

SEAFARERS LOG

Official Organ, Atlantic & Gulf District, Seafarers International Union of NA

VOL. X

NEW YORK, N. Y., FRIDAY, OCTOBER 22, 1948

No. 43

2 NLRB Decisions Put T-H Squeeze On Labor

WASHINGTON—Every week, a new decision makes liars out of the union-smashers who drafted and promoted the Taft-Hartley Act.

Those labor-hating gentlemen, in Congress and out, always maintained that the finky law would "protect" and "guarantee" labor's right to bargain collectively.

The phoniness of their claim was shown up this week when the National Labor Relations Board ruled that the T-H Act authorized strikebreakers to vote in an NLRB bargaining election, excluding striking workers from the election. In another case an NLRB trial examiner decided that the T-H Act outlawed mass picketing.

The first case involved 74 striking members of the International Association of Machinists, independent. These workers had been on strike against the Pipe Machinery Company of Cleveland for a year.

PERMANENT SCABS

During the strike period, the company engaged 74 scabs to replace the strikers. In an election, the NLRB said that since the scab replacements were now to be considered "permanent" employees of the company, votes cast by the striking members of the IAM could not be counted.

The board based its finding the T-H Law, claiming that under it strikers can't vote unless the strike itself is called as the result of an employer's unfair labor practice. The strike against the Pipe Machinery Company was over economic issues.

Under the old Wagner Act, the NLRB counted votes cast by strikers, whether the walkout was due to an unfair practice or an economic matter.

The Machinists' strike was not called until federal mediators had failed to wring any concession from the company.

Last year, the company notified the strikers that if they did not return by a specified date they would be replaced. When the strikers refused this ultimatum, the company brought in the scabs with the help of Cleveland cops.

PEACEFUL, COERCIVE

The section of the law under which the NLRB made its ruling says "employees on strike who are not entitled to reinstatement shall not be eligible to vote." The board decided that if a striker had been replaced by a "permanent" scab, he had lost his job, although another section of the law says nothing in it is meant "to interfere with or impede or diminish in any way the right to strike."

The scab replacement voted for a company union.

The opinion that mass picket-

ing was barred by the T-H Act, having been voiced by an NLRB trial examiner, is subject to further review. It grew out of a picketline thrown around the Cory Corporation of Chicago last November by the United Electrical Workers, CIO.

The union contended that the mass line was a peaceful demonstration against the Taft-Hartley Act itself. The trial examiner said that, even if it was peaceful, the force of numbers alone "has an intimidatory and coercive effect upon employees otherwise willing to cross a picket line, and 'exceeds the bounds of peaceful persuasion and is not privileged or protected as free speech.'"

PREDICTIONS TRUE

The fact that the CIO electrical workers are commie-controlled in no way softens this ruling if it is eventually upheld by the NLRB itself, every union man realizes.

This week, union spokesmen throughout the nation were saying that labor faced the loss of one of its strongest weapons, if the trial examiner's finding is not reversed.

The members of the National Labor Relations Board announced, perhaps a little sheepishly, that they could only administer the law of the land as they found it, that they could not pass on its wisdom.

Meanwhile, each new judgment under the T-H Act justifies the predictions made before its passage by union officials and members that the law would be used viciously to smash legitimate unions, and that it was in truth a slave labor act.

The SIU has also had a taste of the Taft-Hartley Act in operation. The continued stalling of the Cities Service company in the hearings currently before the NLRB would be well nigh impossible if it were not for the T-H law.

A & G Elections

The importance of the approaching Atlantic and Gulf District elections to each and every member of the Union cannot be overemphasized. From among the 61 candidates appearing on the ballot will emerge the 33 officials who will be charged with guiding the Union's destiny and the membership's welfare during the coming year.

To aid the membership in considering the various candidates, this issue carries biographical sketches and photographs of all qualified nominees who submitted them.

Your vote in the election is your voice in the administration of your Union's affairs. Balloting begins Nov. 1 and ends Dec. 31. Remember your Union duty. Vote!

Mines Still A Peril; 250 Vessels Struck Since End Of War

Since the end of World War II, upwards of 250 ships have been sunk or damaged by drifting mines, the Navy's Hydrographic Office announced the other day. Of this startling total, 43 have been American vessels.

Nor is the peril yet past. According to the most recent estimates, it will take another year or more to sweep the mines still floating in European and Far Eastern waters.

And even then, a World War II mine may bob against a hull at any time in the next 20 years or so, for nobody actually will be certain when the last one is gone.

All information on mines in Atlantic and European waters is centralized in London and distributed through the International Routing and Reporting Authority. Information on mines in the Pacific is handled by the Hydrographic Office in Honolulu.

61 Candidates Qualify For 33 A&G Positions

Beginning November 1, Seafarers will line up before balloting committees in all ports to cast their votes for A&G officials for 1949. This year, each man will select the men he wants for 33 Union positions. Printed on the ballot will be the names of the 61 qualified candidates who have been nominated for the posts, and there will be space for each voter to name men not on the list for any of the 33 jobs.

Balloting will continue through December 31 in accord with the SIU constitution. A sample ballot appears on page 16 of this issue of the LOG.

On pages seven through 10 are printed biographical sketches of all candidates based on their own statements of their qualifications. In addition, there are pictures of all but three—who neglected to send theirs in. This is in line with a practice which was inaugurated a year ago.

CREDENTIALS CHECKED

The credentials of all men nominated for office were examined and carefully checked by a Headquarters Credentials Committee which finished its task this week. Sitting on the Credentials Committee were Sam Luttrell, 46568; J. Pacheco, 6889; Lars Hillertz, 48392; F. Smith, 1039; J. Murphy, 6998; and D. Mease, 100253. Their report appears on page 10.

Of 64 men nominated before the October 15 closing date, the Committee found that three did not submit enough seetime in their records. These three men were the only ones disqualified.

In line with the A&G District's policy of economy to accord with the drop in the volume of shipping, five jobs have been dropped from last year's total of 38.

ALL URGED TO VOTE

The Philadelphia and Norfolk Agents no longer will be assisted by Patrolmen, and those ports will operate much as Tampa does. Mobile will have only two Patrolmen instead of three to help the Agent, and Galveston will have an Agent and only one Patrolman instead of two.

There will be no Agent at all in Jacksonville, that port being covered from Savannah. Since

the San Francisco Branch is considered to be in organizational status, its officials will not be elected.

The ballot will call for the election of one Secretary-Treasurer, three Assistant Secretary-Treasurers, 11 Port Agents and 18 Patrolmen.

EVERYBODY VOTE

As in the past, the Union urges all men eligible to vote to cast their ballots. Only if there is a large vote, can the membership be sure to get the officials whom the majority believe best qualified to hold important Union posts.

The A&G District's nominating machinery was set in motion by a resolution adopted in all A&G ports in regular meetings on September 22. This resolution pointed out that it was customary for the Union to determine annually just what offices would be filled by the elective process, and then proposed the number of men required for each port and for Headquarters.

PUBLICITY PROVIDED

The resolution also suggested that San Francisco be held in organizational status, and that the Secretary-Treasurer be empowered to staff additional offices if such become necessary during the year 1949.

Finally, the resolution proposed that, in addition to meeting the constitutional requirements for office, each candidate for office submit a passport photograph of himself and a summary of his Union record for publication in the LOG prior to the voting period.

The resolution was signed by Paul Hall, Robert A. Matthews, Joe Algina, Ray White, J. P. Shuler, J. H. Volpian, Lindsey J. Williams and Charles G. Haymond.

Cities Service Ordered To File NLRB Brief

NEW YORK—Still resorting to legal flim-flammy to forestall the day of reckoning with the SIU, the Cities Service Oil Company this week wangled a third stay for the filing of its brief with the National Labor Relations Board. The Board, however, has declared that the new filing date—October 29—is final.

Hearings conducted by the NLRB in New York were concluded on Sept. 17. The hearings were to determine the composition of the voting units in the election on those of the company's vessels not covered by the certification order of last year.

Both sides were to file briefs

within seven days of the conclusion of the hearings. Because of the voluminous material prepared by both the union and the company, it was agreed by both attorneys to postpone the filing date until Oct. 8.

Cities Service, however, gave further evidence of the bad faith it has displayed ever since the SIU first sought collective bargaining rights more than a year ago. Appealing twice to Washington, the company got a second extension until Oct. 18, and a third until Oct. 29.

When informed of the third delay, Ben Sterling, SIU attorney, immediately communicated with the Washington office of the NLRB, which announced that the

latest extension would positively be the last.

Throughout the proceedings the Cities Service outfit has been guilty of stalling and subterfuge to delay a decision in the case. In the recent hearings on the voting unit, company attorneys offered six motions, all of which were designed to confuse the issues and snarl the procedure.

Significantly, they also lashed out at the NLRB and members of the board, accusing them of being prejudiced and terming the trial examiner's report on the company's objections as "arbitrary, capricious, illegal and void."

The status of nine ships of the

Cities Service tanker fleet is involved in the present NLRB procedure. Eight of the vessels were acquired after the SIU had won the collective bargaining election held aboard seven ships last winter. The ninth vessel, the Lone Jack, although in the fleet at the time, did not arrive in port early enough to be voted.

An NLRB ruling held that the SIU certification covered only the ships voted, and that balloting would be necessary on the vessels acquired after the election.

A decision on the voting unit make-up is expected shortly after the briefs are submitted on Oct. 29 to the NLRB in Washington.

SEAFARERS LOG

Published Weekly by the
SEAFARERS INTERNATIONAL UNION
OF NORTH AMERICA
Atlantic and Gulf District

Affiliated with the American Federation of Labor

At 51 Beaver Street, New York 4, N. Y.

HAnover 2-2784

Entered as second class matter June 15, 1945, at the Post Office
in New York, N. Y., under the Act of August 24, 1912.



In Good Shape

The bouncing baby born in 1938 approaches its tenth birthday with bulging muscles and an iron constitution. That's your Union.

This state of health is no accident. Your Union has been brought up carefully. As the result of the foresight of the membership, your Union never has suffered from malnutrition or lack of exercise. One of its by-words has been, "Keep healthy and keep moving — forward."

If proof of its ruddy condition is required, it can be found in your Union's finances.

The situation is well described in a survey appearing on page three of this issue of the LOG. For purposes of comparison, the contrast is shown between your Union's condition and the less happy financial condition of the NMU.

Possibly your Union's complexion is attributable to the fact that it never has had the political pox which has laid many another organization low. At any rate, the SIU can face the current shipping slump without fear. In other words, the membership's capacity to see what lies before it is paying off.

Incidentally, the General Fund Assessment which Seafarers approved by nearly nine to one, will make it even stronger in the day-to-day battle to maintain and improve the wages and conditions of seamen.

A point which must not be overlooked in any discussion of your Union's financial condition in comparison with that of—say—the NMU is that the Atlantic & Gulf District is only one of a number of districts comprising the Seafarers International Union. The finances reviewed on page three are those of the Atlantic & Gulf District alone. Other districts have their own funds, as does the International.

The current picture proves conclusively that a maritime labor organization unhampered by political considerations totally unrelated to the problems of trade unionism is free to plan ahead, meanwhile keeping an eye on maritime affairs so that the best interests of the membership can be served.

Good Unionism

When the voting begins for the election of the A&G District's 1949 officials, it will be the Union duty of every member to express his opinion by casting his ballot.

Many of the posts are subject to hot competition, and anyone who neglects the opportunity to vote for the candidate he thinks best qualified by experience and ability is being a poor Union man.

If a man has the chance to vote and does not do so, he has no right to complain later. If he does vote and his candidate loses, he can bow gracefully to the wishes of the majority, knowing that he has acted in a manner well befitting a member of a democratic organization.

To give every Seafarer a chance to judge the candidates, pictures and brief sketches of their SIU records are published in this issue of the LOG.

If you don't know a candidate personally, study his record.

One of the essentials of a democratic election is that a candidate's record be open to all concerned. Another is that everybody eligible vote. The first essential is available here. The second is up to you.

Keeping her steady as she goes!



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.

STATEN ISLAND HOSPITAL

A. EWING
A. VANELZUELA
M. CASTRO
J. McNEELY
A. JENSBY
D. DeDUISEN
T. ZEMRZUSKI
W. H. NUNN
J. BOUYEA
W. HUNT
R. L. JOHNSTON
K. C. CROWE
C. OPPENHEIMER
W. H. PERRY
T. MANDICK
C. NANGLE
C. W. HALLA
P. G. DAUGHERTY

NEW ORLEANS HOSP.

J. N. HULL
J. DENNIS
S. C. TAREMAN
T. RIEGO
P. L. SAHUQUE
E. DANCY
A. M. LIPARI
H. S. TUTTLE
G. M. GRAY
E. JEANFREAU
J. ZIMMER
L. F. COOK
G. O'ROURKE

J. L. GREENE
J. SMITHE
G. D. BRADY
O. HOWELL
C. W. JOHNSON
A. R. KING
V. P. SALLINGS
M. C. MURPHEY
A. WARD
E. E. WEBBER
R. GIERCZIC
K. A. PARKS
W. R. GREBE
R. A. HACKER
T. F. OLIVER
N. ROMANO
J. E. TIENSUM
S. LeBLANC
L. KAY
B. BIGGS
H. WEBBER
C. HELM

BALTIMORE MARINE HOSP.

A. J. ROGERS
R. E. SCHRAMM
P. STRICKLAND
R. A. LeVASSEUR
J. FITZSIMMONS
J. P. THRASHER
J. C. DAVIS
G. BUSH
C. SIMMONS
F. BECKER

K. E. HANSEN
H. D. HARDIN
J. RUBINSKAS
W. J. REID
D. E. SMITH
E. W. GONYEA
W. TALLEY
V. M. EHRMAN
J. M. MENDOZA
R. O. NOACK
A. S. ANSOLDO
J. D. ANDERSON
W. J. ROSS

MOBILE MARINE HOSPITAL

J. W. TAYLOR
A. C. McALPIN
W. RICHARDSON
C. GROVER
R. WILSON
W. T. COVINGTON
R. ARMSTRONG
EUGENE LEARY
C. J. NORRIS
J. T. STEVENS
H. R. LOWMAN
J. H. ASHURST
J. E. HALL
C. PERKINS
C. HAFNER
C. SIRMAN
R. TUCKER

GALVESTON MARINE HOSP.

H. GALLAGHER
W. McCUITION
T. CATHERINE
J. GIVINS
D. HUTCHESON

SAN JUAN HOSPITAL

W. EISENDER
J. B. GARDNER
E. RICHARDS
R. TORRES
E. B. HOLMES

BOSTON MARINE HOSPITAL

JOHN J. GEAGAN
J. GALLANT
JULIUS HENSLEY
VIC MILAZZO

Comparison With Other Maritime Unions Proves Wisdom Of Seafarers Policies

The shipping slump, which has been felt by the entire maritime industry since it set in last May, is testing the health of every American waterfront union. Comparisons reveal the SIU to be the most robust of them all.

As the SIU Atlantic and Gulf District rounds out the first ten years of existence as an organization, it appears that the membership's foresight along every line has been singularly responsible for the Union's sound health.

Notably has this been true of the membership's policies on finances, in which the SIU stands more secure than any other time in its history. Moreover, it probably stands more secure financially than any other maritime union.

In the Secretary-Treasurer's Report for the week ended Oct. 9, cash assets of the SIU, A&G District, are more than one-and-a-quarter million dollars, a high water mark, despite the drop in income as a result of the shipping situation.

WITHIN INCOME

Possibly even more convincing of the Union's sound condition is the fact that it is operating within its income. Although at times it is a bit hard pressed to do so, the Union

rarely is unable to meet its weekly expenditures out of income for the same period.

By contrast, the National Maritime Union, largest union in the field, is hard put. A report on the state of that union published last week paints a grim picture of NMU solvency.

