perry worked at it until he got it loose while the 50-pound after block was swinging past his head.

The stowaways were discovered a day out of Le Havre when the Wacosta was ploughing through the North Atlantic toward New York. The Master radioed New York and the return message ordered the Wacosta to stop off at New York beyond the three-mile limit and wait for the Raphael Semmes which would take the Frenchmen back across.

That's when the trouble began. In the first place, there was a heavy sea running when the Wacosta arrived at the rendezvous. In the second place, the Mate fouled up the launching of the lifeboat.

TOO QUICK

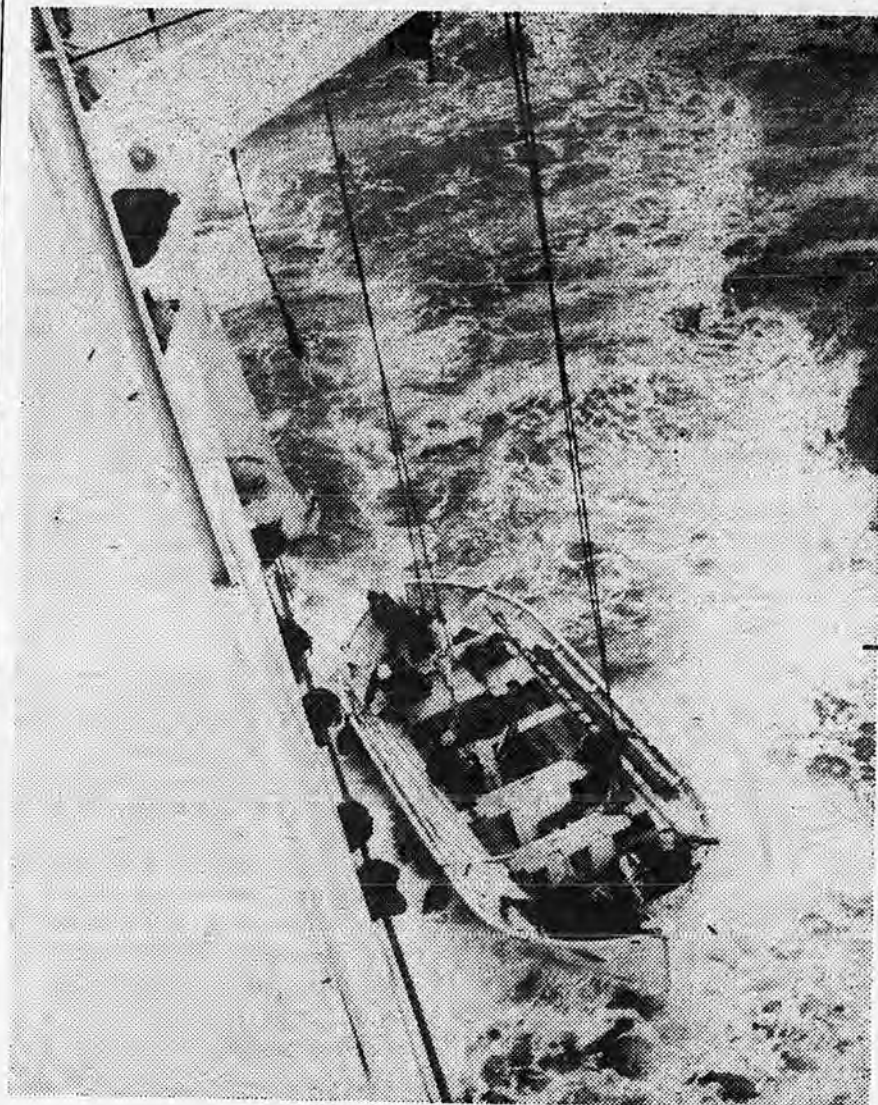
While the Wacosta was circling so that the boat would drop in the ship's lee, the Mate let her go. The after releasing gear worked fine, but the forward gear froze. The 50-pound after block began swinging from the davit up and down the boat's length. Meanwhile, the boat and the ship were under way at about four knots and the boat was plunging madly in the heavy seas.

All in all, the situation was reminiscent of some of the quick getaways from torpedoed ships during the war. The difference was that in this case there was no excuse for dropping a boat in a heavy sea while the ship was still under way.

"Everybody was getting out from under that block," Rood says. Perry, however, moved forward to release the frozen gear and stuck to his job as the big block swung perilously close. To make matters worse, if they could be worse, the boat's motor had conked out.

Finally, the sailors with a little help from the stowaways, who were a mighty worried five-some by then, caught the block with a rope, holding it until Perry got the forward gear unfouled.

Even with the danger of the swinging block averted the boatload of Seafarers and stowaways was not much better off since it took another half hour to get the motor going. The tiller got away from the Mate and he tried to steer with a sweep oar which was too short for the heavy seas. The boat just drifted



It was a near thing for the dozen men in this lifeboat dropped from the SS Wacosta when the forward releasing gear jammed and the 50-pound after block swung free the length of the boat. Seafarer Walter Perry is working on the jammed gear at the forward end, while Donald Rood, who told the story to the LOG, reaches for the swinging block amidship. The picture was snapped by the Second Assistant Engineer. The Wacosta was transferring five stowaways to the SS Raphael Semmes outside the entrance to New York harbor.

while the boys worked on the motor.

Finally they got it running and headed for the Semmes which took the stowaways aboard. But the whole transfer process which should have taken half an hour consumed an hour and a half instead.

What really annoyed everybody, however, was the fact that the transfer took place on Saturday afternoon. The result was that the Wacosta didn't reach quarantine until after six o'clock and the real disaster was that nobody got ashore until 11 o'clock Sunday morning.

"We lost a weekend," Rood says, "and that's what hurt."

For Perry it was the second brush with danger this year. In January, he was Bosun on the SS Adrian Victory, an American-Hawaiian ship, carrying bulk phosphate loaded by the Army in Tampa for Germany. It was a bum loading job and when the Adrian ran into a storm 700 miles at sea the cargo shifted and she developed a 50-degree list.

Heroic measures by the crew saved the ship which finally limped back into Charleston. Perry got 33 hours overtime on that occasion—and a letter of thanks from the company.

Vessel Cleared By Customs; Bremen Army Cops Run Wild, Throw Book At Webster Crew

The port of Bremen is fast becoming a distasteful place to American seamen. Hard on the heels of a report by Brother Philip Reyes of vague and costly military rules in Bremen (LOG July 2) comes a similar warning from the crew of the Noah Webster.

The crew of the Waterman vessel reports that when their ship arrived in Bremen on June 13, the ship was searched and cleared by the German Customs. However, they report, two days later the U.S. Army CID (Criminal Investigation Department) boarded the ship and confiscated several cartons of cigarettes.

Military rules governing the port of Bremen, published in the SEAFARERS LOG April 23, state: "Maritime personnel are authorized two hundred cigarettes or one pound of pipe tobacco or fifty cigars per week while they are in the Bremen Enclave.

"All excess tobacco will be put in bond aboard ship by the German Customs. German customs' seals will not be broken until the vessels are past the Weser pilot vessel going to sea."

According to the military rules, the limit of tobacco which may be carried ashore for personal use in any one twenty-four period is 3 packages of cigarettes or 5 cigars or 1 page of pipe tobacco and 3 bars of candy and 3 packages of chewing gum.

FINGERPRINTED CREW

Following the confiscation of the Webster men's cigarettes, the CID men then proceeded to fingerprint the entire crew, claiming that by this method they would find out who was

guilty of having cigarettes in his possession. Naturally, the crew reports, the Army men found several sets of prints on the cigarette cartons.

The CID search and fingerprinting took three days. At the end of their search they took all shore leave passes from the crew.

Two days later arrest reports arrived at the ship and the men accused were held over for trial by a military government court. Both licensed and unlicensed personnel stood trial. But, state the Webster men, it appeared that partiality was shown the ship's officers.

In several cases men of the unlicensed departments were fined and the officers acquitted. In one case a bookmember of the Stewards Department was sentenced to eight months in a Bremerhaven prison.

The Webster men, in concluding their report, urge that crews hitting Bremen take no chances. They point out that if the German Customs overlook undeclared goods, the CID men will cover the ship with a fine tooth comb and impose very strict penalties.

Member's N.O. Inn Caters To Seafarers

Seafarers on the beach in New Orleans are invited by Seafarer L. E. Wessels to make their home at the Wessels Hotel, 226 Bourbon Street, which is, he points out, only two and a half blocks from the SIU Hall.

Brother Wessels, the proprietor and an oldtime SIU member still carrying book No. G-1, says, "When in need of a place to stay while waiting to ship out of the port of New Orleans, this is the place to hang your old white cap."

Following up his invitation with a short speel on the hotel's qualifications, Brother Wessels points out "We keep our hotel on the up-and-up—and no monkey business. It's a place where a Seafarer can make himself at home."

According to Brother Wessels' business card, which, incidentally bears the printers union label, Seafarers checking in will find clean, airy rooms and, what's more, if you like a romantic sounding mailing address—the Wessels Hotels is in the heart of the Vieux Carre.

Check It — But Good

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

Offers Gay Times At Jersey Camp

"Three girls to every man!" the cowboy type, Young revealed.

If you have your own car and are in New York, drive out on Route 23 to Newfoundland, N. J. Otherwise grab a Northeast Coach Line bus from the Dixie Bus Depot, 241 West 42nd St., and get off at Newfoundland, where Brother Young will arrange to pick you up and take you to the resort.

But you'd better make reservations well in advance by calling Newfoundland 9-4936, as the pack of office girls currently vacationing out there keeps the Moosepac's log cabins and bungalows pretty well filled up.

There is a three-piece orchestra and dancing in the messhall. Young insists that life ashore is wonderful. Except for a spell working in the mines out of Jo-berg, South Africa, before the war, Young sailed from 1929 until embarking on the Moosepac venture. He sailed out of SIU halls as a Bosun after 1944.

"If I can just get some guys up there to help me take care of those women, everything will be all right," he declared.

He looked as though he was bearing up pretty well under the strain, though, when he blew into the New York Hall the other day to tell his old friends about it, and incidentally to leave a pack of folders in the Baggage room giving all particulars.

Things are run strictly SIU style, Young said, with no performing allowed. But if you'd like a real vacation in the lakes and woods, all you need is a bathing suit and old clothes for hiking, he added.

The fare is from \$42.50 to \$45.50 per week, but it includes room, meals, boats on the lake, hay-rides and picnics.

Situated on fourteen square miles of virgin hardwood timberland, and fronting on three lakes, Moosepac has good fishing right now, hunting in season, miles of hiking trails, bridal paths and horses, if you are

Digested Minutes Of SIU Ship Meetings

M. V. DEL VIENTO, April 4— Chairman Bill Mitchell; Recording Secretary Fred Miller. Engine and Steward's Department Delegates reported plenty of disputed overtime. New Business: Motion by Fred Miller, second by Bill Olney that the company be requested to install cooking facilities and water fountain aft for use by native crews in West Africa. Also that locks be put on all doors on main deck. Motion by Miller, second by Douglass Dominique that the Company be instructed to put on stores for at least four months when ships are sent on the West African run, as the Del Viento has twice run short of food down there. Motion by Kelley, seconded by Douglass Dominique that exhaust fans be installed in all foc'sles. Motion by Duffy, seconded by Bill Olney that Delegates accompany patrolmen when contacting ship's officers. Good and Welfare included recommendations by Brothers Miller, Binnon, and Olney that foc'sles be left clean and the bunks stripped, that the Pursers be required to familiarize themselves with the tropical diseases and their treatment endemic to the West African ports, and that the Patrolman instruct the Chief Mate to have the gear overhauled before another trip as the guys and blocks are unsafe.



man would not get it, have his permit revoked. Carried. One minute of silence for Brothers lost at sea.

CORAL SEA, May 22— Chairman not given; Secretary, James Armstrong. Delegates reported everything in order. Reports accepted. Under New business time was taken for the Engine Department to elect a new Delegate, Brother Singer. In Good and Welfare there was discussion on the necessity of making less noise in the passage way in order to let the watch below get some sleep. Also discussion on cleanliness of the laundry. One minute of silence for Brothers lost at sea.

OLIVER LOVING, June 13— Chairman, J. L. Grimes; Recording Secretary, P. J. Wilkinson. Engine Delegate reported that Lindseed Oil had been found in the deck-lacquer used in the 8-12 black gang foc'sle, and that two bunks were missing from the same foc'sle. Motion made by J. Oliver, and seconded by J. O'Sullivan that any member caught molesting company property be put in the 99-year club. Carried.



OLIVER LOVING, May 1— Chairman, J. L. Grimes; Recording Secretary, Paul Wilkinson. Ships Delegate reported the Captain had asked for draw lists. Department delegates reported all in order. Motion under New Business to have alleyways sougeed. Brother Grice talked under Education upon the responsibility of the membership in taking care of the equipment put aboard by the company. He explained that most of this was put aboard through the efforts of the Union, throughout the years, to improve conditions. A repair list was made up from suggestions of the membership under Good and Welfare.

ZEBULON PIKE, April 19— Chairman, Walter Patten; Recording Secretary, James Clinton. Delegates reports accepted—all in order. Motion that one head be assigned to the longshoreman, and that they be excluded from the messhall. Carried. Motion to elect a ship's Delegate did not carry.

OLIVER LOVING, June 10— Chairman, J. L. Grimes; Recording Secretary, P. J. Wilkinson. Ships Delegate, J. Oliver, and Deck Delegate D. Chestnut reported everything running smoothly. Steward Delegate, O. S. Scheuermann reported that every man shipping out of an SIU Hall was expected to know his job and to do it when he

came aboard ship. He reported that the Captain had changed men around in the Steward Department and he requested that the Patrolman be contacted in next port to see about putting men back on the jobs in which they had shipped. Engine Delegate, J. Sullivan reported all in order. Under Education, Brother Grice spoke on the meaning and importance of the motto: "An SIU ship is a clean ship."

M. V. DEL SOL, June 12— Chairman, Lassiter; Recording Secretary, Bradley. No overtime beefs reported by the Delegates. Old Business regarding electric washing machine, new refrigerator, and potato peeler was discussed, and it was decided to refer it to the Patrolman in New Orleans. Under Good and Welfare it was decided to ask the First Assistant to have the coffee urn fixed. The Messman was instructed to remove coffee bag from urn after making coffee. The Steward agreed to put out more night lunch. The Mates on watch would be asked to keep the ship's radio tuned in. One minute of silence for Brothers lost at sea.



BESSEMER VICTORY, June 13— Chairman, F. Gibbons; Recording Secretary, R. Weaver. Under Old Business the Ship's Delegate reported that the Chief Engineer had given his okay for the crew to hang their gear in the fiddle to dry. The matter of painting out crew's quarters was to be referred to the Patrolman in Coos Bay. The Steward Delegate reported a dispute in overtime for the shift to Alameda. The Union Constitution and By-laws were discussed under Education.

ROSARIO, May 30— Chairman, Harry H. Spurlock; Recording Secretary, Robert L. Brain. No overtime beefs reported. Motion carried to have Delegates make up repair lists. Under Good and Welfare the Steward Department was complimented as being the best feeding ship afloat. It was suggested that the minutes be sent directly to the LOG. One minute of silence observed for Brothers lost at sea.



GEORGE D. PRENTICE— Chairman, McMillian; Recording Secretary, Barnes. Deck Delegate reported all full books except one OS picked up in Panama. Engine and Steward Delegates reported all full books. Motion that a fine list be drawn up covering infractions of orderliness and cleanliness, and that moneys collected be sent to Brother Joe Lightfoot at the TB Hospital in Arizona. Carried. A. E. Thompson elected Ship's Delegate. Motion that a better brand of soap be obtained in Honolulu. Motion that the Captain be asked to have the quarters painted. Motion that anyone found carrying tales to the Skipper be brought up on charges of action unbecoming a Union man. All motions carried. One minute silence observed for Brothers lost at sea.

SEAFARER SAM SAYS:



HOLD ON TO YOUR UNION RECEIPTS, DISCHARGES, PAID BILLS, & SIMILAR PROOF OF MONEY PAID OUT OR JOBS HELD. IN MANY CASES THE PAPERS CANNOT BE DUPLICATED AND CAN CAUSE MUCH TROUBLE IF LOST OR MISLAID.

CUT and RUN

By HANK

With all these pillars of high finance around us not one half-way decent ocean breeze (poets call it the tang of the sea) familiar to the brothers ever sails through our Beaver Street home. And this town is sure getting heated up something awful, too. Must be because of all that political hot air cooking down in convention-town Philadelphia.

Well, last week a happy, big-sized Seafarer sailed into town. Waving his cigar and laughing heartily, Brother "Strawberry" Hutchins, the Steward, merrily barked away about strawberries, watermelons, conditions while he's on that "ferryboat" (as he calls it), the Seatrain Havana, shuttling between New York and Gulf ports.

Oldtimer Roderick Smith (this time we didn't forget his first name), the Bosun, sailed into town recently from a trip... Steward Vic Milazzo writes he'll be up in Brighton, Massachusetts for hospitalization for a few months. Smooth recovery, Vic, and we hope some shipmate of yours in any port writes a letter or two to cheer you up. It helps a lot.

Sam Luttrell, another Seafarer with a sense of humor and a portable slopchest of humorous incidents, is drydocked in town without any "heaves ahead" for awhile. Those LOGS are on the way to you, Sam... Brother John Ward and his mustache is on a ship right now down around the rum and calypso islands.

Here are most of the oldtimers in town: Chief Cook F. Guin-paya, Juan Arroyo, John Flynn, Abe Sprung, A. McRobertson, Steward L. D. Neill, Steward G. A. Allen, J. De Gilberto, A. Sanchez, J. Sotomayor, V. J. Tabarrini, A. Partner, Sykes O'Neal, R. McQueen, John Mikalnonas, E. P. O'Brien, W. Renny, Bosun J. Patrick, Eddie "Skippy" Guscynsky, K. Korneliosen, J. T. Tighe, A. Remijn, M. R. Dorfman, Ed Robinson, Fred Lukiv and J. J. Flynn.

Still looking for that shipmate? Here are some more: A. Armand, J. A. Morris, Bosun "Tex" Suit, M. Landron, V. Gustaaf, H. V. Nelson, M. Confusione, E. Greaux, R. Butler (from the Gulf), J. J. Murphy, M. C. Jensen, V. Aviles, J. Sharp, W. De Long, J. Denopra, G. P. Thurmer, J. H. Pape, R. Teets, John Bigwood, N. Gilligan, W. A. Beyer (from the Gulf), Walter Pritchett, C. Jurewicz, Fred Travis, V. McMahon, C. Torres, A. Arnella, T. F. Waller, J. Clamp.

The weekly SEAFARERS LOG will be sailing free of cost all over the nation to the following brothers: Charles Schunk of Florida, George Raby of Ohio, Norman Adams of Georgia, Henry Gillikin of Georgia, Louis Paul of South Carolina, Lee Harvey of Louisiana, Joseph Mesta of Pennsylvania, John Michaelis of New York, George Knox of Mississippi, Wilfred Dunlap of New York, Daniel Fitzgerald of New Jersey, William Lamb of Maryland, Galen Arey of Maine, Chester Wilson of West Virginia, Ralph Stahl of Ohio.