Although its assets are about a million and three-quarters, the NMU is virtually stripped of cash for general fund purposes, according to its most recent financial statement, dated Aug. 31, and published in the Pilot on Oct. 15. The general fund reveals a deficit of \$31,276.72.

The report states that the NMU must dig into funds earmarked for other purposes in order to make a go of things.

Further analysis of the financial conditions of the two unions shows the SIU membership in a markedly more favorable position than the men in the NMU.

PREPARED

In the funds generally regarded as of paramount importance to a union's security—the Strike Fund—the compact SIU has a total of \$858,250.46, while the NMU lists \$692,595.73 as available for strike purposes.

These figures are even more noteworthy when it is remembered that the NMU would have

a considerably larger membership organization to sustain in the event of a major beef.

The SIU's comparative strength is also revealed by the status of its General Fund. With \$75,084.90 on hand to conduct the routine operating functions of the organization, the SIU has not found it necessary to eat into this figure appreciably, since economies consistent with conditions are constantly being put into effect.

Furthermore, with the adoption of the ten-dollar assessment the SIU membership has seen fit to further bolster this important fund. The SIU General Fund, consequently, will increase rapidly from this point on.

The Strike Fund, too, is expected to reach new heights. By virtue of the three-dollar annual assessment, close to one million dollars will be earmarked for strike purposes by March, 1949.

A further breakdown of the financial standing of the SIU A&G District and the NMU intensifies the contrast in the strength of the two organizations.

Hospital benefits, which are paid out of the Hospital Funds, are pretty wobbly in the NMU. Lacking any cash reserve at all

for this purpose, the NMU has been drawing on other funds to meet these obligations to sick members, with the result that the fund is now in debt by \$10,759.94, according to the NMU statement.

BIG DIFFERENCE

On the other hand the SIU Hospital Fund is typically sound, with a healthy cash reserve of \$105,225.03, a sum ample to meet even the heaviest demands. This condition has prevailed for several years.

Although the NMU has buildings and real estate valued at \$915,175.03, the Building Fund lacks any cash, a situation viewed with alarm by the NMU's national officers in their latest survey of that union's financial condition. To meet the cash shortage they have proposed the sale of several West Coast properties.

The caution exercised by the SIU with respect to expenditures for buildings has produced a decidedly advantageous situation for its membership.

SIU buildings are currently valued at \$300,000 but, in addition, the Building Fund contains \$230,689.25 in cash. Because it has spent money in this fund only where needed and with an eye to the future, the SIU's comfortable position will be further emphasized should there be any depreciation of real estate values.

WISE MOVE

The SIU's thrift has not been accomplished, however, at the expense of current requirements. In Tampa, New Orleans, New York and other ports, the Union Halls offer full facilities.

Thus, the current shipping blight finds the two organizations facing up to the problem from two different levels. The NMU, in a precarious financial plight, has been forced to ask for a ten-dollar annual increase in dues.

Moreover, several other efforts are being made to slash operating costs to ward off the prospect of various Union funds going deeper into the red, as, for

example, the decision to sell several properties.

In the SIU, however, the long-range economy program that came out of the Agents Conference in 1947, and which has been solidly supported by the membership, is now paying dividends. Instead of the jitteriness prevailing in the NMU, the SIU possesses a feeling of confidence, despite the unfavorable shipping picture.

The comparative abilities of the two major unlicensed maritime unions to face the problem produced by the drop in American tonnage is also forcefully brought home by a review of the job situation. Here, the NMU has a problem of at least twice the magnitude of the SIU's. With practically two book men for every job, the NMU membership is up against extended periods on the beach.

The SIU saw what was coming and accordingly made preparations a long time ago. Today, the jobs-to-Bookmen ratio in the SIU stands at one-to-one. In other words, the SIU has kept its membership in line with the jobs available on its contracted vessels.

MEMBERSHIP RESPONSIBLE

The atmospheres in the two unions—one of alarm in the NMU; one of confidence in the SIU—is directly traceable to the contrasting attitudes of the respective memberships. Seafarers have been notably aware of the problems peculiar to the maritime industry and their repeated foresight is reflected in the relative superiority of their position over that of men in other waterfront unions.

Throughout the years, while NMU members, for example, were bickering and clashing over issues totally unrelated to the Union's welfare, SIU men were carefully attending to the business of strengthening their organization for any contingency.

The wisdom of their strong support of their Union's objectives is apparent in the good health the SIU now enjoys.

Survivor Of Bartram Blast Hails Gains Seafarers Won For Seamen

TAMPA — James Jones, SIU oldtimer, is one of those lucky guys you meet now and then who "lived to tell the tale."

Jimmie got out of drydock several weeks ago, where he was patched up and treated for severe burns received in the tragic steamline blast aboard the SS Bartram as she lay in port here early July 3.

Two of Jones' shipmates, Mohammed Elsayed and George Griffin, died shortly after the explosion. A third, Arthur Baker, shared with Brother Jones the good fortune of surviving the scalding effects of the live steam which sprayed their bodies as they raced out of range of the spouting line.

But Jimmie would rather not talk about the Bartram tragedy. The Bartram nightmare has burned deep into his memory as well as his flesh, and he feels there's nothing more to be said about it.

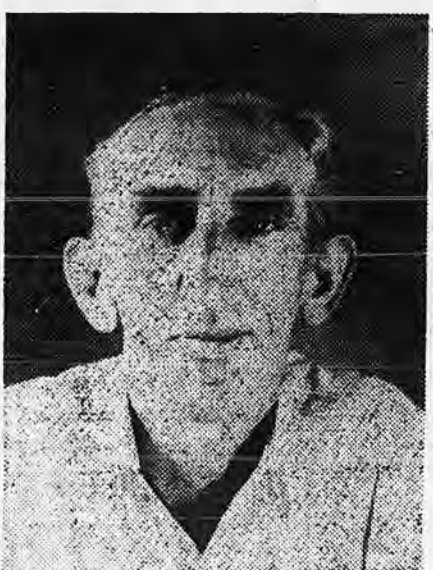
He's much more happy talking about the brighter spots in his life. Like his Union, which he discussed enthusiastically in the comfortably ship-shape Tampa Hall last week.

Jimmie, who sails as Fireman, is a veteran of more than 25 years in the maritime industry, so his observations are worth thinking about.

LEAN DAYS

He's seen some lean, rough days, he readily admits. And he's seen progress made in the face of long and difficult struggles on the part of the American seamen.

"And the biggest share of the credit for the seamen's advance goes to the SIU," Brother Jones



JAMES JONES

declares. "In wages, overtime, hours and other conditions, we have led the way."

Jimmie has been watching—and benefitting from—SIU progress from the very start. Very proudly he tells you he is a charter member of the Union.

While he was confined to the hospital following the Bartram blast, Jimmie had nothing to concentrate on but his recovery. All of his personal problems and business were taken care of by a Union representative.

"He did damn near as good as I could myself," Jimmie says.

Despite the fact that he's been discharged from the hospital, Brother Jones is by no means fully recovered from the burns he suffered aboard the Bartram. He still requires out-patient treatment, and while he's landlocked the Tampa Hall is practically home to him.

As a matter of fact, Jimmie thinks the new Hall is just about tops. He figures it's sort

of an ideal setup that all trade unions would do well to duplicate.

"Maybe this Hall was a long time in coming, but it certainly was worth waiting for," he says.

The Seafarers building in Tampa, which now serves as a trade union center, is the high point in the SIU's program of cooperation and aid to other sound labor unions, according to Jones.

As a result of this program, "the SIU is a well-known Union and we have won many powerful friends in the labor movement," Jimmie points out.

One more thing Jones spoke about was the referendum on the assessment for the General Fund. He said he hoped most of the men felt like he did about it and that the results would show an overwhelming majority had voted yes.

"A big 'yes' vote will do much to increase the strength of our organization," he adds. "And that's mighty important if we're going to continue to keep our membership as the best-represented group in the maritime industry."

Jimmie, who hails from Mobile, expects to be in sailing condition very soon. And he's rarin' to go. After 25 years that salt water gets in your blood, and Brother Jones says he's no exception.

"Before I ship out, I'd like to take this opportunity to sincerely thank our Union representatives for all the help they gave me during my long stay in Tampa," the Mobile Fireman said.

"It's just another example of why it pays to be a member of the SIU," he added.

BOOKS IN REVIEW

PAST ALL DISHONOR, by James M. Cain; Signet Books, 144 pages, 25 cents.

Not as good a book as his "Serenade" and "The Postman Always Rings Twice," this is still a fast-moving yarn in the well-known Cain style. The hero, Roger Duval, a Confederate spy working the West, meets the usual Cain wicked lady. Her charms play havoc with the Confederacy's espionage system, as Duval forsakes everything in pursuit of her affections. Because of her he becomes a traitor, killer and thief.

As in most Cain novels, the reader is given a quick education in the proper method of selecting a pistol, robbing a train and mining silver. (In "Serenade" it was movie making and opera. In "The Postman Always Rings Twice" it was criminal law.)

If not read too closely on the

heels of other Cain books, it will be a refreshing departure from the run-of-the-mill novels.

MINE OWN EXECUTIONER, by Nigel Balchin, Penguin Signet Books, 190 pages, 25 cents.

This tense psychological thriller tells the plausible story of Felix Milne, an analyst, with his own problem of insecurity. Capable, well-trained, Milne unfortunately does not possess a medical degree and consequently is harrowed by a sense of frustration. His emotional problem is complicated by an irresistible attraction for Babs, a bewitching babe. A married man, Milne puts personal restraint to the acid test on more than one difficult occasion.

What really challenges Milne, however, is the case of Adrian Lucien, a very nice guy who is suffering from schizophrenia. All of which leads up to an exciting climax.

SIU Crew Finds Things Are Oil Right



The business at hand disposed of, the crew of the Petrolite waits for a motion to adjourn one of their regular shipboard meetings. From the expressions it appears that all beefs were settled to the satisfaction of all.

Crewmen of a ship that is expected to be out of the United States for an indefinite period find time lying heavy on their hands. On the Petrolite, Mathiasen tanker, which has all ready been out for six months, the men have taken up various hobbies that serve to cut the long evenings at sea while shuttling between the Persian Gulf and French ports.

Brother Frederick Willis, who submitted the pictures shown here to the LOG, spends his free time in snapping shots of his crewmates and developing them in his improvised dark room. The results of his hobby to date give the members of the SIU a look-in on the activities of the Petrolite crew.

The last trip of the Petrolite out of New York kept her away for eleven months, during which time the crew had only a few days ashore. Brother Willis didn't report whether or not the crew is doing any better this trip, but he did say that the Petrolite had a tip-top crew aboard and all hands were working together very well. Especially well-liked by the crew is the excellent Stewards Department, which has so far kept the boys' bellies filled and the grumbles down to a minimum.

No date has been set for the Petrolite's return to the States.

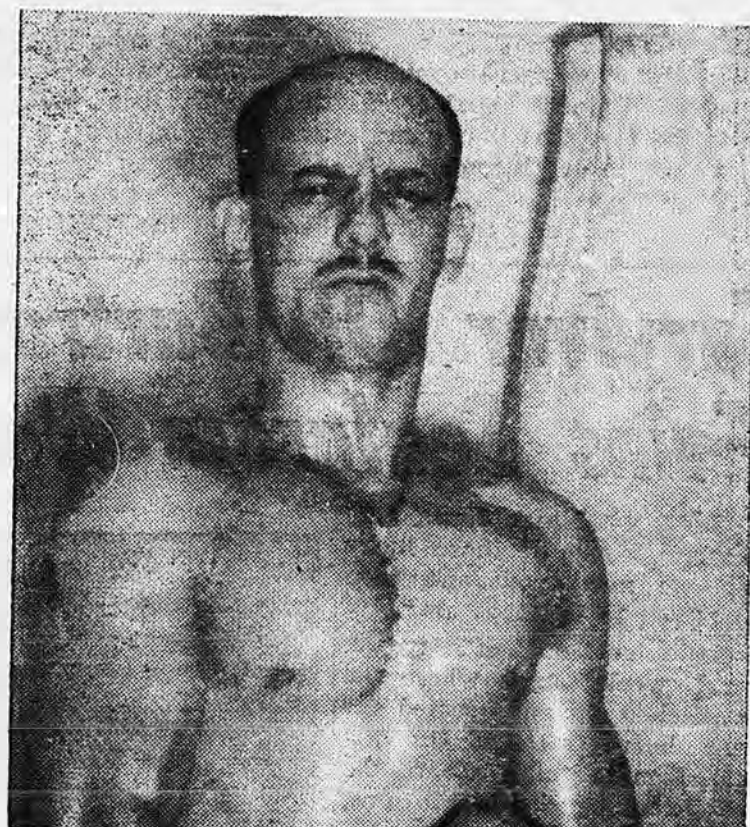


Tommy the Oiler, one of the three Tommies on the ship, makes his rounds in the lower engine room. A crackerjack engine gang, reports Brother Willis, has everything under control.



Pat (Pop) O'Brien, FWT (above), records the readings off the Petrolite's board.

Below, three of the Petrolite's Stewards Department members pause in their preparation of Sunday dinner long enough to have their pictures snapped. Left to right—Stanley Stuckouski, Chief Cook; E. Bishop, Steward; Luis Caloca, Galleyman.



One Petrolite crewmember has solved the problem of keeping in shape. With his bar bells and punching bag, Roberto (Chico) Morales Dias, Utilityman, puts in a daily stint of pressing and punching.



Pictured is happy-go-lucky Al Sadenwater, Saloon Messman, busy writing up his overtime during a slow moment in the work day. The smile gives him away—that overtime must be a good sized hunk.



Chief Cook Stanley Stuckouski sips the fruit of his labor. Cooking for a crew that is used to the best calls for the tested skill of an expert. Brother Stuckouski is supposed to have it, as Brother Willis says he is the best of five cooks the Petrolite has had so far.

Coast Strike Slows Shipping In Baltimore

By WM. (Curly) RENTZ

BALTIMORE — It's another week of slow shipping in this port, and it appears as if it will continue that way until something breaks in the West Coast strike. The Calmar and Isthmian intercoastal ships tied up here will serve to boost shipping a good deal when that time comes.

In from foreign voyages this week for payoffs were the George Gershwin, Alcoa; Chilore, Ore; Mae, Bull; and Marine Runner, Robin.

The sign-ons numbered but one more than the payoff—the Gershwin, Chilore, Mae, Dorothy and Algonquin Victory, the last of the St. Lawrence Navigation Company.

Of the ships paid off and signed on this week, only one gave us a difficult hour. On the Marine Runner a lot of trouble came out of the failure of three crewmembers to make the ship when it was in New York. They then followed the ship here for the payoff.

They were involved in several shipboard beefs, the wind-up being stiff fines for the men who had fouled up. It was a touchy affair which, no doubt, the company recorded in its little black book.

I can see it being thrown in the the faces of the Negotiating Committee members the next time we meet with the operators to improve conditions. In a lot of ways we have good beefs to present the shipowners, but many are nullified when these foul-up beefs are whipped out and put before our committee.

SETTLING DOWN

The members of the MFOWW and MCS have settled down to sweating out a long pull in this port. A lot of men are giving them a helping hand with cigarettes and sandwiches off the ships.

Their operators are dickering with the striking unions to allow the loaded ships to discharge their cargoes and then anchor in the stream until the strike ends.

Of course, their reasons are obvious and would take a lot of the power from the strike if the unions agree. It's their strike, however, and we'll continue our policy of respecting their lines until the beef ends.

AROUND THE PORTS

Conditions Good For Galveston Rated Men

By KEITH ALSOP

GALVESTON — Rated men, book or permit, are enjoying good shipping in the Texas area. Conditions for the men with ratings have been very favorable for the past several weeks.