Brother John "Bananas" Zierys is back in town again—this time without that big beard. John says he met Bosun Mike Rossi and lots of other brothers while ashore in Rouen, France when there were about five SIU ships in port... Tommie "Beachie" Murray sailed into town this week as Bosun... Brother Frank Waller should be in New York one of these hot days... Brothers, keep your ship clean and happy—and have those big beefs settled at the payoff with the patrolman aboard. Don't foul up the contract or the SIU!



GOVERNOR MILLER, April 25— Chairman Bankston; Secretary Ballard. Delegates report all beefs ironed out with Captain. New Business: Motion by Bankston that everyone be in sober condition at payoff. Motion by Bankston, and amended by Barbarin that five copies of repair list be made up and the crew press for their completion either in Houston or the following port. A 23-item list was submitted. Good and Welfare: Donations will be accepted by Brother Spahn to be forwarded to SIU Delegate at Fort Stanton, New Mexico. It was suggested that crewmembers not take sides in top-sided arguments where dog-eat-dog arguments are in progress. One minute of silence for departed Brothers.



QUEENS VICTORY— Chairman, Jack Green; Recording Secretary, John Risbeck. Motion under new business to elect a committee to draw up a fine list for messroom cleanliness. Motion carried to bring men on charges who missed ship in Baltimore. One minute of silence for departed Brothers.

OREMAR, June 27— Chairman, W. Fields; Recording Secretary, L. Garabedian. Ship's Delegate, E. Thompson reported all members in good standing. C. Omohundro, Deck Delegate, reported that the sanitary work was not being paid for on Sundays and holidays, and recommended that the time be turned in to the Patrolman. Engine Delegate, V. Rackley reported all in order, as did the Steward Delegate, E. Troy. Motion by E. Thompson that the Brother who tried to ship aboard through a "fink herder" on the excuse that he took the job so that a non-union

THE MEMBERSHIP SPEAKS



Found Excellent Crew On Edwin Markham, But Charges Topside Played Company Game.

To the Editor:

Here are a few words to let the membership know that there still are some good ships and

Amazed Seafarer Finds Own Rescue Pictured In Log

To the Editor:

I am one of the 18 survivors of the Richard Caswell shown being rescued from a raft in the picture you ran on page seven of the LOG for July 2nd.

I remembered seeing the Navy taking pictures of us as they pulled along side to pick us up; and I have often wondered since how I could get hold of some of these pictures.

It would mean a great deal to me if I could procure this picture and any others that were made at that time. Could you tell me whom I could write for copies?

You can imagine how surprised I was after all this time to see the picture of my rescue appear in the LOG! Any assistance you can give me will be greatly appreciated.

Douglas J. Acker, Jr.

(Ed. Note: A copy of the picture printed in the LOG is on its way to you. For information concerning other pictures of the rescue, contact Mr. Imlay, South Atlantic Steamship Company, Savannah Bank Building, Savannah, Georgia.)

good crews afloat. Believe me, Brothers, this bunch on the SS Edwin Markham, South Atlantic, is a good one.

I mean that it's a good bunch with the exception of two characters—the Master and the Mate, of course. Both of them are company men.

The Captain just doesn't put any stock in the SIU slogan, "An SIU ship is a clean ship." He holds the opposite view.

Moreover, he says "If it's overtime, don't do it."

The crew's passageways have not been painted in over a year, at least. The Bosun says maybe two years.

As for sougeeing! The Captain says if we are good boys we might be allowed to do a little sougeeing on the way home. But painting is strictly out.

WILL SEE ABOUT IT

We'll see about all this when we hit the States sometime in July. It is very possible that we will go into Baltimore for the payoff. If we do I'm sure the Baltimore Agent will straighten out these two South Atlantic stiff—just as he did that Master on the SS Joshua Slocum last year. I guess he remembers that one.

Well, so much for the bad parts of the voyage.

I would like to express my gratitude for the cooperation this crew has given me throughout the entire voyage. I can say truthfully that I never have sailed with a better bunch of

shipmates. The galley force has been tops. The Messmen have been right on the ball.

Most of the crew are from Norfolk. We have visited Le Havre and Rouen, where we are now, and soon will be headed for Dingwall, Nova Scotia, to load gypsum. Watch for a good payoff in Baltimore around the middle of July.

To put this whole thing in a nutshell, let me finish by saying this crew is tops with me.

Fred R. Hicks
Chief Steward

SUP Member Wants The LOG Sent To Home

To the Editor:

I would like to have the LOG mailed to me, but being as I am a member of the SUP I do not know whether I can receive it or not. I usually sail SIU ships and enjoy reading the LOG when and if I am able to pick up a copy. However, I'd like to receive it at my home so I can catch up on numbers I've missed while being away.

John Washburn

(Ed. Note: All members of the Seafarers International Union, be they members of the SUP, Great Lakes District or Marine Allied Workers, are entitled to receive the LOG at their homes free. Brother Washburn's name has been added to the LOG mailing list.)

Log-A-Rhythms

If She Could Talk

By CARL WILSON

Out of Baltimore and down Chesapeake Bay,
Sailed the John Hanson on a wintery day,
With her holds full of coal she rounded the Cape,
And bid farewell to the last landscape.

With a brand new bottom on her for'd peak,
She was sound as a drum and had not a leak,
She pushed her nose into the deep ocean brine,
As she rose and fell with a smooth even rhyme.

Across the ocean and through the channel,
She humped along like an old desert camel,
While most of her crew were still dreaming, alas,
About their fun in Baltimore with some unsavory lass.

While her Third Assistant was trying to learn,
Why the God-damn light on her stern wouldn't burn,
The First and the Second would sit by a beer,
And would hunt and kill all the black bear and deer.

Then into Goteborg one morning she steamed,
And moored to some buoys out in the stream,
The agents informed us, "you're not wanted here,"
But to Malmo you must go when the ice is clear."

No one seemed to mind that part, in fact,
They were perfectly willing to leave the city intact;
We sailed from there and everything was nice,
Until we encountered some floating ice.

Two days of this and the fog set down,
Then one day we heard a deep-throated sound,
At first we thought a fog horn we were meeting,
But later we learned it was only pom pom's greeting.

The Purser and Sparks to a dance did go,
And by their return they were not so slow,
For three belles they had, with eyes full of love,
And Sparks strutted around like a turtle dove.

The Third Ass't found a place very soon,
Where you could bend your elbow till like a flower you'd bloom,
Then he and a "friend" to the ship would saunter,
And the first thing he'd ask, "Have you got any Kroner."

Our Chief Engineer not to be outdone,
Bought radios, watches and lighters by the ton;
When the ship returns to the payoff port,
He can walk up the street like a Broadway sport.

I don't know what our skipper did,
For to me he was under a very tight lid,
But I'm willing to bet he wasn't so idle,
When he got ashore with that high-pressure title.

The First Engineer some French walnut wanted,
And around town every place he haunted,
Till by hook or crook he gathered some sticks,
To make a fine stock for his 30-06.

The First Mate, poor boy, he seems very sad,
As he looks over the payroll that is to be had,
He's wondering now if love really pays,
But he knows the price of a few gay days.

This ship is only a few years old,
My God, if she could talk what stories would be told,
But from now until the day she will die,
She'll have more such times, and that's no lie.



These smiling Seafarers are from the Stewards and Deck Department of the SS Edwin Markham, South Atlantic. Front row (left to right): Fred R. Hicks, the Chief Steward who wrote the accompanying letter and who seems to favor fancy sweaters; Dickens, AB, with head in lifering; Eddie Anderson, Crew Mess; Mike Prochak, Night Cook; Smitty, AB; and Vincent Kuhl, Ship's Delegate. Back row: Bruce, AB; Kenneth Rice, Chief Cook; Foster, AB; Chicko, Officers Mess; Gus Kuknuas, Bosun; Jim Maness, AB; Curley Jordan, OS; and Wright, AB, in front of Jordan. Picture was snapped on a sunny June day in Rouen, France, while the Black Gang was ashore.

Late Seafarer's Kin Thank Union For Aid And Sympathy

(This letter was addressed to Ben Rees, Norfolk Agent, who forwarded it to the LOG.)

To the Editor:

I received the American Flag under which my son, Paul Hunt, was buried in Nevitas, Cuba, from the SS Noah Webster.

I also received the check for \$225, which Paul's shipmates sent me after they deducted the cost of flowers and other funeral arrangements from the money collected.

A full statement of everything that happened in connection with my son's death has also been received. My wife and I, and Paul's brothers and sisters wish to extend to you, the SIU, and his shipmates on the Noah Webster, our sincere thanks for the wonderful way in which you have considered us in our time of bereavement. We will never forget what you have done for us.

No wonder Paul thought so much of the SIU! Your sym-

pathy has been emphasized by the cold attitude of others who are no doubt opposed to your Union.

In regard to the \$150 which the Union allows a member for burial expenses; Mr. Joe Volpian, Special Services Representative in New York, informed me that the company paid for the funeral in Cuba, so the Union cannot pay this money unless we decide to have the body returned for interment here. This seems very fair to us.

We feel that you and his shipmates and the SIU have done all that you possibly could.

If I could see all of you who have been such real friends in our time of trouble, I would like to personally thank you. It has done me and my family a lot of good to know that my son associated with such real people.

We wish to thank you again for all of your trouble.

Louis E. Hunt
4128 Linden Ave.
Deer Park, Ohio

Waiting His Turn



W. Gentry, Chief Cook on the Tulane Victory, shows impatience as an unidentified fellow crewmember takes his time in scanning the LOG. It looks like the Brother is reading the details of the SIU's signing up another tanker company.

Says Critic Of Hiring Hall Wants End Of Trade Unions

To the Editor:

While spending a few days with my wife here in Canada I received a copy of the LOG in which was published an account of Elinore Morehouse Herrick's ideas on how the maritime industry should be run.

Please, let me get my two cents in. To put it in a nutshell, Mrs. Herrick is off her nut if she believes what she wrote.

How anyone can make such statements is beyond me. It is very obvious that she doesn't know the first thing about unions or union hiring halls. I think that it would be a very good idea to send Elinore Herrick a weekly copy of the LOG and let her see for herself just how far off the ball she is.

(Ed. note: A copy of the LOG for July 2, the Hiring Hall issue, was sent to Mrs. Herrick.)

I haven't been a member ever since 1938 the way some of the rest have, and I certainly can't say that I know first hand what conditions were in 1922 and 1923. But I can say that today seafaring is a profession which ranks as high as any in cleanliness and respectability.

CG BRASS-HAPPY

Our merchant marine today is what it is only because we have fought and won against people like Elinore Herrick. The day that merchant seamen are put under a hiring hall run by the brass-happy Coast Guard will be the day we start a backward trend to where we were years ago. That will be the day when thousands of men who believe in democratic trade unionism will start looking for shore-side jobs.

For one would not tolerate any such bureaucratic rule over

shipping. And there are many thousands like me. You can assure Elinore Herrick of that.

In regard to her very wrong statement that jobs can be purchased in the hiring halls, I might say that it would be possible—for a few million bucks a job—on the theory that every man has his price. But the price in such an instance would be right out of every union seaman's pocket.

I confess that I have seen one or two attempts by phony punks to buy jobs, but they found it mighty costly. They are now hanging around fink halls looking for jobs and telling other birds of the feather that union hiring halls are no good.

Mrs. Herrick is doubtless a very happy woman since they say that ignorance is bliss.

I. W. Magarvy

Montevideo Nurse Wants To Contact Seafarer Husband

To the Editor:

Many SIU members are treated in my ward in the British Hospital here. From them I have learned of your SEAFARERS LOG, and would like to have it sent to me here where I could read it and pass it on to my Seafarer patients.

But especially I would like to ask you to help me get in touch with my husband, Michael Michold, who is an SIU member. I have been out of touch with him for a couple of months and think he may be on a long trip.

In any event I know he will see it if you publish it in the LOG.

Mrs. Michael Michold
British Hospital
Montevideo, Uruguay

Ship's Skipper, Engineers Laud Coral Stewards

To the Editor:

In reference to the SS Coral Sea and the Stewards Department carried, those of us who have signed our names below wish to give our thanks to the Stewards Department (namely the cooks) for a good feeding ship and one hell of a fine gang. Special praise is due Steward J. Jelletto. His fine cooks are H. Kahn, Add Gilham and B. Tombosun.

Signed by Master,
Four Engineers and
Radio Operator

Feels Bookmen Have Job Rights

To the Editor:

Brother Robinson stated in the LOG for July 2nd that men should pile off a ship if given travel pay.

I believe that is already taken care of by the ruling that calls for permit men to get off after one trip or sixty days. So far as full book members are concerned I think a man who has duly shipped under our rotary shipping system, which is fair to all, should be able to stay on or get off as he pleases. Why take the rights from a man that he now has?

After a short trip a man may not have money enough to wait around the beach for another ship—especially when shipping is tough.

Another thing: When a man writes to the LOG he should put down his book number.

John R. Word

(Ed. Note: Book numbers usually accompany articles received by the LOG. These numbers are not printed, but the Headquarters files are checked in each case to see that the writer is a member in good standing.)

The Mystery Of Minas Basin — Or How The Drain Was Plugged

To the Editor:

This is a notice to Mariners: Beware of Minas Basin!

I have just returned from a fabulous voyage up there. Shortly before our arrival a ship, forever unknown, went down the drain with all hands. It happened like this:

After sailing in circles for forty days and forty nights in a pea-soup fog, she finally dropped the hook. When the fog lifted she hove up anchor and unwittingly pulled the plug. Down the ocean-drain she went in a gigantic whirlpool!

Though not far off, we evaded the same fate by a miracle. The tide was dead low, and the water in the Bay of Fundy drained down the hole so rapidly that we were stranded high and dry in the tracks of a calm cart.

The Captain rang full ahead. The twin-screws dug into the mud and we steered a course through the ooze as slick as an eel, right past the yawning hole out of which a great updrift of wind was carrying fish and spray high into the air with a dreadful roar.

Finally we docked alongside a deck of logs (back issues, I think.) Almost at once the natives of this inhospitable shore ran out onto the logs and began throwing rocks down our hatches. They threw them so fast, that very soon there was no room left for cargo.

The Mate explained it this way: These people feel their barren shore to be a holy place, and themselves without sin; so they feel that they, alone among men, are privileged to throw rocks. Besides, they don't have windows in their huts—let alone glass houses.

After sinking us to the plimsoll line in mud, these charming little people skated out to the



hole and covered it with hatchboards to keep the incoming tide from running out.

The water flowed around us and lifted us out of the mud with just our deck-housing above water. But as we cleared the dock, another fog set in.

The Old Man figured he'd sail with the current, confident it would carry us out. But another ship had entered the bay in the fog and she chose to sail against the current, sounding her fog horn. We answered with

ours as we passed. Soon there was another whistle ahead.

"We must be going places," said the Captain, gleefully, "by the traffic we're passing!"

We kept this up for a week, and when the fog lifted we saw that we had been passing the same ship all the time, for the current was going around and around in a big circle—us sailing with it, and he against it.

"Oh well," said the Skipper, "we've learned something about great-circle sailing."

How long that jury-rigged plug will hold I can't say. I hear an international conference is drawing up a plan to plug it with mud.

But whether they do or they don't; my notice to Mariners is: Steer clear of Minas Basin!

Joe Grimes

Membership Rules

Membership rules require every man entering the Union Halls to show his Union book, pro-book, permit card or white card to the Doorman. Nothing else will be recognized. This is for the membership's protection. Don't waste the Doorman's—or your own—time by arguing this point. Observe the rules you make.

IN THE LAND OF RUM AND COCA COLA



After a refreshing swim at Maracas Beach, Trinidad, three Alcoa Cavalier crewmen partake of coke and sandwiches from the trunk of a cab they hired for the occasion. Left to right—Arne Bonner, Bob Larsen and Frank Boyne.

Patrolmen, Heads-Up Crew Put Seaton In A-1 Shape

To the Editor:

When I joined this Alcoa scow, the SS William W. Seaton, in Baltimore, I found the deck gang in a big beef with topside.

The Patrolman was on board straightening things out. And he did a good job, too. We are 22 days out, and there hasn't been a single word of trouble.

But we can understand now what was the matter before: There wasn't a guy-block in working order, the tools had been lost, and all the gear was run-down. The Mate explained these conditions by saying that he had not had a competent crew for three trips.

Anyhow, we have this old "rustbucket" in A-1 shape now. Plenty of overtime for everybody (about 100 hours), and some time-off. Everybody is lending a hand and we are keeping things "steady as she goes."

Here is what was Posted on the blackboard a few days ago:

MEMBER'S MOM NOW UNDERSTANDS SEA, SHIPS VIA LOG

To the Editor:

My son, Harold W. Simmons, has the LOG sent to our home weekly. I'd like to tell you how much we enjoy it.

Before getting the LOG I was often at a loss to understand things about the ships and the sea that he would tell me on my visits to New York; but now, through reading the LOG, I am able to keep up with him.

My husband, who works for the New York Central, is a great Union man. We are both very proud that Harold is a member of the SIU.

Mrs. W. H. Simmons
Reading, Ohio

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.

THREE HAPPY EVELYN CREWMEN



Out on deck for a breather between meals, three of the Evelyn's Stewards Department manage a smile for George Swift's camera. Left to right—Bob Beavers, Bill Bridewell and Larry Langan. In last week's LOG Brother Swift described the enjoyable time had by the crew when the ship stopped at Boca Grande.

"Attention! All performers are hereby invited to membership in the famous 99-year club. Rum and Coke will be served till eternity. Your names will be printed in whisky on the social register. No tripcards, permits or books are required. All super-performers will have special privileges. The address is 99 West Fink Street, Crimpville."

As a result, we are having no trouble with performers this trip.

Once again, let me say "hats off" to the Baltimore Patrolmen for the swell job they did in straightening up this wagon.

V. Perez

Log Breaks Down Union Prejudice In Idaho School

To the Editor:

Thanks very much for the LOG. And, especially, for the issues that I had missed.

I read every issue from cover to cover, and there is never anything dull in it. Incidentally, many of my buddies here in college find the LOG interesting and educational reading too — even though none of them is a seaman.

Many who were prejudiced toward unions, have changed their minds after reading the LOG. The LOG is an ambassador of good will for labor wherever it goes.

I am enclosing \$30.00 to cover the strike assessment, the building assessment, and the hospital assessment.

I wish to comment on the 1948 Assessments—

I think that the Building Assessment has already proved its worth quite well. But the Strike Assessment was the most important of the two, in my estimation.

The SIU may have to fight for the rights of all seafaring men in the near future. It is good sound logic that we be prepared for any eventuality; therefore, I endorse the 1948 Strike Assessment 100 percent.