Payoffs for this port numbered three during the past week, with two Waterman scows—the SS Zebulon Pike and the SS Wacosta—and a South Atlantic Steamship Company vessel, the SS Frank Spencer, paying off right here in Galveston.

All beefs were of a minor nature and were settled at the payoffs. With the exception of some disputed overtime on the Zebulon Pike. There was nothing much in the way of beefs.

The Wacosta came in in first-rate shape. She had good crew, a good Skipper and no beefs. Everything was good.

Her good Union crew was represented by three especially good Union delegates. Buster Young was Deck Department Delegate, W. L. Witcher represented the Black Gang and H. Remero was in their for the Stewards Department.

OUT AGAIN

The Zebulon Pike signed on again and was joined by another Waterman ship, the SS George Prentice. The sign-ons were easily handled, the only thing they required was some clarification of the working rules.

Port activity was not confined to the payoffs and sign-ons. Several ships of our contracted companies called in transit. These were the SS Montgomery City, Isthmian; SS Del Mundo, Mississippi, and the Seatrain ships SS Havana and SS New York.

Among the good SIU men on the Galveston beach at the moment are N. W. Liameir, G. Glover, R. E. Davis, J. Mapp, J. Cappe, P. G. Harrison, D. Stickerol, E. Pettry, W. T. Cahill, "Red" Berry and Bob Elliott.

Occasionally we still run into the bigtime gashound, who figures he can do anything his little heart desires, just because he has a few bulging muscles. One day

this week happened to be one of those occasions.

A character came up to the Hall and proceeded to give the Dispatcher and Patrolman a bad time. Several times he was asked to leave the Hall. Each time he refused. Finally, he was asked for his permit. Not only did he refuse to turn it over, he began getting tough and hollered that he was going to fight. At that point he was put out of the Hall.

The reason for mentioning this incident is simply to remind all hands that the Union Hall is no place for a guy with a snootfull. Despite the repeated warnings on this matter, it appears that it doesn't register with everybody, and it still remains a problem once in awhile.

But if a man gets a little load on—and that's his own business—he'd be doing himself a favor and the membership as well by keeping out of the Hall.

New A&G Transportation Rule Gives Needed Boost To Philly

By LLOYD (Blackie) GARDNER

PHILADELPHIA — The only thing that saved this port from being a complete washout for the week was the payoff of the John Burgess, South Atlantic SS Company. Because the crew was due transportation, all men piled off and made places for an entirely new crew.

Some of the men didn't like the idea of having to get off; but, fellows, that's the policy and, as along as it is, we all have to live up to it. Incidentally, the way shipping has been here the past few weeks an entire crew being shipped does a lot to cheer the men on the beach.

In addition to the Burgess we paid off the Carolyn of Bull Line. There were a few beefs aboard, but all were squared away in short order. As usual, there were only a couple of replacements called for.

We entertained the usual number of ships in transit and, while these ships don't help the general shipping much, they do take a few men now and then.

I thought that I had heard everything in the way of beefs. This week produced a new one. I won't mention the name of the ship, so as to save the crew a great deal of embarrassment, some of whom were not involved in this sad affair.

I received a call from the Chief Mate of this scow telling

me that the deck gang refused to turn to as it was too cold. Well, with the temperature at a mild 76 degrees, I figured the Mate must either be drunk or off his rocker. So I dashed down to investigate.

NO SUN LAMP

I never did find out who was responsible for the caper, as no one would take the blame, but a couple of guys did inform me that it was a little chilly at that early hour and it would have been nice to wait for the sun to come up before turning to.

As I say, it was the screwiest beef I ever heard of. What clinched it was the fact that all hands were loud in their praise



of the Chief Mate as being a darn good Joe to work with. Most of the men have been on the same ship running coastwise for eight months. No booze was involved; everyone was cold sober. What made these men pull this maneuver I'll never know.

After telling them to turn to or pack up (no one packed up) I left. For the rest of the day I found myself mumbling something about a bad dream.

The news that the General Fund Assessment had passed by an overwhelming margin was received by the membership here with a great deal of enthusiasm. Of course it was no surprise that it passed, as it is a well known fact that one thing the SIU men do not lack is faith in the wisdom of their brothers.

Only one more job remains for the year: the election of our Officials for 1949. With that out of the way, coupled with our two-year contracts, we shall have the decks cleared for moving ahead to bigger projects.

Mobile Shipping Takes A Slight Turn For Better

By CAL TANNER

MOBILE—A slight change for the better was noted in shipping this week down here. After several weeks of slow turnover, we were able to ship approximately 102 bookmen and 34 permitmen in the past week. A total of seven payoffs and six sign-ons were included in the Port's activities.

Ships paying off were flying the colors of the Waterman and Alcoa outfits. For Waterman, we paid off the Lafayette, Yaka, Morning Light and Arizpa. Alcoa payoffs were the Pilgrim, Partner and Corsair.

The Lafayette, Yaka, Arizpa, Pilgrim and Partner signed on again and were joined by the Waterman vessel SS Fairisle. The Corsair and Morning Light are on continuous articles.

SMOOTH TASK

All payoffs were smooth, with the exception of the Alcoa Pilgrim. She was slightly fouled up, but everything was settled to the crew's satisfaction. The sign-ons, likewise, were okay. Checking of the slopcheats and repairs were done prior to the sign-ons.

Vessels leaving here this week were headed for Puerto Rico, Germany, Turkey, Italy, Greece, Japan, Korea and the usual bauxite ports in the West Indies.

Business was also stirred up a bit by the in-transit calls of the SS John Bartram, of the Waterman coastwise service, and the SS Zebulon Pike, another Waterman Liberty in from Galveston.

Men and material were sent to both ships from this Hall. The men needed were replacements and the material was Union educational literature.

DRY DOCKS

There are a number of Seafarers in drydock in this port's Marine Hospital. Among them are J. W. Taylor, A. C. McAlpin, W. Richardson, C. Grover, R. Wilson, W. T. Covington, R. Armstrong, Eugene Leary, C. J. Norriss, J. T. Stevens, H. R. Lowman, J. E. Ashurst, J. E. Hall, C. Perkins, C. Hafner, C. Sirman and J. F. Gersey.

If you were down Mobile way this past week, some of the Seafarers you might have run into were E. Goodwin, G. Saucier, L. Sheffield, W. Brown, A. Logindis, R. Reynolds, G. Durham, R. Devine, H. Westphall, A. Richards, G. Lawrence and R. Tucker.

We hope next week's report will show a continued upward trend in shipping. It's pretty certain that makes it unanimous.

Hospital Cases And Back Dated Shipping Cards

By W. PAUL GONSORCHIK

NEW YORK — Of the many strange interpretations given the shipping rules by some members, none is fouled up more often than Shipping Rule No. 3, which relates to hospital cases. This rule, coupled with No. 2 and No. 6 makes clear the method whereby a Seafarer receives a backdated shipping card.

The rules make clear that the only way a man can get a backdated shipping card is to register at the SIU Hall and then go to the hospital directly. The exception to this rule is where a man is stricken while aboard a ship and is removed directly to a hospital.

Some of the members believe that they can register, take a ship, pile off after the payoff

and then check into a hospital whenever they get in the mood.

After recovering from their illness these men feel they need only drop into the Hall and pick up that backdated card. Those men are always sorely disappointed when they find out such is not the case.

The procedure is simple enough to understand and goes like this:

Register at the Hall and check into the hospital. When discharged, report to the nearest SIU Hall within 48 hours and you will receive the backdated card.

If hospitalized from a ship, one must still report into the Hall within 48 hours to receive the card. Even if the doctor tells a man to take a rest for a couple

of weeks, he must report in for his shipping card first.

In addition to the violation of these rules by some members, there is another small minority of members who attempt to have the Union's officials break the rules. Not only the Shipping Rules but even the constitution upon which the Union is formed.

These men call them "favors," but through ignorance or selfish motives really ask for the Union to scrap its foundation. When you turn these men down flat you're a no good so-and-so. I know how it is, for I've been approached several times for favors. The result is always bad feelings all around. The best way to avoid all this is to stick by the rules—that's what they were made for.

On Overtime

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

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

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

Port New York Passes Through Another Week Of Slow Shipping

By JOE ALGINA

NEW YORK—There is no good word out of New York this week, it's just "continued fair shipping." The tempo of shipping has held to a slow but steady pace for several weeks with no prospects for any change.

The ships keeping this port alive in the payoff column for the week were the Marion Crawford, LaSalle, Andrew Jackson, Jean LaFitte, and Canton Victory, all Waterman; the Frances and Suzanne, Bull; Thomas Cresap, Isthmian, and Seatrain Texas, Seatrain Lines.

Two of the ships, the Seatrain Texas and Canton Victory, were very good payoffs. The men of the Canton had her all cleaned up, and the crew was ready for the payoff with everything in order for the boarding Patrolman.

On the Jackson, the story was different. Not that the crew was to blame for anything, it was just that the company had put a lot of restrictions on the men that were a long time in untangling. But in the end they were untangled and the men collected in the neighborhood of \$1,000.

On the Jean LaFitte the crew got a bellyful of "Red Lead" Anderson. It seems Red Lead was out to hardtime the crew, without having any reason for his actions other than just bull headedness. He was squared away at the payoff as usual.

On sign-ons, we had the Frances, Alcoa Patriot, LaSalle, Thomas Cresap, John B. Waterman and Robin Trent—all of which were handled in SIU-style by the crews and Patrolmen.

ON PERMITMEN

One thing before leaving the news of ships for the week. On the Alcoa Patriot there were several permitmen who had been aboard for sixty days. The Delegates told the men they would have to pile off, but the permitmen decided to stay aboard. There was a slight to do over it and the men piled off, but not before a Patrolman had to be dispatched to the ship.

In cases like this, the Delegates shouldn't waste any words with men who refuse to abide by the rules laid down by the membership. They should put in a quick call to the Hall and let the Patrolmen handle it. These cases are rare, but when they come up, a call to the nearest Hall will ordinarily settle the matter.

Another matter that sometimes comes up, though it is by no means as troublesome—just irritating—is the failure of some men to remember the name of the company operating their ships.

Occasionally men come to the sixth deck to inquire about money due. They remember the name of the ship, but they do not remember the name of the company.

The way ships get around from one outfit to another, it is sometimes difficult to pin down the ship to a specific company.

To guard against the possi-

bility of losing out on some money due, it is a good idea to write the name of the company on the back of the discharge. It'll be appreciated by the Patrolmen who are tracing your claim.

With the results of the balloting on the \$10 General Fund assessment known, it proves once again the interest of the membership in the Union. It shows that the men in the SIU believe in internal strength and have proved it by voting to dig down in their pockets for a 10 spot.

By SAL COLLS

SAN JUAN — No doubt a book could be written on the care and feeding of rumors. Although there are good ones and bad ones, rumors give a bit of spice to life. And the good ones, at least, sometimes let a little sunshine into an otherwise dreary day.

Well, lately a batch of rumors has been seeping into the San Juan Hall down here, and they all spell "good news." When and if they materialize, they will mean more ships, more jobs, more rice and beans for everybody.

For instance, it is being kicked about that the South Puerto Rico Sugar Company—that's the company that has the SS Cape Mohican running right now between Baltimore and Guanica—is going to purchase another ship the same type as the Cape Mohican, to be put on the sugar run between Guanica and continental ports.

MORE TO COME

Also, that the Ponce Cement Company is dickering with the Sword Line, which has just lately gone into bankruptcy, to get hold of another vessel along the same lines as the MV Ponce.

This would mean that there would be two SIU ships crewing up and paying off in the port of Ponce, Puerto Rico.

And more good news came floating in on the rumor that a gent intends to buy two Liberty-type tankers to take care of his sugar and molasses, and in the very near future. These possibly could be organized. They would be on a steady run between Puerto Rico and Baltimore.

These rumors can spell jobs, Brothers, and plenty of them—jobs that could be good for years to come.

TAKE IT EASY!

You know, those of us who think that Puerto Rico is just about the best place in the world to relax in and ship from are a pretty easy going bunch of guys.

That is, generally speaking. But once in a while something happens that makes our blood boil, and when it continues to happen again and again, we suddenly find ourselves ranting and raving and fit to be tied.

We are referring to the Bull Line practice—and a malpractice it is—of forcing SIU men, who have been injured while working on her ships, to sign a paper disclaiming all responsibility on the part of the company before

they can receive their wages—the wages that they are entitled to receive by Maritime Law.

Maybe an actual case will help to clarify to the membership exactly what we mean. Brother T. Kato came down to Puerto Rico on the Bull scow, Monroe. He was injured while working on deck one day, and was sent to the Marine Hospital as a patient. He spent one month in the hospital.

While convalescing on the flat of his back, his ship made the island ports and sailed back to the States. Upon being discharged from the hospital, Brother Kato went to the Bull Line office in San Juan and asked for his pay. He was flat-

broke, down to his last clean shirt.

ELECTION TALK

Now that the General Fund Assessment has been carried by a smashing majority, and is in effect and payable, all the talk around the Hall is focused on the coming election of Union officials.

Everybody seems anxious to have a look at the ballot, for they feel that they will have quite a number of candidates to choose from. That's the way it

should be. That's the way the membership can be sure of the right Seafarer in the right Union office for the coming year. The right officials can give us the close-knit organization we need in 1949.

So we're taking this space to remind every good Union men that November 1 is the day to line up at the ballot box and vote for the men he thinks can do the best job for the membership.

Incidentally, Dr. James G. McGillicuddy, a surgeon at the Boston Marine Hospital for 15 years, died the other day. A good many Seafarers must remember him.

Rumors Of More Ships Have Puerto Rico Holding Breath

they can receive their wages—the wages that they are entitled to receive by Maritime Law.

Maybe an actual case will help to clarify to the membership exactly what we mean. Brother T. Kato came down to Puerto Rico on the Bull scow, Monroe. He was injured while working on deck one day, and was sent to the Marine Hospital as a patient. He spent one month in the hospital.

While convalescing on the flat of his back, his ship made the island ports and sailed back to the States. Upon being discharged from the hospital, Brother Kato went to the Bull Line office in San Juan and asked for his pay. He was flat-

broke, down to his last clean shirt.

SIGN FIRST

Well, he was told at the company office, yes, he could collect his wages, all right, if, first of all, he signed a release which would relieve the company of all responsibility for the man, which would protect them from all lawsuits, and all future liabilities.

In short, the company curtly refused to pay the man his wages—one month's which he had earned, and which he was entitled to by maritime law, unless he forfeited all of his rights and threw his case to the four winds.

What kind of a dirty deal is this, we want to know? And

this has not happened once, but time and time again. Brother Kato is on the beach right now, without a nickle in his pocket. He can't even pay his room rent, and up in the Bull Line office he has one month's wages rotting there—wages that he has earned and can't collect!

What we want down here in Puerto Rico right now is for Joe Volpian to let us know exactly how he handles such cases, exactly how he would go about forcing the Bull Line Company to pay this man his wages.

We would appreciate a reply from Brother Volpian by the first mail. This malpractice by the Bull Line office down here has got to stop.

Shipboard Injury Questions Clarified

By JOSEPH VOLPIAN
Special Services Representative

The question raised in the San Juan report regarding claims for injury aboard ship, could be answered at great length. However, I shall attempt to clarify the problem as briefly as possible.

When a man becomes ill or is injured aboard ship, he should do two things: 1) Demand to be paid off, 2) Demand treatment for his illness or injury.

His right to demand payoff is designed to avoid any chance of his becoming destitute on a strange beach. Paying off, however, does not nullify his rights under the law. He is still entitled to wages to the end of the voyage, or until he becomes fit for duty—whichever happens first.