Jack S. White
Farragut, Idaho

FINAL RITES FOR A DEPARTED SEAFARER IN DURBAN



The entire crew of the Governor Houston, Waterman, shown at the funeral for Seafarer Reginald Bordeaux. Brother Bordeaux, Deck Engineer on the Houston, was killed when he fell from the ship's gangway while the ship was in Durban. Flowers and the headstone were paid for by the Houston crew.

Injured, Denied Aid Brother Raps Skipper

To the Editor:

This is another episode in the career of "Warden" Morgan Hiles, the infamous Skipper of the Maiden Creek, who is digging his own grave on the Waterman ships.

I am in St. Paul's Hospital, Iloilo, Philippine Islands—thanks to God and not to Mr. Hiles, who thinks a fractured skull and other head injuries are big jokes that can be treated with aspirin.

After being robbed and beaten in Manila, I was only permitted to go to a hospital in Negros after an urgent request; and then was provided no transportation by the Captain. I had to walk four miles in the blazing sun, with my head splitting, only to find that the "hospital" was a first-aid station with no X-ray equipment.

When we got to Iloilo, I asked for a five Peso draw so that I

could pay my own transportation to the hospital.

Captain Hiles refused, saying that I would only get drunk and try to lick the whole town. That is an example of the sarcasm I endured from him during the days my head was bursting with pain until I finally got to this hospital.

Finally, after thirteen days of

misery without any improvement aboard ship, I finally obtained an X-ray which showed that my skull was fractured. An Army Doctor put me in the hospital.

So that is the last I saw of "Warden" Hiles. No money. No ship. But the payoff is yet to come, both for me and for Captain Hiles.

Frank Ploppert

Log-A-Rhythms

'No Coffee Time Joe's' Dilemma

By AUSSIE SHRIMPION

1.

I shall get a new contract to give to the guys,
And thus earn their vote as 'Curran the wise';
For in these dark days of Hartley and Taft,
To work with no contract most surely is daft.

2.

Yet this is a course that's most hard to pursue,
For I'm paddling around in political stew,
And Smith of the commies says, "Peddle your bike,
To hell with Taft-Hartley, we're going to strike."

3.

Yes I'm paying the price for trade union sin,
And have lost all control to the reds from within,
When I rise at a meeting to give with a speech,
They pelt me with pennies and holler and screech.

4.

We are running around like a lot of stray goats,
The 'commies' and 'caucus' fly at their own throats,
There's murder, mayhem and rebellion too;
Oh, what has become of my loved N.M.U.?

5.

We are scrapping ourselves as the shipowners grin,
At the gosh-darnest, awfulest mess that we're in;
They have issued injunctions and called out the law,
To crack down on my union as never before.

6.

Perhaps King Solomon could explain upon oath,
How a much worried guy is to satisfy both;
If things get much tougher there's nought I can do,
But grab me a trip card and ship S.I.U.

FARM STRIKERS THANK SIU MEN FOR DONATIONS

To the Editor:

In behalf of the strikers at Di Giorgio Farms I wish to extend our thanks to the crew of the SS Kelso Victory for the donation of \$65.00 and to the crew of the SS San Angelo Victory for \$50.00. We wish to thank both crews and to state that with such people back of us we can't possibly lose, and have no intention of losing the fight we are in.

Jim Price, our president of Local 218, has not fully recovered from the shooting, but he is coming out of it all right.

Again we thank you people for your kindness and generosity.

W. A. Swearigen,
Sec.-Treas.
Kern County Farm
Labor Union Local
218

(Ed. Note: The shooting mentioned occurred in May when anti-labor elements raided a meeting of strike leaders and shot Local President Price.)

1947 Bound Logs On Hand

Bound volumes of the SEAFARERS LOG for the six-months from July through December 1947 have just arrived from the binders. Members may purchase them—as long as they last at the cost price, which is \$2.50 per copy.

Also available are some copies of previous bound editions at the same price. Bindings on all volumes are of sturdy buckram with dates lettered in gold.

All Seafarers who wish to set up a permanent file with a minimum of effort should act promptly. The bound volumes may be purchased at the Headquarters baggage room, 4th floor, 51 Beaver Street, New York City.

Robin Trent Sports A Merry, Merry Crew; Homesteaders Invited To Stake Out Claim

To the Editor:

Well Seafarers, have you ever seen, heard of, or been aboard a yacht with 21 booms and plenty of keel? No? Well then, if you haven't you should get aboard the Robin Line ship, SS Robin Trent, special-built C3.

Everyone from the Skipper, Kenneth "Playboy" Simpson, down to yours truly, had a wonderful time and couldn't have had a better trip if we had been passengers ourselves.

In fact, we had such a nice voyage that Ferola "Boston Blackie" Spata promised all hands a ride in his 1948 Buick that he bought in 1946.

But then there were sad moments too, when Huddle "Blacksmith" Newbaker shed tears when he found that they had no mules to shoe on board ship. Back to Carolina with you, "Blacksmith."

And then there was the time when John "The Mad Russian" Treilibs lost his can-opener and we had to eat cold-cuts. They didn't know that David "The Beer Barrel" Gilmore was opening beer.

Claudi "The Wheel" Fulcher has recovered from the wounds he received while looking for his woman; it seems that he stuck his head in the wrong room. Yet George "The Champ" Harris,



who is in damn good shape, will stage a comeback on his return, in or about Norfolk.

OFF TO YUKON

Incidentally, Arnold "Super Electro" Lucas who operates on high frequency was sued for breach of promise when he declined to marry in Durban, the city of love. Last heard of, he was on his way to cool off in Alaska.

Loophole In Present SIU Agreement Makes For Noose, Bosun Maintains

To the Editor:

You've had a number of stories about what we Bosuns should do, and shouldn't do in recent issues. I can go along with most of what you've printed; but there is one thing you've not touched at all.

And now that the working conditions of the agreement have come up for review, I think now is the time to say it; for there is a loop-hole in the agreement that is a hangman's knot.

How can it be to the benefit of the membership—Deck Department, of course, I'm talking about—to have the agreement written in such a way that the Mate is practically invited to put the Bosun painting inside passageways, etc. at night, when this same work would otherwise be overtime for the men on watch in the daytime—or anybody else doing it during regular working hours?

It all centers around the high-man overtime clause for the Bosun. On a good ship that is not too tight on overtime, with a good Mate, and a Bosun who knows his job, things usually work out okay. The Bosun does his job; and necessary work on week-ends, and is written in for the rest.

But we are facing tough times; and here's what happens when the company puts the heat on the officers to cut overtime to the bone:

About the middle of the trip the Mate tells the Bosun he hates to see him running so far behind in his overtime. "I'll tell you what you can do," he says. "You can paint the messroom, the recreation room and the inside passageways going home. Work a few hours every night, and it'll just about bring you even with high man overtime."

Of course that gives the Bosun a mere eleven or twelve hour day—but the important thing is this: It puts him in the position of practically scabbing on his own crew, for all of that would be overtime for the men in the daytime doing the work on their regular watch!

It undermines basic conditions all around. And if the Bosun refuses, he loses all claim to high-man overtime which often runs to a hundred hours or more.

I think it ought to be cleared up now.

Bill Carrington

PUTTING THE LUMPS TO 'POP'



"Pop" Kapor must have been up to one of his shipboard "kapor" (Yipes, bad pun) to draw this skull thumping by fellow crewmen on the John Hansen. "Pop" survived, however, and completed the trip to Greece, where the Hansen delivered her grain cargo.

Others in the picture are: standing in front—Cecil, MM. Seated, left to right—Dave Hockaday, AB; Jack Arellanes, AB; Walter McLaughlin, Oiler and Ship's Delegate; Cliff, FWT, Nick Francos, OS and Philip, Wiper.

Arrow Passengers Praise Ability Of Ship's Baker

To the Editor:

We wish to do honor to the services of one of your members, F. W. Brandenburg, Night Cook and Baker, aboard the SS Marine Arrow en route to Capetown, South Africa, through the channels of your fine newspaper, the SEAFARERS LOG.

We have all traveled extensively and have not yet found the equal of this baker on any ship upon which we have been privileged to travel. Particularly to be recommended are his pastries and bread.

We would be grateful if you would print this in your SEAFARERS LOG, as we believe in giving credit where credit is due. Thank you.

Mr. & Mrs. H. Garber
S. Steinleuf
H. Daneman
Charles Fuerstenberg
(Passengers)

UNION THANKED FOR STRIKE HELP BY FOUNDRY MEN

To the Editor:

Local No. 164 wishes to thank the SIU for its donation which greatly assisted our members in winning the eight-week strike in the San Francisco Bay District.

Your donation, and the donation from other sister locals, materially helped in keeping up the morale of the members and winning the strike.

All minimum rates were raised one dollar per day and the other fringe items, vacations and holidays, improvements were conceded by the employers.

We finally got negotiations with our outside towns settled June 21. It was a tough battle but thanks to the cooperation we had we made a satisfactory settlement. Thank you again. This donation will help clean up the expenses; but we will not need any further donation now.

A. T. Wynn, Financial Secy.
Int. Molders and Foundry

LOOKS LIKE A ROYAL FLUSH



Probably one of the reasons the crew described the Paul Shoup as being a good ship is the cabbage being displayed by crewmembers Herb Oiler and D. C. Renfro, Wiper. Shot was made at the Shoup's payoff in San Francisco.

BACKS SUGGESTION ON TRAVEL PAY

To the Editor:

I am one Member that is in favor of Brother Henry Robinson's letter in the July 2 LOG, in which he asks that the shipping rules should require a man paying off with transportation to register and get another job off the board.

In fact, I think that all members who have had a good trip should be willing to stay off a trip in order to give other Brothers on the beach a chance to get back to sea.

Don't forget that many Brothers have families to take care of, and all of us have necessary expenses. So when shipping is slow, if everyone gives and takes a little, everyone will have a chance to make a living.

GOOD TEAMWORK

Of course, all departments worked together, and that's the policy that has always been the byword on SIU-manned ships.

There has been no recent Homestead Act that we know of, but if you Brothers want to stake a claim, stake it now by throwing in your card for the Robin Trent

Then you will find yourself settled down for life, liberty ashore, and the pursuit of overtime. We'll be seeing you.

Arnold Lucas, Ship's Delegate
George Leidemann, Deck Del.

Hiring Hall Victory Must Be Followed Up

To the Editor:

I am not in the habit of writing to the LOG, but I feel that I have to say something about our wonderful success in obtaining the new Hiring Hall clause.

In my humble opinion, the SIU managed to pull something out of the fire that future histories of the maritime industry will paint as one of the greatest victories ever obtained by any seaman's union.

I read with great interest last week's issue of the LOG, in which it was stated that everybody was greatly impressed by the victory except those members and stooges of the communist party who do their dirty work disguised as the National Council of the NMU.

This is amazing when I consider the fact that among my acquaintances are many NMU members who know their way around.

These men, rank-and-filers all of them, have read the new SIU Hiring Hall clause carried in the LOG, and they would do almost anything to get the same deal.

True to their past record, the commies do not base their opin-

ions on actual fact. What they say depends on the current commie line.

So it is no wonder that they don't like the SIU Hiring Hall clause: it gives the commies one less excuse to deliberately create beefs in the industry!

Another thing I noticed was this. The waterfront section of the communist party went out of its way to twist the SIU Hiring Hall clause by leaving the all-important Section 7 out of the version they published in the NMU Pilot.

Section 7 allows the SIU to re-open any part of the Hiring Hall agreement at any time. The commies left this out to prevent the average NMU reader of their sheet from knowing exactly what the SIU has won.

Enough said about those bums, and now for a little more discussion of the SIU contract.

It looks to me as if the Union established a precedent whereby this big issue, the Hiring Hall, can be settled with all the remaining companies contracted to the SIU.

As the Negotiating Committee pointed out, this will allow the Union to spend more time and energy preparing for the fights that unquestionably are ahead of us.

It will also allow us to put more time and energy into the Organizing Program, which has been so successful in the past three years.

REAL PRIVILEGE

I might add that it is with a feeling of great pride that I recognize what a real privilege it is to belong to an organization that works continually for the benefit of its membership.

Our achievements, and our policy of the membership making the decisions in all matters, give us our greatest asset—our internal unity.

The SIU can tackle a program as a Union dealing with a Union problem for the benefit of the Union's members, without resorting to name-calling and backstabbing among ourselves.

In an organization of our type, the members should take every opportunity to discuss maritime problems with members of other maritime outfits such as the NMU, the MCS and the rest. As a Union man, I frequently talk unionism with members of other maritime unions as well as with members of shoreside unions and I find it very enlightening.

Invariably the people to whom I talk express amazement at what they read of our policies and programs in the SEAFARERS LOG.

"I find it hard to believe," one of them said, "that any union can and does operate in the wide-open, democratic manner in which the SIU does."

I might add, however, that you won't find any CP member of any union saying anything favorable about us. After all, what other position could the commies take but blast us—when the CP says that the SIU is "the worst enemy of the communist in maritime?"

We should all continue our efforts in the direction in which we are heading. If we do, we will have a better and stronger SIU.

Red Hallinger

FRANCIS BRENNAN BURIED AT SEA



Shipmates of Francis Brennan, who died aboard the SS Algonquin Victory on April 30, held funeral service on deck before committing his body to the waters. Burial took place as the ship was a day out of New York. Blackie Martin and Aussie Wright, Algonquin crewmen, brought photo to LOG.

The Patrolmen say

Twin Beefs

Two recent payoffs resulted in practically the same beef. Here's the way it stacked up on one of them:

The Mate insisted on doing Deck Department work during the trip, which the Delegate quite rightly put down on the overtime sheet.

Then the Skipper took exception to the Delegate's actions and held it against him as a personal issue. Shortly after, the ship was laid up for a few days, and the Mate and the Skipper figured this gave them an opportunity to get even.

When a crew was called for, the Delegate re-shipped, and was refused by the Mate on a phony excuse, though it was obvious that he was being discriminated against for Union activity.

Needless to say, they didn't get away with it. When the beef was settled, the Delegate was still on the ship.

Just remember, your Union organization will back you all the way on a beef arising over legi-

drank and never took time off during the four and a half months' trip.

But when the ship got to Shanghai, China, he asked for a little time to visit his parents who were living there. He further explained that he had not been back to China for the last nine years.

Nevertheless, the Mate refused to give him the time, and the Skipper backed the Mate. Then when the sailor took a day and a half off, he was logged three days pay.

Considering the man's reliability, and the fact that he had not taken the time off deliberately, without first asking the Mate's permission, we asked the Skipper to lift the log.

He refused flatly. It is our opinion that such a Skipper and such a Mate rate no respect as men, and that they live up to the mark of being the meanest men on earth.

Louis Goffin

Says SIU Win Will Inspire Other Unions

To the Editor:

One of the biggest thrills of my life came when I picked up a copy of the LOG and saw where the Union had saved the Hiring Hall (LOG, July 2.)

For awhile it looked like the anti-labor gang had the unions on the ropes. After seeing other unions lose strikes, get stuck with injunctions and slowly start toward ruin, the SIU Hiring Hall victory comes out as the one clear-cut victory of the labor movement.

Not only does the SIU victory mean the preservation of the Hiring Hall, our one guarantee of good working conditions and wages—it also stands out as a guide for trade unionists all over the country who have been losing heart.

This, I'm sure, will give them the boost to battle for the preservation of their unions. We've showed them that it can be done.

SOLID UNION

I guess there was no reason for my feeling that the SIU was in for a tough battle on the waterfront. After all, we went out and from scratch built a solid Union.

Surely nothing they throw at us from Washington could be any tougher than the struggle we went through to take the hiring of seamen out of the crimp joints and off the piers.

Twenty years ago nobody could foresee that the Union Hiring Hall would come into being—but it did. If we managed to get the Hiring Hall in the face of all that opposition, there is no reason why we can't survive these days of anti-union hysteria.

In closing I want to express the thanks of this Seafarer to the members of the Negotiating Committee for the fine job they did.

The Hiring Hall is still ours and the Union is still as strong as ever. Well done!

Bill Scheran

SIU HALLS SIU, A&G District

- BALTIMORE14 North Gay St.
William Rentz, Agent Calvert 4539
- BOSTON276 State St.
Walter Siekman, Agent Bowdoin 4455
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- SAVANNAH220 East Bay St.
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- RICHMOND, Calif.257 5th St.
Phone 2599
- SAN FRANCISCO59 Clay St.
Douglas 2-5475
- SEATTLE86 Seneca St.
Main 0290
- WILMINGTON440 Avalon Blvd.
Terminal 4-3131

Gt. Lakes District

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Cleveland 7391
- CHICAGO, Ill.3261 East 92nd St.
Phone: Essex 2410
- CLEVELAND2602 Carroll St.
Main 0147
- DETROIT1038 Third St.
Cadillac 6857
- DULUTH531 W. Michigan St.
Melrose 4110
- TOLEDO615 Summit St.
Garfield 2112

Canadian District

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



itimate Union activity. But if it's a bum beef, it'll get you nowhere. When you are in doubt, see your Union official and you can't go wrong.

MEANEST MAN

On the SS LaSalle, a Waterman scow, we had the misfortune of running into what we believe to be the lowest and meanest Mate and Skipper that we have ever met. You have heard or read about the so-called meanest man. Well listen to a little tale about these two guys:

There was a Chinese AB on this wagon and, according to the crew (and even the Mate), he was a good worker, who never

PERSONALS

ROBERT MYERS, Cook and Baker

Please get in touch with your mother as soon as possible.

§ § §

GEORGE H. MESEROLE

Your father, H. E. Meserole, is in bad health and very anxious to hear from you. He asks that you write him at 265 So. 67 St., Birmingham, Ala.

§ § §

ALSON E. SMITH

Get in touch with your father as he is anxious to hear from you.

§ § §

CURTIS G. DOWDY

Contact your wife.

§ § §

RICHARD JOSEPH GRANT

Your brother, John, is anxious to hear from you. Write him at P.O. Box 8, Walkill, New York.

§ § §

SANTO PANEBIANGO

James G. Smith, Dornsife, Penn., is anxious to hear from you.

§ § §

WILLIAM FRANK BISHOP

Get in touch with your mother.

§ § §

CHARLES L. MEYERS

John S. Johnson, 1560 Luling

St., Mobile, Alabama, is anxious to get in touch with you.

§ § §

MAURICE BENAMOU

Your wife is anxious to hear from you, at 507 N. 87th Street, East St. Louis, Ill.

§ § §

CHARLES ENGLISH

Get in touch with John C. Luplin, Inspector, 197 Clarendon St., Boston, Mass.

§ § §

WILLIAM HOUGHTON

Your friend William Bickowsky, 13 N. Stiles Street, Philadelphia 22, Pa., would like to have you contact him.

§ § §

JOHN R. PALMER

Call or write your wife: 1904 Spring Garden, Philadelphia 30. Phone: LOcust 7-4620.

§ § §

RICHARD P. BARROW

Your mother asks that you write her at Frederick, Oklahoma.