In addition, he is entitled to maintenance and cure at the company's expense, transportation back to the port of shipment, and damages, if the accident or illness is the result of company negligence.

All of these benefits are prescribed by the law and are payable when it has been found that the claim is VALID.

The claim becomes valid only after it has been determined that the company is in some way responsible for his illness or injury. The mere fact that a man has been injured aboard ship does not give validity to his claim.

In some cases, it has been shown that misconduct on the part of the seaman resulted in an accident. For instance, a man sits on a rail and topples over backward. Or a man off watch plays with a chipping hammer, gets a piece of rust in his eye, resulting in blindness.

Similarly, a guy with paresis, or a guy who gets the hell kicked out of him because he's been waving a fire-axe, has no one to blame but himself. In all of these cases, the company would not have to recognize a claim.

Despite the provisions of the law, there is nothing in black and white that says the company must pay immediately an injured or sick man's wages to the end of the voyage.

Claim agents know that if they pay these wages, plus the maintenance and cure and transportation monies, they are still going to be sued for damages. Therefore, they take the position that the claim is invalid and they are willing to let the courts decide whether or not they have to pay any part of it.

The Bull line, mentioned in the San Juan report, is not the worst offender. Alcoa is much worse, even to the point of refusing maintenance and cure payments. It is my impression that men on the beach in Puerto Rico, who have claims, should deal directly with the company or retain counsel to represent them.

However, the company agent's authority does not include the power to settle claims. If he can make an advantageous bargain for the shipping company he represents, he certainly can be expected to do so after being so authorized by the company.

In regard to the case of Brother Kato, reported by the San Juan agent, we have succeeded in getting Bull line to pay wages to the end of the voyage and maintenance and cure to Kato. The company has investigated his case and apparently found his claim a valid one.

It does not follow, however, that the Bull Line will pay the unearned portion of a seaman's wages merely on the evidence that he became ill or was injured aboard one of its ships.

Although the law provides certain benefits for men who fall ill or are injured, it also sets up certain protective provisions for the shipping companies against improper claims.

Briefly, the best procedure for a sick man to follow is this: Pay off the ship, take your gear with you, follow medical instructions, get a clinical abstract from the hospital where treated and then deal directly with the company's claim agent to negotiate a settlement; or retain a marine lawyer to represent you.

Bear in mind that earned wages are payable within 24 hours after the cargo is discharged, or within four days after the seaman has been discharged, whichever occurs first.

Failure on the part of the Master or owner to pay within that time calls for two days' pay for every day the seaman is kept waiting.

There is no time limit or penalty established in the case of unearned wages due.

Pictures And Brief Biographical Sketches Of Qualified Candidates For A&G Offices

SECY.-TREASURER

(One To Be Elected)

LARON GARABEDIAN
No. 10656

(NO PICTURE SUBMITTED)

Has been a member of the Seafarers International Union since 1943. Has taken part in all strike actions of the Union, and participated in all other activities of the Union from that time on.

PAUL HALL—No. 190



Member of Seafarers since its beginning. Strike clear. Sailed actively in all areas in war. First assumed elective office in 1944 as New York Port Agent. Elected Secretary-Treasurer in 1947. Was Director of Isthmian Organizing drive. Member of SIU Negotiating Committee. Has served in various capacities in practically all emergencies and strikes of Union.

ASSISTANT SECY.-TREASURER

(Three To Be Elected)

JOSEPH H. VOLPIAN—No. 56



Has been sailing since 1922. Served as Engine Patrolman in Port of New York from 1943 to 1945. Was taken off waterfront duty by the membership and assigned to Special Services. Handles Coast Guard, immigration, unemployment insurance, and other matters. Was elected Assistant Secretary-Treasurer in 1947. Strike clear record.

J. P. SHULER—No. 101



Member of SIU since 1938. Was on Strike Committee during P&O and Seatrain Strikes. Did

picket duty in Bonus Strike. Served the Union in official capacities as Patrolman, Acting New York Agent, Assistant Secretary-Treasurer, and Secretary-Treasurer. Was elected Assistant Secretary-Treasurer again in 1947. Participated in General Strike, Longshore anti-commie beef, Isthmian Strike, and all other SIU beefs while in office. Clear for all strikes. Was chairman of the Negotiating Committee for contracts signed this past year. Sailed actively during the war.

ROBERT MATTHEWS—No. 154



Joined the SIU when it was first formed. Sailed as Engine and/or Ships Delegate on many ships. Served as Patrolman and Agent in the Port of Mobile, and later as Jacksonville Agent, and San Francisco Agent. Was assigned by the 1946 Agents Conference to New York as Headquarters Representative. Served as member of the Negotiating Committee 1946 and 1947. Was elected Assistant Secretary-Treasurer in 1947. Has worked on organization and educational projects for the Union. Has participated in all SIU Strikes and job actions. Is strike clear.

NEW ORLEANS Agent

(One To Be Elected)

EARL (Bull) SHEPPARD
No. 203



Was one of the SIU's original members. Active in P&O strike and other early actions. Appointed by Director of Organization to direct field work for Isthmian campaign. Also participated in Great Lakes drive. Director of waterfront activities in New York during 1946 General Strike. Was appointed New Orleans Agent in summer of 1947 by membership action. Elected New Orleans Agent for 1948. Sailed to all areas during war. Strike record clear.

Deck Patrolman

(One To Be Elected)

HARVEY C. HILL—No. 6409
(NO PICTURE SUBMITTED)

Sailed actively during the war. Sailed on three different Isth-

A&G Candidates

On these pages appear photographs and biographical sketches of the candidates who have qualified to appear on the ballot for the various Atlantic and Gulf District offices for the year 1949.

Three candidates were disqualified by the Credentials Committee because they did not submit evidence of sufficient seafaring as required by the Constitution and By-laws of the Seafarers International Union. The names of these men appear in the Committee's report, which is published on page 10.

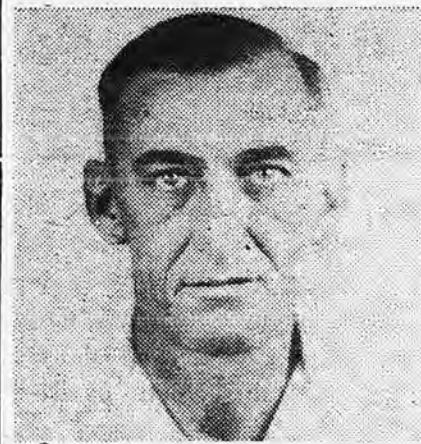
Three candidates submitted statements, but no pictures. One sent a picture, but no statement.

If any of the three send their pictures before balloting begins, the LOG will print them.

The sketches and photos of the qualified candidates are published as an aid to the membership in determining for whom they will cast their ballots. Study this material carefully. The men you choose will bear important responsibilities in representing and serving you in the coming year.

mian ships as volunteer Organizer during the Isthmian organizing campaign.

D. F. (Danny) BYRNE—No. 145



Joined the SIU in 1938. Has a clear strike record. Sailed Isthmian during organizing drive as volunteer Organizer.

L. S. (Johnny) JOHNSTON
No. 53



Joined SIU in December 1938, before that being a member of other AFL seamen's unions. Has an active record for all strikes and beefs in which SIU has been involved since 1938. Shipped to all areas during the war. Was Assistant Dispatcher and Joint Patrolman for Port of New York in 1945 and 1946. Elected

New Orleans Deck Patrolman for 1947 and again for 1948.

FRANK (Red Sully) SULLIVAN
No. 2



Joined SIU when it was first organized. Was elected Joint Patrolman in New Orleans for 1945 and Deck Patrolman for 1946. Has been sailing AB and Bosun since 1926, and has participated in all strikes and beefs of the seamen in that time. Was Area commander in the Greenpoint section during the Isthmian Strike.

Engine Patrolman

(One To Be Elected)

C. J. (Buck) STEPHENS
No. 76

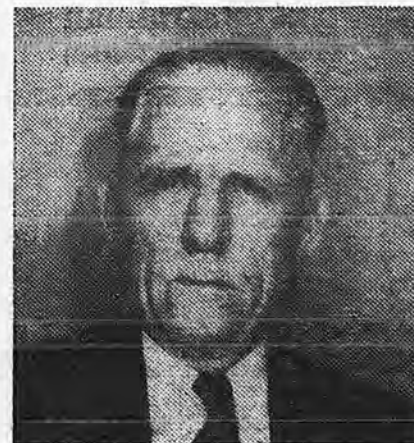


Joined the SIU in December 1938. Was active in 1939 Isthmian Strike, 1939 Bonus Strike, 1946 General Strike and 1947 Isthmian Strike. Has served the SIU in different capacities, ranging from Dispatcher to Agent in Port of New Orleans. Shipped to all areas during war. Co-chairman of UFE Strike Committee in New Orleans and in charge of donations. Is strike clear. Elected New Orleans Engine Patrolman for 1947, re-elected for 1948.

Stewards Patrolman

(One To Be Elected)

A. W. (Andy) GOWDER
No. 36884



Joined SIU in Savannah in 1944, and has been active at all times in Union, serving on numerous committees ashore and as Chairman and Secretary

aboard ship. Was in Galveston during 1946 Strike on a Pacific Tanker and volunteered, with entire Stewards Department, for picket duty, as ship was in dry dock. Volunteered picket duty on Staten Island during Isthmian Strike. Has voted in all elections since 1944.

DUKE (Red) HALL—No. 23886



Has been a member of SIU since October, 1942. Has never been an elected official, but served as appointed Patrolman in the Port of Galveston in latter part of 1946, and in Houston in 1947 until that Port was closed. Was appointed Stewards Patrolman in New Orleans from July, 1947, until the present time. In the 1946 Strike, stood active picket duty in the Ports of Galveston and Corpus Christi. In the Isthmian strike was Patrolman in New Orleans.

HERMAN TROXCLAIR
No. 6743



Joined SIU on March 12, 1941, and has been active member since that date. Has clearance for all strikes. Sailed in nearly all areas during the war. Has always sailed in Stewards Department. Elected New Orleans Stewards Department Patrolman for 1948.

BOSTON Agent

(One To Be Elected)

J. E. SWEENEY—No. 1530



Has been member of SIU since the beginning in 1938. First went to work for the Union as Engine Patrolman in 1941. Has an AB ticket and some experience in

Stewards Department, and has been Boston Joint Patrolman for five years. Was in New York as Joint Patrolman for few months during the war. Was stationed in Portland, Maine, during 1946 General Strike and in Boston during Isthmian Strike.

ERNEST B. TILLEY—No. 75



Joined SIU in February, 1939. Was appointed Engine Patrolman in Baltimore in 1945. Was appointed Patrolman in Port of Philadelphia in January 1947, and also served as Agent in that port. Was elected Philadelphia Joint Patrolman for 1948, later served as Patrolman in Savannah. At present time is acting Boston Agent.

Joint Patrolman

(One To Be Elected)

BEN LAWSON—No. 894



Has been a member of the SIU since 1938. Has taken part in all strikes and aided in the organizing of several companies. Has served as Patrolman in Norfolk and was elected as Deck Patrolman in Baltimore for 1948. Was Chairman of 1946 Strike Committee in Port of Norfolk, and held same job during Isthmian Strike.

**DANIEL J. SHEEHAN
No. 22856**



Started sailing in 1939. Received his SIU book in June, 1942. Has been an active member, and has always worked for the interests of the Union, and lived up to the Oath of Obligation. Has sailed Bosun and other Deck ratings. Attends shoreside meetings whenever possible. Has served on many Balloting and Tallying Committees.

EUGENE O. DAKIN—No. 180



Member of the SIU since its inception in 1938. Served as a Union official for nearly three years. Participated in all major strikes.

JOHN R. MARSHALL—No. 322



Has 16 years sea experience, and is an American born citizen. Sailed all through the war. Has been a member of the Union since its formation. Has not held elective or appointive office, but has participated in many Union actions as a rank-and-file member. Strike clear record.

NEW YORK Agent

(One To Be Elected)

JOE ALGINA—No. 1320



Transferred into SIU at the beginning. Sailed actively during the war until going to work as Organizer. Has served in various capacities such as New York Deck Patrolman and Acting Agent. Was elected Agent in the Port of New York for 1948. Participated actively in Longshore and Coos Bay beefs, 1946 General Strike, UFE beef, and Isthmian Strike. Has been on Negotiating Committee for past three years.

Joint Patrolman (Two To Be Elected)

TEDDY BABKOWSKI—No. 7391



Joined the SIU in 1941 and

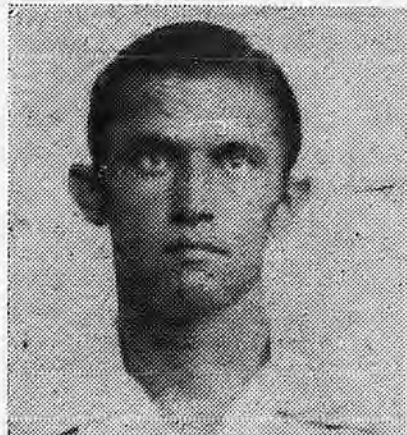
sailed during the war. Served as a volunteer organizer in the Isthmian fleet and with tanker companies now under contract to SIU. Served on the New York Isthmian Strike Committee. Participated in the 1941 Strike, Coos Bay and Shipyard beefs. In aiding the shipyard workers and telephone workers, he served on the Baltimore committees. Has held various appointive Union positions, and has served as Ship's Delegate many times.

FREDDIE STEWART—No. 4935



Was a volunteer organizer for the Union from the beginning. Participated in all major strikes and other actions of the Union. Led direct action to secure milk, provisions, and decent shipboard conditions. Was Stewards Patrolman in 1947, and Joint Patrolman, in Port of New York, in 1948. Assisted in drawing up agreements.

G. (Tex) SUIT—No. 6951



Has been a member of the SIU for eight years. Sailed SIU ships during the entire war. Participated in most of the major SIU beefs. Has served as Patrolman in the Ports of New York, Houston, Galveston and New Orleans.

JOHN WARD—No. 21311



Joined Towboat Division of SIU in 1938. Transferred to Deep Sea section in 1941. Has worked in various positions for the Union, mostly as organizer in New York and in the Gulf Area. Participated in the General Strike, anti-commie Longshore Beef, Coos Bay Beef, and Isthmian Strike. Organizer in the Cities Service fleet. Was elected Galveston Patrolman in 1947.

Deck Patrolman

(Two To Be Elected)

CARL (Red) GIBBS—No. 2341



Joined the Union at its inception. Has been active in all beefs, and has participated as an organizer, ship and shoreside, in the Isthmian campaign and Great Lakes drive. Strike clear record. Elected Joint Patrolman for 1948.

LOUIS GOFFIN—No. 4526



Transferred from AFL Seamen's Union in March, 1939. Participated in 1941 Bonus Beef, 1946 General Strike, and Isthmian Strike. Has been Patrolman and Agent in Philadelphia and Jacksonville, and Assistant Secretary-Treasurer of the Atlantic and Gulf District. Was elected Deck Patrolman in the Port of New York in 1947.

**E. (Skippy) GUSZCZYNSKY
No. 3100**



Has been going to sea since 1937. Joined SIU in 1938. Previous to that held book No. 21240 in AFL Seamen's Union. Has participated in many Union beefs and is strike clear.

Engine Patrolman

(Two To Be Elected)

JIMMIE DRAWDY—No. 28523



Joined the Union in 1943. Sailed actively during the war

until coming ashore to work as SIU official in the Port of New York. Was then sent to Wilmington, California, as East Coast Representative. When West Coast office closed, went back to sea until elected as Joint Patrolman for New York in 1946; and in 1947 was elected Engine Patrolman. Took part in 1946 General Strike, Coos Bay and Isthmian beefs.