§ § §

JACK BUNCH

Write your aunt, Mrs. Paul Bunch, 207 Rodgers Ave., Fox Hall, Norfolk 2, Va.

Marine Hospitals Now 150 Years Old

The Federal system of Marine Hospitals is 150 years old today.

It was on July 16, 1798, that John Adams, the second President of the United States, approved an act of Congress "for the relief of sick and disabled seamen." Under this act the first hospitals were established.

Today the Marine Hospitals are operated by the Public Health Service which is, in turn, a part of the Federal Security Agency. Historically the Marine Hospitals are the foundation on which all public health activities in the United States have been built.

The present day Public Health Service is charged with the many-sided functions of preserving and protecting the health of the American people. But the Marine Hospitals constitute one of its most important and most vital sections.

There are 24 Marine Hospitals now in operation. Of these, 21 are general hospitals, two are tuberculosis centers and one is entirely devoted to the treatment of leprosy.

Most of them are located in major American seaports and along the most important inland waterways. On the average, the hospitals have been taking care of about 6,000 men a day including patients in all categories.

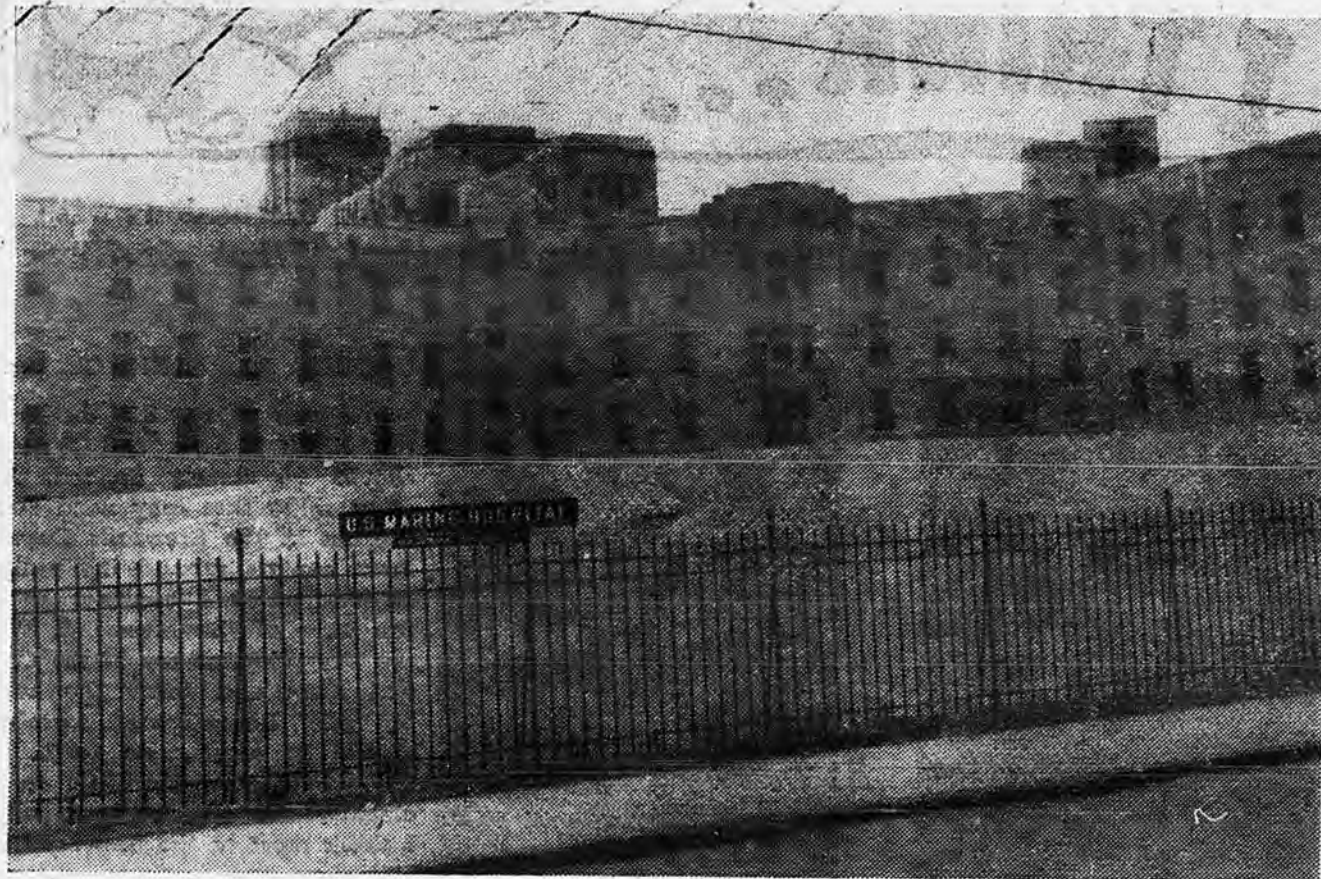
FIRST IN BOSTON

The Marine Hospitals were founded to provide medical care for seamen regardless of their immediate financial condition, and to provide an effective quarantine for seamen suffering from contagious diseases. Their history should interest all Seafarers.

The first Marine Hospital was set up on Castle Island in Boston in 1799. Treatment was given in an unimpressive barrack building. The next one, the first real hospital, was at Norfolk and was purchased from the state of Virginia by the Federal Government in 1801.

Navy personnel received treatment at these and other hospitals in the early years including the period of the War of 1812. During that war, British prisoners were also cared for.

As the United States expanded in the 19th century, Marine Hospitals were established up



The U.S. Marine Hospital at Stapleton on Staten Island in New York Harbor is a far cry from the first Marine Hospital which opened in 1799 in a barrack building on Castle Island, Boston. Today the Marine Hospitals are celebrating their 150th anniversary.

For Still Better Medical Care

On this page appears a brief history of the Marine Hospitals, which celebrate the 150th anniversary of their founding today.

Nobody is more interested in the Marine Hospitals than the Seafarers International Union, since the health of its members is largely dependent on the hospitals' efficient operation. Accordingly, SIU Headquarters and Port Officials maintain an unceasing watch on the hospitals to be sure that all Seafarers receive every care and treatment to which as seamen they are entitled by Federal law.

In addition, the SIU, through its Washington Representative, is constantly pressing for liberalization of hospital regulations. At present, the Union is urging Congress to do away with the restriction prohibiting a seaman from obtaining treatment if he has been away from the sea for more than 90 days. The Union believes that there should be no such time limit on any man who is still in the industry.

and down all the coasts, along the rivers of the west and on the Great Lakes. Water-borne commerce increased rapidly and sometimes hospitals had to be set up in a hurry in boarding houses and private homes—and even in lighthouses.

During the War between the States, 1861-1865, military authorities of both the Union and the Confederacy took over the Marine Hospitals then in existence, but when the conflict ended they were returned to civil control.

As time passed, Congress assigned new responsibilities to the Marine Hospital Service, as it was then called, a trend that finally resulted in the Public Health Service. Many of these responsibilities were devised to control communicable diseases.

SERVICE NATIONALIZED

In 1870, Congress for the first time put the Marine Hospital Service on a national instead of a local basis. A Supervising Surgeon, later to be called the Surgeon General, was provided for and, in 1872, the first overall regulations were issued.

In the years immediately following the above step, a regular corps of medical officers who had to pass examining boards to be appointed was organized. Provision was also made for the Surgeon General to be appointed by the President and confirmed by the Senate.

By the turn of the century, the Marine Hospitals were not

only providing medical care for seamen, but they had taken on responsibilities concerning maritime and interstate quarantine, the examination of immigrants and surveys of public health. In short, the whole public health movement was beginning to grow from the seamen's hospitals.

The Fort Stanton Hospital for seamen and other Marine Hospital beneficiaries suffering from tuberculosis was just getting started in 1900, and the studies on the origin and prevalence of leprosy were beginning to appear in the annual reports of the Surgeon General. In 1901, there were 23 hospitals including one at Dutch Harbor, Alaska, and 13,500 patients were treated.

NEW NAMES

In 1902, in recognition of the increased and diversified duties of the service, its name was changed to the Public Health and Marine Hospital Service. At the same time, the President was empowered to use the service during war in any way which would benefit the general public without impairing its basic function. In 1912 the name was changed again—to the U.S. Public Health Service.

From the beginning, the Marine Hospitals were under the jurisdiction of the Secretary of the Treasury. Under the original act of 1798, each seaman paid a federal tax of 20 cents a month which the Skipper withheld from

his wages and turned over to a collector of customs.

This 20-cent tax was assessed against seamen until 1870—with the exception of one 12-month period in the late 1830's—and about half the time it carried the full cost of running the hospitals.

When the tax was not sufficient, some additional monies were obtained from the Government's general funds and, after 1841, a number of deficiency appropriations were voted by Congress. Money was also appropriated to build new hospitals.

TAX DOUBLED

In 1870 the tax against seamen was doubled to 40 cents a month. The monthly assessment, plus special funds voted by Congress, financed the hospitals until a tonnage tax against all vessels entering the United States replaced it in 1884.

By the middle of 1906 the tonnage tax finally proved so thoroughly inadequate that it was abandoned and, since then, the hospitals have been completely dependent on annual appropriations by Congress.

After the Public Health Service was established in 1912, the Marine Hospitals were managed

by the Division of Marine Hospitals and Relief, the predecessor of the Hospitals Division of the Public Health Service which runs them today.

During World War I, the President opened the hospitals to Army and Navy personnel. In 1919, the treatment of beneficiaries of war risk insurance, a program compensating sick and disabled veterans of the first world conflict, was assigned to the Public Health Service.