JAMES PURCELL—No. 7802



Sailing since 1919, and has been a Union member since then. Joined SIU in 1942, and sailed actively during the war. Has participated in all strikes of the Union since joining. Served as Engine Patrolman in New York during 1946, 1947 and 1948.

**CHARLES SCOFIELD
No. 21535**



Joined SIU in 1941. Sailed all through the war. Served on Savannah Strike Committee during 1946 General Strike, and is strike clear for all strikes since joining Union. Elected Engine and Ship's Delegate on a number of SIU ships.

Stewards Patrolman

(Two To Be Elected)

RAY GONZALES—No. 174



Joined the SIU in 1940, transferring from the ILA Tugboat branch. Has participated in all strikes since date of joining. Sailed throughout the war as Chief Steward. Elected Stewards Patrolman in 1945 for the year 1946 and has been re-elected each year since. Has participated in negotiations on Stewards Department clauses of contracts. Was Area Commander in 1946 General Strike and Wall Street Strike. Chairman of Food and Housing Committee during Isthmian Strike.

ALLAN J. COBBS—No. 371

Charter member of the SIU, joining in 1938. Before that was a member of several other maritime unions. Has been sailing more than 20 years. Has served as Delegate on many SIU ships. Also has been a member of several Union committees and is strike clear for all SIU beefs.

HOWARD GUINIER—No. 478

Was Organizer for the SIU from 1938 to 1941. Represented the Union before the National Defense Mediation Board contract dispute in Washington, D.C., in 1941. Chairman Headquarters Branch Bonus Strike Committee, and Chairman New York Branch Food and Housing Committee during 1946 General Strike. Secured 3000 berths for members during the action. Stewards Patrolman 1946, 1947 and 1948.

PHILADELPHIA Agent

(One To Be Elected)

JAMES SHEEHAN—No. 306

Organized for the SIU in the Gulf Area during 1938 and 1939. Was elected to Union office in 1944 and has been reelected since. Elected Deck Patrolman in New York in 1947. Started sailing in 1924 and shipped as AB and Bosun since then. Has strike clearances for all strikes.

GUSTAV V. THOBE—No. 40164

(NO PICTURE SUBMITTED)

Has been a member of the SIU since 1944. Has taken part in all strikes and all other activities from that time on.

BALTIMORE Agent

(One To Be Elected)

MAX A. BECK—No. 937

Has been going to sea for fifteen years and joined the SIU when it was first organized. Was Organizer during Isthmian drive. Took active part in General Strike, Isthmian Strike, and before that was an active participant in the Bonus action and all other SIU beefs.

WILLIAM (Curly) RENTZ No. 26445

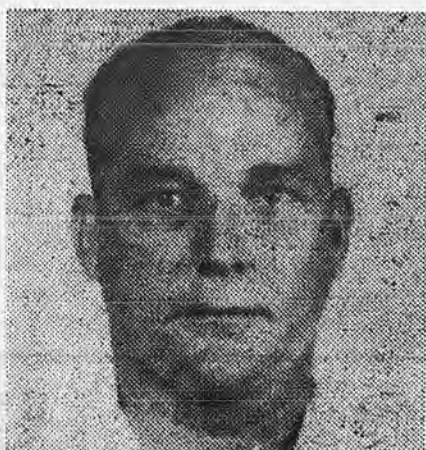
Helped organize the SIU in the Gulf in 1939. Was wounded five times and crippled. Went back to sea in 1942, after being laid up for more than two years. Active during Isthmian Drive and Isthmian Strike. Also directed activities for Port of Baltimore during General Strike. Elected Agent in Port of Baltimore in 1947. Has clear record for all SIU strikes.

Deck Patrolman

(One To Be Elected)

ELBERT HOGGE—No. 3168

Has been a member of the SIU since its inception, and has been active in all strikes that the Union has been involved in.

LEON (Blondie) JOHNSON No. 108

Became member of SIU in 1939. Took part in P&O Strike,

Bonus Strike, anti-commie Longshore beef. Was Agent in Port Arthur during General Strike. Has been Patrolman in New York, Norfolk, New Orleans, and Galveston. Was elected Patrolman in Galveston in 1947.

Engine Patrolman

(One To Be Elected)

WALTER SIEKMANN—No. 7086

Has been a member of the SIU for seven years. Has been elected Ship's Delegate many times and has served as temporary Patrolman. Was elected Agent in the Port of Boston for 1948. Participated in Isthmian Drive as shoreside Organizer. Served on Strike Committee for the 1946 Strike and the Isthmian Strike. Has been active in all SIU beefs since joining Union. Sailed actively throughout entire war in all areas.

Stewards Patrolman

(One To Be Elected)

BENNIE GONZALEZ—No. 125

Joined SIU in Port of Tampa, February 11, 1939. Active in organizing P&O line and in the P&O strike. Helped organize the Florida East Coast Car Ferry in 1940, and was one of those instrumental in forcing the company to observe the agreement reached. Active strike clearances for all strikes in which the SIU has been involved, including the 1946 General Strike, the 1947 Isthmian Strike and the 1948 Wall Street Strike. Dispatcher in Port of New York in 1946 and 1947. Patrolman, Port of New York, March 1948 to date.

SAN JUAN**Agent**

(One To Be Elected)

LEONARD CRADDOCK No. 25822

Joined SIU in 1943. Has taken active part in all Union strikes. Served as volunteer organizer in Isthmian and several tanker drives.

DAN BUTTS—No. 190

Has been a member of the SIU since November, 1938. Has been following the sea since 1924 as AB and Bosun. Active in all strikes since 1934. Was elected Port Agent five consecutive years and appointed one year. Sailed actively the last three years.

SALVADOR COLLS—No. 21085

During General Strike of 1946, was Area Commander in charge of Brooklyn. Helped organize tying up of Staten Island docks during the Coos Bay beef. In Puerto Rico, was active in the ILA strikes of 1947 and 1948. At present, is chairman of the Puerto Rico Maritime Trades Department, after helping amalgamate the UTM and UDEM into the ILA. Agent in Puerto Rico for past two years, during which time has been advisor to ILA and other unions during negotiations.

CHARLES B. MARTIN—No. 16

Has been active in the SIU since 1938. Started to sea in 1924, and sailed in all three Departments before 1936. Has shipped as AB, Bosun and officer in the Deck Department. From 1932 to 1938 worked in the Marine Department of the Oil Field Division of the Texas Oil Company. Served on Navy towboats from 1942 to 1943, when he was transferred to the Army Tug Division in the Port of San Juan, and remained there till early 1946. Relieved the Agent in San Juan for three weeks in 1946. Since that time has been sailing in the Deck Department.

NORFOLK**Agent**

(One To Be Elected)

BEN REES—No. 95

Joined SIU in Savannah in 1938. Sailed out of ports of Savannah, Norfolk and New York. Appointed Patrolman for Port of Norfolk in June 1945. Served until elected Joint Patrolman for that port for the year 1947. Re-elected Norfolk Joint Patrolman for 1948. Appointed Agent for Port of Norfolk in March 1948. In charge of stewpot and publicity for Norfolk Strike Committee in 1946 General Strike. Active for Strike Committee in Isthmian Strike, after being active in Isthmian organization campaign and other drives. Active in UFE strike.

SAVANNAH**Agent**

(One To Be Elected)

WILLIAM J. (Bill) BRANTLEY No. 111

Started to sea in 1935, at which time he joined the ISU, and later sailed under the AFL seamen. Was instrumental in organizing the present SIU. Acted as Engine and Ship's Delegate on nearly all of the ships he has sailed. Has been acting Agent or Patrolman in the Port of Savannah for a number of years. Is clear of all Strikes.

CHARLES STARLING—No. 6920

Was Patrolman in New York in 1944, in Baltimore in 1945-46, and was Agent in Miami the end of 1946 and the beginning of 1947. Was elected Savannah Agent in 1947 and 1948. Active in Isthmian campaign and other organizing drives. Strike clear.

Voting Period: November 1 To December 31

TAMPA Agent

(One To Be Elected)

RAY WHITE—No. 57



Transferred into SIU in 1938. Helped organize P&O. Was Patrolman in Port of New York for six months, and has served as Norfolk Agent for the last three years. Active in Isthmian Drive. Has clear record for all strikes. Reelected Norfolk Agent last year, subsequently transferred to serve as Headquarters Representative.

JOHN S. WILLIAMS
No. 7161

Started sailing in the SIU in March, 1941. Served as Dispatcher in Galveston and as Acting Agent in Corpus Christi during the year of 1946, and up to June of 1947.

MOBILE Agent

(One To Be Elected)

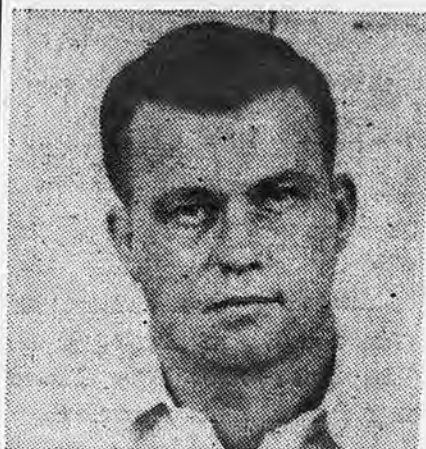
CAL TANNER—No. 44



Has been in the Union since its inception. Sailed actively during the war. Active in the Isthmian Drive, both as ship and shoreside Organizer. Elected Agent in the Port of Mobile for both 1947 and 1948. Participated in other organizing work. Was active in all Union beefs since joining. Strike clear.

Joint Patrolman (Two To Be Elected)

ROBERT A. JORDAN—No. 71



Has sailed since 1938, always in the Engine Department. Was appointed organizer for Isthmian ships and tugs in the Gulf area in September, 1945. Appointed Engine Patrolman in Port of Mobile in February 1946, and also acting as Dispatcher and organizer. Elected Engine Patrolman for the Port of Mobile for 1947 and re-elected for 1948. Has been active in all strikes, and is strike clear.

W. J. (Red) MORRIS—No. 264



Has sailed since 1939. In March 1945, was appointed Acting Agent in Port of Jacksonville. Was later assigned first to New York, then to Norfolk as Patrolman. Was also Acting Agent in Charleston until that Branch closed in February 1947. Went back to sea until appointed Patrolman in Port of Mobile on September 1, 1947. Was elected Deck Patrolman for Port of Mobile for 1948. Strike clear.

E. R. (Snuffy) SMITH—No. 20057



Joined SIU in June, 1941, and shipped steadily until May 1946, when he was appointed Joint Patrolman in Norfolk. Was elected Agent in Charleston for the year 1947. Was a Delegate to the International Convention from the Atlantic and Gulf District in 1947. When Charleston Branch was closed in April, 1947, was transferred to Savannah as Pa-

trolman. Remained at that post till March 1948, when he returned to sea.

GALVESTON Agent

(One To Be Elected)

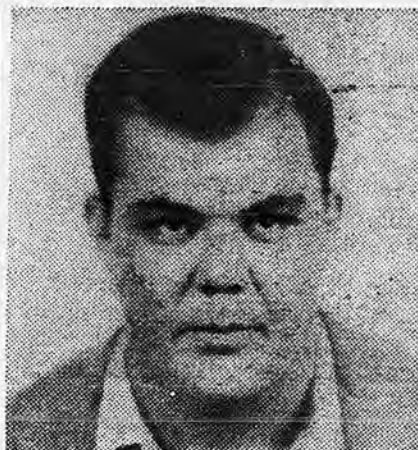
KEITH ALSOP—No. 7311



Has about 15 years of sea service and sailed through the war. Has been Port Agent in Charleston and Galveston. In addition, has been Patrolman in New York, New Orleans and Norfolk. Was on the General Strike Committee for Norfolk in 1946, and was chairman of the Isthmian Strike Committee for the Port of Galveston.

Joint Patrolman (One To Be Elected)

JEFF MORRISON—No. 34213



Was on Norfolk Strike Committee during 1946 General Strike. During MM&P strike was sent as strike advisor to MM&P. Was elected Joint Patrolman for Port of Mobile for 1947, and was elected Stewards Patrolman for same port for 1948. In September, 1948, was transferred to Galveston.

JACK KELLY—No. 10



Has been with the SIU since its inception. Served on the Strike Committee in the Port of Galveston during the 1946 General Strike. Has strike clearance for the Isthmian Strike. Was Dispatcher in the Port of Galveston over a period of four months in the early part of 1947.

JAMES DeVITO—No. 185



Member of Union since 1938. Has served Union in various capacities, both elective and appointive. Participated actively in all Union beefs, and was a member of the General Strike Committee in New York. Is strike clear.

RAY SWEENEY—No. 20



Joined SIU in November, 1938, in Mobile, and has taken part in

all strikes since the Union started. Has been Patrolman or Agent in various ports. During Wall Street Strike, while sailing on SS Seatrain New York, instigated the collecting of a 200-dollar donation which was turned in at Galveston and New York, to help defray cost of strike.

JAMES L. TUCKER—No. 2209



Has been going to sea since 1932, most of the time in the Deck Department. Acting Patrolman in Port of Norfolk from October 1943 through January 15, 1944, when he resigned to go back to sea. Appointed in June, 1944, to go to Charleston, S. C., to open Branch there. Later was assigned to Mobile to act as Agent. Was relieved by newly elected Agent in February, 1946, and went back to sea. Strike clear.

Credentials Committee Report On Qualifications

We, the undersigned Committee on Credentials, duly elected at the regular business meeting at the Branch of New York on October 6, 1948 have examined the credentials of the candidates for the election of the officers of the Seafarers International Union of North America, Atlantic and Gulf District, for the year of 1949, and submit the following report:

We recommend that the men who are qualified for office be placed on the ballot in alphabetical form under the offices for which they run, and that the ports, following the Headquarters Offices, beginning with Boston, be arranged on the ballot geographically as has been done in the past.

Letters of acceptance were submitted to the Credentials Committee by John Hunt, No. 6695; W. W. Reid, No. 35793, and J. E. McGuffy, No. 22, for the following offices respectively: Boston Joint Patrolman, Baltimore Stewards Patrolman, and Mobile Joint Patrolman. These men did not submit the necessary three years' sea-time, therefore, the letters are being filed in Headquarters Office and these men are thereby disqualified.

Inasmuch as Article XIII, Section 2, Subsection (e), in the Constitution states that a man must submit four months discharges for the current year, this Committee did not accept anything but certified discharges as proof of sea-time for the current year.

Sam B. Luttrell, 46568
J. Pacheco, 6889
L. Hillertz, 48392

F. Smith, 1039
J. Murphy, 6998
D. Mease, 100253

Every Member Should Cast His Vote



SHIPS' MINUTES AND NEWS

Seafarer Crew On Arizpa Rescues Trip From Foundered British Yacht

It was touch-and-go for three British businessmen-mariners in the English Channel one stormy day early last month until Waterman's SS Arizpa hove in sight, according to Seafarer Luis Ramirez, FWT, who related the story to the LOG this week following the ship's payoff in New York.

The Britishers were returning from Rotterdam in a small yacht of 40 feet or so, Ramirez says. They had sailed to the Netherlands to witness the coronation of Juliana as Queen of the Dutch.

They were on the way to Burnham-on-Crouch, England, when they ran into a heavy gale. The owner-captain was pitched from his bunk, injuring his eye so badly that he was unable to work. His two companions were at the end of their tether when the Arizpa came to the rescue. They were completely exhausted, having been unable to eat or sleep for nearly two days, and were ready to abandon ship, Ramirez says. The Arizpa's arrival made the process a little safer.

Bosun "Bud" Benson of the Arizpa sighted the yacht's distress signal at five o'clock in the afternoon. Immediately the freighter hove to, allowing the yacht to drift alongside.

FIRST AID

A ladder was put down and the three Englishmen came aboard, Bosun Benson handling the operation. All three were given cigarettes and food, and put to bed. The radio operator gave the captain such good first aid treatment for the injured eye and various cuts and bruises that by the time the Arizpa reached Hamburg he was up on his toes.

News of the rescue preceded the Arizpa to the German port. Possibly the Master radioed ahead, Ramirez says. At any rate, a United Press reporter was on the dock to greet the vessel.

Since the yacht, her name was the Araminta, was now a derelict, it can be presumed that the Arizpa's master also notified the Dutch authorities of the vessel's condition and position.

Ramirez says that the three Englishmen, notably the owner-captain, Mr. A. W. Stevens, expressed their heartfelt gratitude to everybody aboard the Arizpa for picking them up. It was, in fact, a pretty tough rescue since the seas were still heavy when the distress signal was spotted.

The Arizpa was en route to Hamburg from Saint John's, Newfoundland. She was about 18 hours short of Hamburg when she came upon the small craft.



Snapped as the British yachtsmen were taken aboard the Arizpa, picture shows the yacht captain bent with fatigue and suffering from the head injuries received when the ship pitched him about.

Patrolman Provides Taxi For Injured Deer



Pic shows Jimmy Sheehan, New York Deck Patrolman, giving an ASPCA attendant a hand in loading the injured doe into his Jeep station wagon.

Jimmy Sheehan, New York Deck Patrolman, gave the American Society for the Prevention of Cruelty to Animals a helping hand last week when he played ambulance driver to an injured deer he found on the Henry Hudson Highway in New York City's upper west side.

Brother Sheehan was wheeling along in his Jeep station wagon at 3 A. M. one morning recently when he spotted the injured doe lying in the road where it had been struck by a passing car. With the aid of other motorists he pulled the deer out of the stream of traffic and, from his Jeep's first aid kit, administered to the deer's flesh wounds.

The local police notified the ASPCA and a panel truck was

sent to pick up the deer. The society, however, didn't figure on the animal's size and the truck proved to be too small. Brother Sheehan then volunteered the use of his station wagon, and the doe was removed to the society's shelter.

HEADING FOR CITY

The presence of the deer in heavily populated Manhattan was explained by ASPCA authorities. They figure that the doe came down from thirty or forty

Homer Men Give NO Newsman Lowdown On Storms At Sea

The late summer bumper crop of hurricanes gave many Seafarers' crews hard times in navigating their ships along the Atlantic and Gulf coasts and gave rise to many stories of rugged seaman-

ship. In an attempt to get the seaman's slant on the heavy blows encountered, the "New Orleans Item" dispatched a reporter to the Waterman ship Winslow Homer when she tied up in that port recently after a coastwise run.

His interviews with the SIU men were given a big spread in a recent issue of the "Item" and were accompanied by pictures of some of the crewmen working about the ship.

An angle exploited by the Crescent City newsman was the fact that the Winslow Homer was named after the American artist famous for his paintings of the Atlantic Ocean, particularly of its storms.

The newsman quoted a critic, who once said: "Magnificent and

memorable are his epics of the Atlantic Ocean in its fury of storm. Homer rises to his best in the stress of the hurricane. Never, since art was born, did any painter tell such thrilling tales of the sea and of those who go down to the sea in ships."

Most of the crew on the Homer, when asked their comments on the recent blow they had encountered had little to say, but, instead, furnished the newsman with tales of bigger and better storms.

MILD BLOW

Crewmember Ernest Thompson told the Item reporter: "This Florida blow wasn't too bad—you might say it was mild. The wind was pretty high but we put out extra lines and stayed tied up securely in port. It was almost routine."

"I remember the hurricane of 1935," he said. "Our ship was caught at sea between Tampa and Key West. The waves knocked a piece of wreckage against the superstructure and first thing you know there was a big hole in it. The water began pouring in and we had to call out all hands to patch it up. We came through that one alright. I don't want any more like it. As I recall it, close to 700 people lost their lives in the storm."

Another Seafarer, George Cain, gave his version of the toughest blow he had met.

"That storm wasn't anything like the Florida hurricane. It came suddenly, lasted only a few minutes and was gone. But we had it while it blew. The oldtimers said the wind got up to 170 miles an hour. The storm opened up the seams on the fore'sle head and flooded the forepeak full up to the top. The deck cargo, including some heavy trucks, got knocked around quite a bit. We all stayed below decks. Anyone going out would have been swept away in a second."

PRAISE FOR CREW

Speaking of the hurricane the Homer rode out, the Skipper told the newsman that the vessel suffered little or no damage because of "the diligence of the crew."

In these words of praise the Skipper was echoing the words of Homer's critic, who, in describing Winslow Homer's subject,

"They are out-of-doors Americans, big, rough, sturdy and true-hearted men—the stuff out of which the nation is made. He (Homer) understands them as thoroughly as if he had made them. He shows them conquering the elements—heroic, modest, grand."

Quite a mouthful of praise to heap on the men who follow the sea, but no more than they deserve—at least as far as the men of the SIU are concerned.





This week THE LOG prints the pictures and union records of the candidates for A & G offices. Look them over—since you may know some by face rather than by name—and read their records before you vote. Remember—those elected will represent YOU for the next year, so be sure **YOU'RE SURE** BEFORE YOU VOTE!

CUT and RUN

By HANK

Brother "Red" Braunstein, writing from the SS Fort Bridger, which is operated by one of our newly-contracted tanker companies, says they're shuttling between Ras Tanura, Le Havre and Greece—and have so far sailed six months of their 18-month articles. "Bing" Miller, the 47th Street bar baritone, is expertly steering his Deck Delegate's job without beefs or arguments and Al Gordon is oiling everything as Engine Delegate. We wonder if Al's guitar is helping out his delegate's job a bit—besides giving Bing's songs that romantic Mediterranean feeling—with an Arabian wail added on now and then...Harold Slitts, the Electrician, isn't going to be playing checkers or watching the television on the third deck, nor will he be waiting for those slow moving ships. Last week he had the luck to grab a half way decent shoreside job for awhile.

Brother Darley Bodden is getting spliced November 6. Congratulations and a happy voyage, Darley... "Red" Campbell says he'll make another trip to Germany with a full load of potatoes, then go down to West Virginia for a small vacation. Red says you get 500 liras to the dollar in Trieste, and in Greece it's 10,000 drachmas to the dollar...Charlie "Carioca Red" Benway, the oldtimer says he's ready to turn to grabbing a job after being ashore for about two months. Charlie says you get three liras to the dollar in Turkey.

One Brother mentioned how he visited the American consul in Santos, Brazil, and found him reading the LOG. He also saw a few other issues of the LOG which he hadn't read. So he asked for them and the American consul gave them to him. If the American consuls in foreign ports keep reading the LOG they will not only understand the SIU but perhaps get around to take a more considerate and protective attitude towards the problems brought to the consuls by seamen.

Here are a few oldtimers who may still be anchored in town: G. Gjerseeth, P. Duffy, O. Guerro, D. E. Jessup, G. Fleming, J. J. Flynn, F. Cornier, B. Frazer, N. J. Moore, C. Strong, E. Brundage...Here are a few late sea novels you Brothers might want to have for that after-watch bunk-reading—The Running of the Tide by Esther Forbes, \$4.00, Houghton Mifflin Co....Fair Wind to Java by Garland Roark, \$3.00, Doubleday Co....Whale Hunt by Nelson Haley, \$4.50, Ives Washburn Co....Furthermore, there's a book called American Sea Songs and Chanteys published by W. W. Norton Co. for \$5.00, as well as an RCA Victor record album of Sea Songs and Chanteys sung by Leonard Warren.

The following Brothers will have the LOG sent free of cost every week to their homes: George Georgevich of Texas, John Crowley of Massachusetts, J. Montgomery of Louisiana, Howard Solie of Florida, Glen Oglesby of Florida, Wallace Thornhill of Florida, Louie Holliday of Mississippi, Cecil Burley of Michigan, Charles Bishop of Louisiana, Edgar Krotzer of Maryland, George Griswold of Minnesota...Brother Matt Fields had a beef with his suitcase—the gadgets weren't working right. His suitcase is one of those over-the-side type—acquired through some changee-for-change with bumboat-traveling Arabs. Matt isn't complaining because it's made of camel skin and cardboard. But he just hates to have dogs following the suitcase in hot weather.

Digested Minutes Of SIU Ship Meetings

MAIDEN CREEK, Sept. 5—Chairman Frank van Dusen; Recording Secretary, Steven Klier-erman. The minutes of the previous meeting were accepted. The Deck Delegate reported that the Mate persists in working on deck, and also that he disputes legitimate overtime. The Engine and Stewards Delegates reported disputed overtime also. Motion to ask the Patrolman to have the Mate pulled off before shipping another crew. Amended to inform the MM&P of the actions of the Chief Mate. Carried. Motion that no one sign off till all beefs are settled and that the repair list be ready for membership action at next meeting. Under Good and Welfare there was discussion on the cigarettes, slop-chest prices draws, and the charging for medical treatment by the Captain. Also the cleanliness of quarters, use of PO mess-room, and repairs needed in Deck and Engine Department heads and showers. Minute of silence for departed Brothers.



STEEL ADMIRAL, Sept. 6—Chairman William Scudder Jr.; Recording Secretary C. McMullen. The Delegate's reports were accepted. Brother Don J. Durr was elected Ship's Delegate. Discussion under Good and Welfare covered cleanliness of ship, and repairs. One minute of silence for departed Brothers.

TELFAIR STOCKTON, Sept. 5—Chairman Charlie L. Moats; Recording Secretary Herman Lerag. The previous minutes were accepted and the Delegates reported all in order. Motion carried under New Business to exonerate the few performers who had been warned at the previous meeting, as they had behaved since then. The meeting went into Good and Welfare where Brother Dodge suggested that the crew stay out of the galley. Discussion included the sougeeing of the messhalls, turning in of repair lists to the Delegates, and lining up of beefs with the Delegates so that they could have them ready for the Patrolman. Men were again warned to turn to sober in port, and not to loiter in gin mills during working hours. A vote of confidence was given to the Stewards Department. One minute of silence for Brothers lost at sea.



CITY OF ALMA, Sept. 5—Chairman L. R. Walter; Recording Secretary P. York. The Deck Delegate reported some overtime in dispute. W. Brown moved that men desiring to prefer charges against another Brother, do so at the meeting. Carried. Under Good and Welfare, E. O. Moore asked that the Deck Delegate speak to the Bosun about working over the side at sea. G. Kalleel said that the Mate had okayed painting decks. H. McCarty suggested that Brothers donate to the new Seamen's Bethel in Mobile, and that their names be sent in to the LOG. Brother Hollowman suggested that the ship be fumigated and that new mattresses and pillows



be supplied. J. Prusell suggested that the Galleys be painted. V. Henley suggested that the Deck Engineer be moved to quarters aft. Brother Johnson asked that repair lists be turned in to the Department Delegates. One minute of silence for departed Brothers.

MARINE STAR, Sept. 5—Chairman Max Beck; Recording Secretary W. Simmons. The ship's treasurer reported fine money on hand. The Deck Delegate reported minor beefs, and the Engine and Steward Delegates reported overtime disputed. Motions carried for the Delegates to make up repairs lists, for everyone to be sober at the pay-off, and for no one to sign off until all beefs had been settled. Motion to have all scuppers and traps checked. Motion that tablecloths instead of bed spreads be used in the messhall. Under Education talks were made by two old members on the importance of living up to our agreement with the shipping companies. One minute of silence for Brothers lost at sea.



ROBIN KIRK, Sept. 2—Chairman Carl S. Cooper; Recording Secretary Ed. B. Carlson. Previous minutes were read, and it was noted that the job of lowering the scrub bench in the laundry had not been done. The Ship's Delegate reported that 55 pounds had been donated by the crew to the cab driver who was stabbed in Capetown. One man jumped ship in Capetown. Motion made to draw up repair list and present it to the next meeting. Motion carried for Delegates to list book numbers of members with the amount of dues they intend to pay, and turn it over to the Patrolman at the payoff. Under Good and Welfare it was decided to report a man who had performed during the trip to the Patrolman with the recommendation that his book be taken up. It was decided to write a report of a Brother's action in Capetown and be sent to Headquarters, with the request that he be barred from the Union as a man dangerous to his Union Brothers. One minute of silence for departed Brothers.

FLORIDA, Sept. 1—Chairman Roland Rae; Recording Secretary A. Suarez. The Deck Delegate Martin Bodden reported all okay except that the water cooler in the sailor's foc'sle was out of order. The Steward's Delegate, Manuel Lopez Ferreiro, reported that several minor beefs had been straightened out. The Ship's Delegate, Major Costello, re-

ported that nothing has been heard from Headquarters concerning the signing of a new working agreement with the P&O SS Co., but he will check with the Secretary-Treasurer immediately on this, as the present contract is up and the ship is behind other SIU ships on pay rises now. Motion to send a letter to the Negotiating Committee asking about new contract. Carried. One minute of silence for Brothers lost at sea.

EMILIA, Sept. 2—Chairman J. F. Thomas; Recording Secretary J. H. Newton. The meeting went into Good and Welfare where it was decided to post the menu on the blackboard. Men making coffee were requested to wash out the urn and coffee bag. Chips pointed out that many members complained about the food on deck but did not bring their complaints to the meeting. The Steward asked the crew to speak up in the meeting if they had complaints. One minute of silence for Brothers lost at sea.



ALCOA PURITAN, Sept. 5—Chairman O. Stevens; Recording Secretary C. Stringfellow. Previous minutes were read and accepted. Under New Business Blackie Huller was elected Engine Delegate. Under Good and Welfare it was asked that a book rack be built in the crew's mess-room. A suggestion was made that the door to the Engine Room on the starboard side be kept clear of linen in case of emergency. One minute of silence for Brothers lost at sea.

STEEL FLYER, Sept. 5—Chairman, John J. Dugina; Recording Secretary Robert Heilig. The Steward and Engine Delegates reported disputed overtime. Walter Elms was elected Ship's Delegate under New Business. Discussion under Good and Welfare included the dividing of Second Cook's wages, submitting overtime for shift of ship on Saturday, sougeeing messhall, increasing the slopchest, and having things ready for the Patrolman. One minute of silence for Brothers lost at sea.



PONCE DE LEON, Sept. 5—Chairman Hanson; Recording Secretary M. C. Gaddy. Motion by R. Campbell, Seconded by J. Ponson that a Ship's Delegate be elected. B. F. Grice, Chief Cook, was nominated by Johnson and seconded by H. Thornton, and elected by acclamation. The Department Delegates reported all dues and assessments paid and everything in order. Under Education, SIU literature was passed out, and Brother Hanson gave a short talk on policy and the advantages of being an SIU member. Under Good and Welfare, a vote of thanks was given the Stewards Department. It was decided that the Deck Department would clean the laundry; Engine Department, the slop sink; Stewards Department, the recreation room throughout the trip. One minute of silence for departed Brothers.

THE MEMBERSHIP SPEAKS



Finds Oldtimers Returning To PR As Cold Winds Blow

To the Editor:

Well, here I am back in Puerto Rico again. I went to the Hall to register, first thing; and my first impression was that the MV Ponce had sunk, for all of her Deck Gang were hanging around the Hall. Among them were Bill Thompson, the Florida Yankee, Walter Larson, Johnny Dean, Joe Henault; and from the Engine Department, the Latin from Manhattan, Johnny Sullivan.

It sure feels good to be back on the beach—especially when I think of the cold, cruel winds up north. There is a fine gang on the beach now, which goes for both the newcomers and the oldtimers. Red Morgan piled off the Elizabeth, Whitey Anderson off the Monarch Of The Seas, and Brother Price off the Morning Light.