A number of Army hospitals were also turned over to the Service at that time. But, in 1922, the Public Health Service transferred 57 of its hospitals to the brand new Veterans Bureau, keeping only the Marine Hospitals themselves, which already numbered 24.

The dental section was organized in 1919, and projects in physiotherapy and occupational therapy were commenced at about the same time. The special hospital at Carville, Louisiana, for the treatment of leprosy was opened in 1921, and in the 1930's a large-scale building program was undertaken.

BIGGEST YET

In 1939, the Public Health Service itself was transferred to the Federal Security Agency, the biggest organization yet to deal with public health and welfare in the United States. It stems in a direct line from the first Marine Hospital in Boston.

Spokesmen for the Hospital Division of the Public Health Service, one of whose major jobs is running the Marine Hospitals, declare that the agency hopes to furnish the best medical care possible to everyone eligible. To carry out its plan, the Division has 7,000 employees who man the 24 Marine Hospitals plus 120 out-patient clinics.

According to its spokesmen, the Hospital Division keeps abreast of all advances in medical science including medicine, surgery, orthopedics, pathology, dentistry, physiology, neurology, pharmacy, nursing, dietetics, hospital administration and related fields.

The Seafarers International Union, too, will continue its constant checking of Marine Hospital operation, and will keep pressing for liberalization of hospital regulations for the benefit of the SIU membership.

Notice To All SIU Members

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

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

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Coast Guard Cuts Quota Of Aliens

(Continued from Page 1)

with the United States Government.

Aliens with five years of sea-time on US ships are eligible to apply for immediate citizenship. If they want to stay on American vessels they should apply now and not wait.

Other aliens should apply for visas. If these men obtain visas they are legally within the United States and find more jobs open to them since they can sail on coastwise runs, or work ashore. Moreover, they are no longer restricted to 29 days on the beach.

The Union has been urging alien members to take one or another of these steps. The sooner alien members heed this advice the better off they will be.

HERE'S WHAT I THINK...



New York City Reveals Plan For New Docks

NEW YORK — This week, Mayor O'Dwyer made public a 10-year program to modernize and generally improve the New York waterfront. The program was drawn up by the Commissioner Minetti of the Department of Maritime and Aviation.

The Commissioner's plan is admittedly much more limited in scope than previous plans submitted by the Port of New York Authority and the World Trade Corporation.

However, city officials including the Mayor are believed to favor it, because it leaves the waterfront under direct city supervision and because each of the other plans was opposed by so many influential and interested groups.

Hearings on the plan have been scheduled to begin next week, and when a final decision is made the LOG will carry the details.

THREE-PHASE PLAN

In its present form, the plan falls into three phases—new construction, modernization of existing piers and rehabilitation of existing piers. Over the 10-year period, it would cost nearly \$60 million.

The plan calls for 11 brand new piers or platform structures which would be completely fire-proofed. Another three piers would have new sheds or other additions.

Other improvements are mostly those which have been suggested by New York officials in recent months.

Boneyard Cuts Into US Fleet

The privately-owned American merchant fleet now consists of 1,175 ships, an increase of 172 since the beginning of the year, it was disclosed this week.

However, the grim trek of vessel after vessel to the boneyard, during the spring months, reduced the number of Maritime Commission ships chartered to private owners to a mere 660 as of July 1, compared to 1,128 on January 1, the same report revealed.

The net result is a substantial decrease in overall shipping, attributable partly to the post-war growth of foreign fleets and partly to the spring decline in American exports, notably in bulk cargoes of coal and grain.

One basic cause of the decrease has been the dwindling of dollar accounts held by foreign countries which has helped reduce the export volume.

The 172 ships which have been added to the privately owned fleet include 46 dry-cargo ships and 126 tankers. As of the present date, the privately owned fleet consists of 689 dry-cargo ships and 486 tankers.

Since 660 MC ships are running under charter, there are now 1,835 ships in the entire American merchant fleet.

As of July 1, there were 1,585 ships laid up in the boneyard of which 1,519 were built during the recent war.

QUESTION: The SIU Negotiating Committee is presently preparing for discussions with the operators on clarifications in the Union's standard freighter agreement. What clarifications do you recommend for your Department?

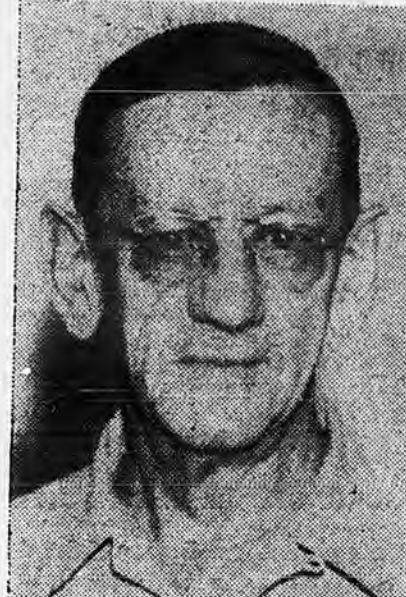
HJALMAR V. NIELSEN, AB:

Right now, I can't think of any of the rules in the Deck Department that need clarifications. I believe the contract now in effect covers the field very well. I remember very clearly the situation in maritime in the pre-Union days when we got 45 bucks a month and no overtime. And we had "field days," too. When I compare those days with the SIU contracts covering every phase of our work today, I'm very satisfied. Another reason I don't see much need for clarification is that most beefs are minor ones and easily settled by the Patrolman.



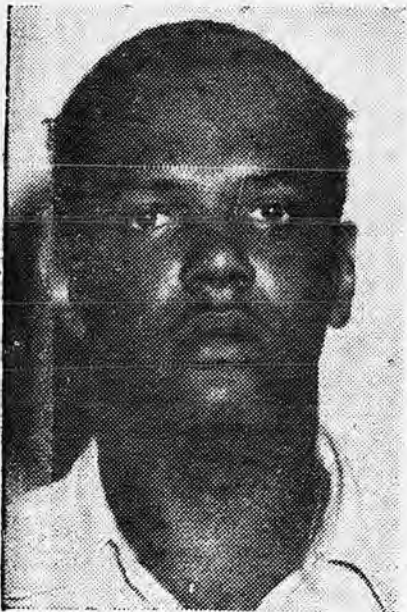
GEORGE A. ALLEN, Ch. St.:

For one thing, the duties of the Night Cook and Baker should be clearly defined. Another thing that may need clarification in the Stewards Department centers around the pulling of ice, which I consider to be the duty of the Messman. With the exception of the Night Cook and Baker's, I think the hours of all Department members should be clearly set forth. On the whole, there is little to be clarified in the present rules. I think most of the Stewards are oldtimers and familiar with the rules. If all hands would live up to them, there'd be no problem.



TRINIDAD VIGO, Utility:

The Stewards Department rules should be clarified so they are clear to all. Something should be done to eliminate the possibility of confusion and arguments in the Department, which I believe are caused mostly by the men not knowing who is to perform a particular job—and whether it is to be done on regular time or on off time. One of the Steward Department rules that should be further clarified is that concerning the pulling of ice. Personally, I think this job should rate overtime whenever the Steward wants ice right away and there is none in the box. However, this job should be done well in advance.



A. L. MILTNER, Wiper:

I think that we ought to clear up the Engine Room rules so that I know what I'm supposed to do and no questions left over. We've got the best agreement there is, but a couple of things are cloudy. For instance, painting the steering engine room is supposed to be the Deck Department's job. But if the Deck doesn't do the job, is there any good reason why the Wipers shouldn't get the overtime? Once two of us were spraying paint, one man holding the can. They tried to make us split the overtime claiming that one man could do the work. These things should be clarified.



P. J. THOMPSON, FWT:

There are a lot of misunderstandings in the Engine Room rules about little things. For instance, should an FWT sweep down or not. It doesn't make much difference to me, but some say a FWT is stealing the Wiper's job if he sweeps down. This should be made clear. In port, a FWT has to run the evaporator while watching the fires and the steam if the winches are run by steam. Maybe this should be changed and clearly written that either an Engineer watches the Evaporator in port, or the FWT gets overtime for doing two tough jobs at once. But the agreement is okay in general.



A. VALENTINE, Chief Steward:

There are a couple of things that ought to be straightened out. The contract ought to be much clearer on the Night Cook and Baker's duties, especially as regards breakfast. The NCB is responsible for breakfast rolls, muffins and items like that. He is supposed to make them in his eight hours, not on overtime. Also, the contract should be clearer on just what a Utility should do under the Chief Steward's direction. It's not a matter of clarification, but I think that Chief Stewards ought to get overtime for doing the highly responsible paper work on requisitions.



E. R. ASMUSSEN, Wiper:

We need more specific wording in the agreement on what a Wiper can and cannot do. Certainly what is a Wiper's overtime ought to be stated more clearly. On one ship we painted the steering engine room when the Deck boys didn't do it. The Patrolman said we could not collect. He said the day men in the Deck Department were to do the painting if possible, the Deck watch men on overtime were to do it if the day men were unable to do it. It should be clear in the agreement that Engine men can't paint the steering engine room. But the agreement is a pretty fine agreement right now.



FRED SOKOLOWSKI, Bosun:

The Alcoa ships are making a practice of using shore gangs in the Islands. Not only are 20 or 30 men used to cover and uncover the hatches, and to paint outside, but they are doing the same work inside. The whole practice should be thrown out, for the work they do would mean extra overtime for the Deck Department. But in any event the Bosun is entitled to extra money when working them. There should be a clarification on Bosuns standing gangway watches. Furthermore, I would like to see the Carpenter put back on the ships instead of carrying only Deck Maintenance.