As usual, we beachcombers are getting our rice and beans out of the shoregang. When a Bull Line scow pulls in they call the Hall right away, and most of the boys pick the jobs up first thing.

And speaking of oldtimers, we are all wondering what happened to Red Davis. Red was here for so many years that we all miss seeing his bald head around since he has flown to California with his family. Where are you Red? If you see this, drop us all a postcard at the Hall.

SET-UP CHANGED

We have a new set-up here in the Hall now. Our Dispatcher, Ralph V. Ortiz, left for New York on the Elizabeth the other day, and Tony Viera is filling his shoes, and doing a good job. Homer "Red" Spurlock has set down to the clerk's job. Spurlock is too lazy to work, so this should be right up his alley! Of course, if we put the whip to him, he may get around to sending in a few more drawings.

Juan "Tito" Sanchez, the Chief Cook off the Ponce, is around looking fit as a fiddle.

Things have sure been quiet the last couple of nights on the skidrow. So quiet, in fact, that when Obie, that famous bartender in the Texas Bar, rang the cash-register along about ten o'clock, two of the beachcombers jumped up, and started to square away!

Incidentally, speaking of nothing, Charlie "Hardrock" Hawley, has a fat pack of letters down here. Why doesn't he take the bull by the horns and come back here to collect them?

One Brother, whom my poor heart bleeds for, is Ward "Knot-head" Howieson. He stayed on the Ponce when most of the old gang paid off. They say he almost cried when the suitcase parade got under way. I understand that in order to hide his grief, he yelled most derisive remarks at them as they left. So poor "Knothead" is, at this writing, still forlornly aboard the ship.

By the way, Johnny Sullivan is taking to the beach like a duck to water. No matter what bar you find him in, he'll talk job, job, job — especially after

the Hall is closed! No one has stolen his shoes yet, but he's still new here. He and Bill Thompson just left the Hall this minute. Bill said he'd treat Johnny to a "soup-sandwich," and Johnny took him up on it. It seems Bill was drowning his sorrows last night over the fate of Brother Howieson, and wasn't thinking too clearly so early in the morning.

That's all for now. I just wanted to bring everybody up to date on sunny San Juan and the Brothers down here. We're looking for good shipping this winter, and plenty of shoregang work. With Salvador Colls, the Agent, cracking down on performers, you've got to do your job in the old SIU style, and that's the way it should be.

Keep her within an inch of the lubberline, and steady as she goes!

"Woody" Lockwood
San Juan, Puerto Rico

PASSING AN HOUR IN ST. THOMAS' "PAPER DOLL"



One of the regular stops in the Alcoa Patriot's itinerary is St. Thomas. Here crewmembers sip their beer and cool off in a local ginmill, the "Paper Doll." Left to right the boys are identified as Bosun, Fernandez, Charlie and Buffay. In the foreground is Louis. Since the visit by the Patriot men, the "Paper Doll" has gone out of business—no connection, however.

Pop Martin Mourns Of Many Problems That Face Poets

To the Editor:

The "palpitating poet" again writes to annoy you. I don't know what you have of mine on hand, but as I wrote previously, any that you are not going to use, please send back to me and I will take a whirl at re-writing.

I sent a couple of jingles this week to the West Coast Sailor, as once in a while they print something from seamen or their wives.

I have never met the Editor which is one hell of a relation-

first thing I know I'll be charged space rates.

Well, this letter is mainly to ask you to send back any poems that you are not going to use. I will see if I can give them a shine and a new neck-tie to make them more presentable.

I'm afraid that if the SUP lockout continues much longer I may have to live on my income from poetry. If so, won't I have a time?

James (Pop) Martin

Warns Brothers: 'Big Eddie' Is Feed Bagging

To the Editor:

Attention, SIU lucky ones. Special mention for the Brothers who have found Big-Eddie easy picking. The Clipper has hauled lots and lots of dogs and dumb passengers. But imagine our surprise and Eddie's smile when a race horse was hauled aboard at Curacao for Trinidad.

The going is rough from here on to get Eddie's dough. Daily he is to be found feeding the nag and, with his usual congenial smile, admits the horse only ran third in the big race at Curacao.

Why this long sea trip for such a horse? Eddie does not plan a sure clean-up though.

Corsair, Cavalier, Seafarers who know Eddie—beware! He is up to his old tricks on us.

He is one swell guy, but not one of us on the Clipper have been able to get the name of Eddie's horse. What a pal our Ship's Delegate turned out to be!

Oscar



ship between a "poet" and his publisher. I once called you up, but you weren't in. Twice I started up to see you, but stopped for a shot in the bar down below, and the Doorman smelled it and said, "You've been drinking, Pop."

"Just had one," I said.
"Well, ya can't go up."

Now who the hell is Pop to argue, St. Anthony, no doubt, or one might take on Thomas Aquinas, but not the Doorman, so I went away.

NO ROYALTIES

I have learned that "poetry doesn't pay." Novels and plays, yes. But most poetry — good poetry — has been published at the expense of the writer. Now Pop is being a sucker to be giving you ideas like that. The



In tune to a snappy latin number, Brother Fernandez demonstrates his own version of the rhumba. It looks like his partner has her own idea as to how it's done.

Happy Crew Promises Sweet Payoff

To the Editor:

Here goes our two cent's worth concerning our voyage and conditions on this Waterman scow, the Governor Graves, that is making the cereal run to Germany.

First of all, we want to wholeheartedly endorse the Skipper, Captain "Pete" Patronas of Mobile as A-I. (This is not the draft board speaking.) Both the Captain and Chief Mate Slim Walker are regular oldtimers, having come up from the foc'sle, and both hold retired SIU books. The other Mates and Engineers receive our okay, too. So that makes the whole bunch topside a real group of regular Joes!

The crew as a whole is a credit to the SIU and all seamen. Trips and crews like this one make shipping and conditions worth fighting for and maintaining. In-

cidentally we have 24 full books out of 28 in the crew. All we expect the Patrolman to do is to give us a big hello, some LOGS and collect our dues.

We crewed up in Baltimore August 31, and expect to hit New York October 12th.

PLENTY CHOPS

As for the food, there seems to be plenty of steaks and chops. The Steward, Cooks, and Baker, as well as the rest of the Department, all work together and put out first-rate meals with salads and drinks twice a day. The whole Department is to be commended for its services. It might be added that any and all birthdays are topped off with a personalized cake from the Baker and a song from the Chief Cook.

The Crew
SS Governor Graves
October 5

DEL NORTE STEWARDS IN THEIR WORKING CLOTHES



Some of the Del Norte Stewards line up for the Radio Operator's camera. Left to right: R. Martinez, Deck Steward; Francis Fletschinger, BR; Earl Vanney, BR; Ray Flynn, Chief Pantryman; Gene French, Chief Purser; Bill Kaiser, Chief Steward; Paul Santos, Utility; Felix Amora, Waiter; Pete Garza, BR; Bill Murphy, Bartender; John Smith, BR. Occasion was Captain's "Farewell Dinner" in June.

'The Voice Of The Sea'

By SALTY DICK

William "Bill" Champlin, author of "Why Bosun's Get Grey," has done a good job writing about the Bosun's duties, etc., but now it's time for some fun.

Let's go back to 1943. The war was on and the torpedoes were at their worst. We sailed on the SS City of St. Louis, heading for South America. This story is about Bill, then known as "Pappy."

Our friend, "Pappy," was then an AB and he would always tell us yarns about the sea. He was really an oldtimer and we youngsters would listen to him. He even told us about the time he went to school with General Eisenhower.

On this voyage, the Bosun (not "Pappy") had made some homebrew, and all the gang was invited for a drink. About an hour later, things began to pop. Someone dared "Pappy" to jump overboard—and he did.

It was a good thing the ship was anchored, and a heaving line was near by. He was rescued and the first thing he said was "Who pushed me overboard?"

Now we will continue our story in a very small village called Tutoya, Brazil. Of all the places I've seen, this hamlet seemed the most primitive.

We all went ashore and someone suggested a chicken dinner. Not having any restaurants there, we decided to send someone out hunting. "Pappy" was the lucky one chosen. (Study the cartoon.)

The rest of the crew waited for his return. The stew-pot was boiling and the boys were as hungry as wolves. Then you know what took place! So the

boys had to compromise and send a couple over the fence. Some coconuts were gathered up and they had a little feast. Now the boys—or wolves—were ready for something else.

While all this had been taking place, I was at a shack resting in a hammock, while a beautiful senorita was fanning me. Outside I heard a commotion, so I went to investigate. Yes, it was the boys, and I invited them in. My gal asked other girls to come too, and we had a swell time.

All the boys chipped in and we gave the girls some money to buy groceries. So we got our chicken dinner after all—though bought with our own money. Then we danced and had a good time.

I believe we had a better time there than any other place. Anyway, we certainly hated to see the ship leave, but we were sailors, and our next port of call was calling.

At that time, I wasn't called "Salty Dick," so I presume "Pappy" is wondering who I am.

The best of luck to our friend, Bill! To me he'll always be "Pappy."

(Note: I'm still wondering

what ingredients the Bosun used in the home-brew. It certainly took effect fast, and the first one to feel it was our dear friend, "Pappy!")

Bernstein SS Co. is still trying to get a couple of lines for the European run. The future looks good for the SIU... The SUP men shouldn't get sore at us for taking them off SIU ships. They, themselves passed the ruling first. Bear in mind, there's no friction between us... Felix Cailouet, in order to go home, has to paddle his way through the swamp. He's a Cajun, first class—Louisiana hillbilly... New Orleans is now accepting donations for a movie projection machine. I'm sure you can drop a dollar or more.

What a difference: In Saint Thomas a bottle of Creme de Minthe costs \$1.89, and the same bottle in New Orleans costs \$8.29... Don't forget to make out your income tax returns every year. You can save money by doing this... The question now seems to be: Can you trust your husband in a foreign port? Ladies, you know your man, so you be the judge!



Roy Pouraicaux, Salty Dick's illustrator, labelled this one "Stewed Chicken A La Champlin."

Membership Voices Opinions On SIU Transportation Rule

(Ed. Note: The following letters discuss the SIU transportation rule recently put into effect on all ships. The agreement provides that only men who get off a ship will be entitled to transportation money, but it is a membership adopted rule that provides that all must get off and take their transportation money.)

The LOG welcomes additional comment from the membership on the transportation rule. After full discussion of the subject action will be taken along the lines desired by the membership.)

SAYS IT'S GIVE AND TAKE

To the Editor:

There are two ways to look at the transportation ruling whereby a man getting transportation must get off of the ship. First, there is the viewpoint of the guy on the ship who has a job and wants to make another trip. And second, there is the viewpoint of the man on the beach who is probably pretty broke, and who has been sweating out the job calls while ships occasionally come in; payoff and sign on, without taking too many replacements.

Not many seamen sail steadily the year around without changing ships now and then and taking a rest in between. However, I know that it is pretty disappointing to get set on a good ship, and feel like making another run to save up a little dough, and then find that you have to get off.

But the fact remains that the man on the ship does have a payoff and — though there are exceptions—it is usually enough to carry him for a while. On top of that he has his transportation money. In most every case, he is certainly in better shape than the man on the beach who is waiting to take his place when he piles off.

So purely from the standpoint

of fairness, it seems to me that the least we can do, as Union Brothers, when times are tough, is to share the load and try to even things up a bit. A fellow who homesteads a ship in these times is a good deal like one of a group who have pooled their money to buy a few drinks, and then orders scotch while the rest of the guys are drinking beer.

But there is another consideration than that of individual fairness. There is the fact that the Union has fought for and gotten the transportation clauses in our contracts on the basis that the company owes a man the cost of his transportation back to his home port when the ship's articles are terminated in another part of the country.

When men take this money and then stay on the ship, they are admitting that they do not really need the money for transportation. This undermines the Union's position in bargaining for this clause—which in the end means many thousands of dollars for the membership as a whole.

So it looks to me that from any Union standpoint there is no choice but to protect our contracts, give our Brothers a break, take our transportation dough, and pile off.

Pete Roach

CALLS RULE UNFAIR

To the Editor:

In the LOG for October 8th, I read with interest the two letters concerning the transportation clarification in our recent agreement, and wish to say that I heartily agree with these men.

I also feel that a man should be able to stay aboard a vessel should he so desire, since a man so often is in debt when he gets a ship and cannot possibly pay up and live, if he is pulled off within six or eight weeks.

Job security is one of our fundamental principles of Unionism, and there cannot possibly be security until the clarification is amended to allow a man at least ninety days on a vessel.

Everyone knows that we must use the trial and error method of getting these little things straightened out. A thing might look good on paper but in practice will not prove practicable.

I wish to thank our negotiating committee for a splendid contract and do not wish to leave the impression that I am not in agreement with them, but this is one exception.

I feel that this could be changed very easily, and should be changed; for to do so would not violate the body of the agreement. This matter is merely a clarification which somehow doesn't seem to be right. A man should have his right to make a decent living.

NO AGREEMENT

I have been on the beach here in New Orleans for three weeks, and have not seen one copy of

the agreement in the Hall, consequently there is hardly anyone who knows that this is part of our agreement.

It is the consensus of opinion in this port, among the membership that I have contacted, that we should write in and voice our opinion in this matter, and it is suggested that this is the most unpopular clause in our new contract.

C. H. Cummings

CREW OPPOSED

To the Editor:

We, the undersigned members of the SS Governor Graves, do hereby strongly oppose the new amendment to the transportation rider in our present agreement, which requires all members to accept transportation and get off the ship, regardless of the length of the trip.

29 Crewmembers

Notice To Crews

No. SIU Crew is to pay off any ship until the crew's quarters and equipment are as clean as any Seafarer likes to find a ship when he first goes aboard. Patrolmen have been instructed that the crew's quarters must be absolutely clean before a payoff will be allowed. Please cooperate with your officials in carrying out this membership order.

On Performers

The membership has gone on record to prefer charges against all gashounds and performers as well as the men who willfully destroy or steal ships gear. The SIU has no place for men who ruin the good conditions the Union wins for them. Take action in shipboard meetings against men guilty of these things.

NOTICE

Will survivors of the Alcoa Pilgrim, which went down in the Caribbean Sea, May 28, 1942, kindly write me. I am the mother of the Bosun, Carl A. "Blackie" Bennett. Alice M. Knowlton, 3706-0½ Galveston, Texas.

~ ~ ~

JOHN KOTULA

Please contact Hazel Kincer, in care of Edward Krosch, Rt. 2, Rural Retreat, Virginia.

~ ~ ~

JAMES CANTWELL

Your discharges have been found and are being held for you in the 4th Floor baggage room, New York Hall, 51 Beaver Street.

~ ~ ~

Paychecks have been held for over a year in the fourth floor mail room of the New York Hall, 51 Beaver Street. They are now being returned and can be obtained by contacting the company offices. Don Dalligan, Robert A. Statham, Peter Venizalos (South Atlantic SS Co.); Adam Llewellyn (Waterman SS Corp.); Gilbert E. Muirhead, and Charles N. Harding (American Pacific SS Corp.); Johannes Hals (Pacific Tankers); and Charles W. Cotton (Delta Line).

SIU HALLS

SIU, A&G District

BALTIMORE 14 North Gay St.
William Rentz, Agent Mulberry 4540
BOSTON 278 State St.
E. B. Tilley, Agent Richmond 2-0140
Dispatcher Richmond 2-0141
GALVESTON 308½—23rd St.
Keith Alsop, Agent Phone 2-8448
MOBILE 1 South Lawrence St.
Cal Tanner, Agent Phone 2-1754
NEW ORLEANS 523 Bienville St.
E. Sheppard, Agent Magnolia 6112-6113
NEW YORK 51 Beaver St.
Joe Algina, Agent Hanover 2-2784
NORFOLK 127-129 Bank St.
Ben Rees, Agent Phone 4-1083
PHILADELPHIA 614-16 No. 13th St.
Lloyd Gardner, Agent Poplar 5-1217
SAN FRANCISCO 85 Third St.
Steve Cardullo, Agent Douglas 2-5475
SAN JUAN, P.R. 252 Ponce de Leon
Sal Colla, Agent San Juan 2-5986
SAVANNAH 2 Abercorn
Charles Starling, Agent Phone 3-1728
TAMPA 1809-1811 N. Franklin St.
R. H. Hall, Agent Phone M-1323
HEADQUARTERS 51 Beaver St., N.Y.C.
Hanover 2-2784

SECRETARY-TREASURER

Paul Hall

DIRECTOR OF ORGANIZATION

Lindsey Williams

ASSIST. SECRETARY-TREASURERS

Robert Matthews

J. P. Shuler

Joseph Volpian

SUP

HONOLULU 16 Merchant St.
Phone 5-8777
PORTLAND 111 W. Burnside St.
Beacon 4336
RICHMOND, Calif. 257 5th St.
Phone 2599
SAN FRANCISCO 59 Clay St.
Douglas 2-8363
SEATTLE 86 Seneca St.
Main 0290
WILMINGTON 440 Avalon Blvd.
Terminal 4-3131

Gt. Lakes District

BUFFALO 10 Exchange St.
Cleveland 7391
CHICAGO, Ill. 3261 East 92nd St.
Phone: Essex 2410
CLEVELAND 2602 Carroll St.
Main 0147
DETROIT 1038 Third St.
Cadillac 6857
DULUTH 531 W. Michigan St.
Melrose 4110
TOLEDO 615 Summit St.
Garfield 2112

Canadian District

MONTREAL 1227 Phillips Square
VICTORIA, B.C. 602 Boughton St.
Empire 4531
VANCOUVER 565 Hamilton St.
Pacific 7824

The books of the following men are being held for them at the Mobile Branch.

Robert Beale, 49926, Henry Barber, 34709; R. S. Bright, 172-G; Theodore Bratsos, 50535; Einstein Edward Battle, 39076; Aime Belanger, 45895; Orval Burke, 27587.

Herbert G. Capps, 49508; Frank Coggins, 205-G.

Leroy Davidson, 44517; Michael Daravich, 44485; Leon F. Davis, 28870.

David E. Edwards, 24758; John H. Edlund, 50449.

Raymond Ferreira, 117-G.

Murray Grady, 50873; James H. Grady, Jr., 33275; Earl C. Gilbert, 37495; James De Witt Guy, 14-G.

Dewey D. Howard, 22289.

Eddie M. Jones, 45281; Bjarne Jensen, 100981; Lewis Jackson, 47176.

Fred W. Keenan, 40657.

Lawrence McInnes, 44311; J. A. McDuffie, 46096; T. L. McBrayer, 24568.

William Gray Moore, 37604; Robert W. Morris, 23427; Samuel J. Martin, 39763; John Paul Morris, 34305.

T. T. Nichols, 37899.

Andrew L. Oliver, 39198; James J. Ohare, 35489; James L. Osborn, 24274.

Lewis E. Pope, 46070.

Albert Richards, 94-G.

William N. Satchfield, 22875; L. N. Strickland, 47138; Alex E. Sullivan, 24280; Walter Charles Sweetser, 123-G; Frank M. Schell, 34780; Conrad D. Shirley, 36227; Frank Stokes, 25905; J. C. Stennett, 45515; Herbert L. Smith, 31919.

John R. Williams, 31628; James O. Wentzell, Jr., 34711; Deward C. Wilson, 49820.

John William York, 45742.

Crewmembers who were on board the following M/V ocean tugs during the time they salvaged the vessels listed below, are urged to get in touch with Abe Rapaport at the offices of Benjamin B. Sterling, 42 Broadway, Room 1711, New York 4, New York:

M/V Great Issac

On February 3, 1947, when the SS Virginian (being towed to Brunswick, Georgia) broke away from the Great Issac.

M/V Farallon

When the SS W. C. Latta was salvaged and towed to Hampton Roads after the Latta ran out of fuel.

M/V Farallon

At the time of the salvaging of the Panamanian flag ship SS Ionian Leader, March 15, 1947. The Ionian Leader was towed into Norfolk.

M/V Great Issac

From March 18 to April 2, 1947, when the SS John Dickinson was being salvaged.

M/V Point Vincente

When leaving Ponte Delgada, Azores, May 14, 1947, salvaging the SS Kern Hills.

M/V Trinidad Head

When she took over the tow from the M/V Point Vincente on July 9, 1947, and towed the SS Kern Hills into New York on July 14, 1947.

M/V Trinidad Head

Salvaging the SS Sinclair Opaline, which ran aground at the mouth of Cape Fear River, January 8, 1948.



NEW YORK

INDIVIDUAL DONATIONS

J. L. White, \$5.00; J. R. Brown, \$5.00; C. Sexton, \$3.00; F. E. Durnin, \$1.00; C. Szakacs, \$5.00; C. Kewitt, \$1.00; W. Pryzloski, \$1.00; R. L. McCannon, \$1.00; E. F. Paul, \$1.00; R. Dillon, \$20.00; John R. Murphy, \$2.00; A. MacDonald, \$5.00; Jack E. Kelly, \$5.00.

Curtis F. Aycock, \$5.00; Joseph T. Vaughn, \$5.00; Paul J. Corrington, \$5.00; A. J. Camera, \$2.00; V. L. Meyers, \$1.00; E. B. Goosley, \$25.00; A. Goldsmith, \$1.00; Martin J. Pyke, \$5.00; George D. Hay, \$5.00; A. C. Sankevitt, \$1.00; W. S. Roberts, \$1.00; I. Trelford, \$1.00; Lionel C. Barnes, \$5.00; Gerald DeMeo, \$5.00; Ivan Trelford, \$5.00.

SS SWEETWATER

J. Dubrowky, \$5.00; R. Kleissle, \$3.00; J. C. Constant, \$5.00; P. Mous-

MONEY DUE

SS JOHN HANSON

Following men have money due which can be collected at White Range SS Co., 21 West Street, New York City:

Melvin C. Foster, \$20.13; William P. Hopkins, \$13.33; Arthur Piebals, \$27.88; Roy R. Richardson, \$10.39; Forrest G. Hayes, \$4.71; Harry C. Peeler, \$23.69; Preben F. Jensen, \$7.56.

~ ~ ~

MARQUETTE VICTORY (Voyage 6-B)

The following men have vouchers awaiting them in the Accounting Department of the Isthmian SS Co., New York City, for disputed overtime.

Herbert E. Grant, \$2.67; John B. Gunter, \$5.35; James C. Mog-nusson, \$4.46; Edward H. Sluzewski, \$8.57; Richard R. Adamson, \$17.81; Steve W. Cox, \$4.45; Alfred W. Daines, Jr., \$3.34; Carl E. Seale, \$14.48; Melvin Mason, \$14.48; Roy H. Ingram, \$4.20; George E. Pickles, \$4.45; Wilbus L. Fowler, \$3.56; Jerker T. Nils-son, \$4.20; Peteris Ozolos, \$1.05; Albert Freund, \$3.56; Jesus Alto, \$6.30; Carl V. Silvers, \$22.25; Michael Cooper, \$7.13; Charles A. Disposto, \$6.24.

~ ~ ~

The following men have money awaiting them at the office of the Isthmian SS Co., 71 Broadway, New York City.

J. Keller, \$12.02; E. Sanders, \$8.90; Ciafaglione, \$2.22; Drest-line, \$3.11; Evancheck, \$1.78; Mancke, \$6.24; J. Mazzocchi, 1 hour.

~ ~ ~

The following crewmembers have pay vouchers at the New Orleans Office of the Isthmian SS Company. The vouchers will be held at New Orleans until Oct. 20, 1948 and, if not called for by that time, will be forwarded to the New York office, 71 Broadway.

SS William H. Allen (Voyage 12)

Chilinski, Tadeusz, \$17.23; Sol-vaag, Olaav, \$9.54; Hovde, Sverre, \$11.13; Edwards, Walter R., \$15.37; Zubovich, Steven, \$12.19; Davis, Brice T., \$12.72; Craig, Robert S., \$11.13; Lonski, Gerald L., \$10.07; Rumion, Albert Jr., \$9.54; Landry, Hubert A., \$83.48; Morgan, Frank P., \$5.30; Robker, Robert C., \$3.18; Bunker, William W., \$4.24; Beall, Douglas H., \$7.95; Morris, George J., \$12.72; Basch, Joseph, William Jr., \$2.12; Reskovac, \$19.08; Hong, Tom, \$66.78.

Personals

JOSEPH CALLISTO

Brother Arsenault left four-teen dollars for you with Pa-trolman Bennie Gonzalez. You can get it any time by seeing Gonzalez on the sixth floor, New York Hall.

~ ~ ~

WILLIAM GOODEN

Your mother is anxious to hear from you.

~ ~ ~

FRANK JOSEPH RYAN

Get in touch with Francis T. Maguire, attorney, 66 Court Street, Brooklyn, N. Y., regarding settlement of an estate.

~ ~ ~

AIMER HOGLUND

Get in touch with M. Mattson, 749 — 53 Street, Brooklyn 20, N. Y. He has mail for you.

~ ~ ~

STEVE MCCOY

Get in touch with Leonard Feldblum. His address: 1864 West 6th Street, Brooklyn 23, New York. He says the matter is urgent.

~ ~ ~

STANDISH WADDELL

Contact R. D. Wright, 636-11th Avenue, New York City, as he is anxious to hear from you.

~ ~ ~

C. B. SAWYER

Contact your mother at De Paul Hospital in Norfolk. She is critically ill.

~ ~ ~

D. A. COCHRAN

Get in touch with Jack Richards, 213 E. Terr., Kansas City, Mo.

~ ~ ~

RUDOLPH HARYASZ

Your mother requests that you get in touch with her at 50 Penn Street, Kingston, Pa.

~ ~ ~

TOM TOUHY

Please send Robert Danny Kennedy his camera in care of the Boston Hall, and let him know what you did with Yet-man's gear off the Governor Graves.

IN MEMORIAM

Anthony Greene, a Seafarer for more than eight years, who passed away in Le Havre, France, Oct. 22, 1947, while a crewman aboard an SIU ves-sel. We miss him very much.
Mother and Father

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.

PLEASE PRINT INFORMATION

To the Editor:

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

Name

Street Address

City State

Signed

Book No.

This Is The Official Ballot For Election Of Atlantic And Gulf District Officers

SAMPLE BALLOT
 ELECTION OF OFFICERS FOR 1949
 November 1st through December 31, 1948

Official Ballot For Election Of 1949 Officers

Seafarers International Union of North America ATLANTIC & GULF DISTRICT

1948 ELECTION OF OFFICERS FOR 1949

VOTING PERIOD NOVEMBER 1st THROUGH DECEMBER 31, 1948

INSTRUCTIONS TO VOTERS — In order to vote for a candidate, mark a cross (X) in voting square to the left of name. If you vote for more candidates for office than specified herein your vote for such office will be invalid.

YOU MAY WRITE THE NAME OF ANY MEMBER WHOSE NAME DOES NOT APPEAR ON THE BALLOT IN THE BLANK SPACE PROVIDED FOR THAT PURPOSE UNDER EACH OFFICE.

Do not use a lead pencil in marking the ballot. Ballots marked with lead pencil will not be counted.

MARK YOUR BALLOT WITH PEN AND INK OR INDELIBLE PENCIL.

SECRETARY-TREASURER Vote for One

- ☐ Laron Garabedian, No. 10656
☐ Paul Hall, No. 190

ASSISTANT SECRETARY-TREASURERS Vote for Three

- ☐ Robert Matthews, No. 154
☐ J. P. Shuler, No. 101
☐ J. H. Volpian, No. 56

BOSTON AGENT Vote for One

- ☐ J. Sweeney, No. 1530
☐ Ernest B. Tilley, No. 75

BOSTON JOINT PATROLMAN Vote for One

- ☐ E. O. Dakin, No. 180
☐ Ben Lawson, No. 894
☐ John R. Marshall, No. 322
☐ Daniel J. Sheehan, No. 22856

NEW YORK AGENT Vote for One

- ☐ Joe Algina, No. 1320

NEW YORK DECK PATROLMAN Vote for Two

- ☐ Carl (Red) Gibbs, No. 2341
☐ Louis Goffin, No. 4526
☐ E. (Skippy) Guszczynsky, No. 3100

NEW YORK ENGINE PATROLMAN Vote for Two

- ☐ Jimmie Drawdy, No. 28523
☐ James Purcell, No. 7802
☐ Chas. Scofield, No. 21536

NEW YORK STEWARDS PATROLMAN Vote for Two

- ☐ Allen J. Cobbs, No. 371
☐ Ray Gonzalez, No. 174
☐ Howard Guinier, No. 478

NEW YORK JOINT PATROLMAN Vote for Two

- ☐ Teddy Babkowski, No. 7391
☐ Freddie Stewart, No. 4935
☐ G. (Tex) Suit, No. 6951
☐ John Ward, No. 21311

PHILADELPHIA AGENT Vote for One

- ☐ Jim Sheehan, No. 306
☐ Gustav V. Thobe, No. 40164

BALTIMORE AGENT Vote for One

- ☐ Max A. Beck, No. 937
☐ W. (Curly) Rentz, No. 26445

BALTIMORE DECK PATROLMAN Vote for One

- ☐ Elbert Hogge, No. 3168
☐ L. (Blondie) Johnson, No. 108

BALTIMORE ENGINE PATROLMAN Vote for One

- ☐ Walter J. Siekman, No. 7086

BALTIMORE STEWARDS PATROLMAN Vote for One

- ☐ Bennie Gonzalez, No. 125

NORFOLK AGENT Vote for One

- ☐ Ben Leese, No. 95

SAVANNAH AGENT Vote for One

- ☐ William J. (Bill) Brantley, No. 111
☐ Charles Starling, No. 6920

TAMPA AGENT Vote for One

- ☐ Ray White, No. 57
☐ John S. Williams, No. 7161

MOBILE AGENT Vote for One

- ☐ Cal Tanner, No. 44

MOBILE JOINT PATROLMAN Vote for Two

- ☐ Robert Jordan, No. 71
☐ Wm. (Red) Morris, No. 264
☐ E. R. (Snuffy) Smith, 20057

NEW ORLEANS AGENT Vote for One

- ☐ Earl (Bull) Sheppard, No. 203

NEW ORLEANS DECK PATROLMAN Vote for One

- ☐ D. F. (Danny) Byrne, No. 145
☐ Harvey C. Hill, No. 6409
☐ L. (Johnny) Johnston, No. 53
☐ Frank (Sully) Sullivan, No. 2

NEW ORLEANS ENGINE PATROLMAN Vote for One

- ☐ C. J. (Buck) Stephens, No. 76

NEW ORLEANS STEWARDS PATROLMAN Vote for One

- ☐ A. W. (Andy) Gowder, No. 36884
☐ Duke (Red) Hall, No. 23886
☐ Herman Troxclair, No. 6743

GALVESTON AGENT Vote for One

- ☐ Keith Alsop, No. 7311

GALVESTON JOINT PATROLMAN Vote for One

- ☐ James DeVito, No. 185
☐ Jack Kelly, No. 10
☐ Jeff Morrison, No. 34213
☐ Ray Sweeney, No. 20
☐ James L. Tucker, No. 2209

SAN JUAN AGENT Vote for One

- ☐ Dan Butts, No. 190
☐ Salvador Colls, No. 21085
☐ Leonard Craddock, No. 25822
☐ Chas. B. Martin, No. 16

Study It Carefully — And Be Sure YOU Vote

It's Your Union — Keep It Strong!

