

# BRIDGES BACKS DOWN, WORKS ISTHMIAN SHIPS



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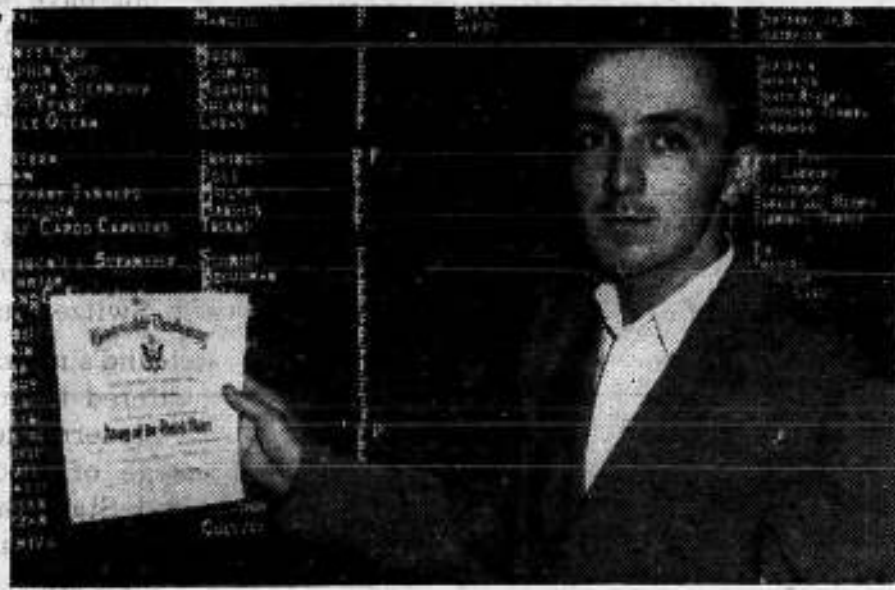
No. 22

## Seafarers Wins Discharge From Army For Drafted AB

A member of the SIU has earned the distinction of being the first merchant seaman to be discharged from the armed forces because of the need for skilled seamen to man the ships of the growing American merchant fleet.

Seafarer Eugene Dore, 26-year-old AB, who ended eight months of army service on October 19, became the first concrete result of the Union's long campaign to seek the release of rated seamen.

In Dore's case alone, the Union battled government redtape for over four months before the proper Army channels were located and the Seafarer's request for his discharge began its slow processing from his unit to the Pentagon.



Seafarer Eugene Dore, AB, displays his army discharge given to enable him to resume shipping.

### "DRAFT CHAOS"

"Since the beginning of the present international crisis," Paul Hall, SIU Secretary-Treasurer stated, "we've campaigned for a national policy of deferment for skilled seamen. Apparently the armed forces realize now that skilled seamen belong back on the ships, carrying vital cargoes, but leaving deferments up to the draft boards is causing chaos. "Climbing a mountain of government redtape to get men out of the service once they're in is ridiculous, but that's what we have to do until National Selective Service Headquarters issues a blanket deferment for skilled seamen."

Dore, who was drafted in February, following his return from Korea aboard a ship which had carried supplies to the UN armies, is a veteran of sailing through World War II, during which he lost two ships.

### TWO SINKINGS

He was a crewmember aboard the torpedoed troopship Dorchester, and later survived the sinking of the Artemus Ward, a Liberty ship, blown up by coastal guns during the landing at the Normandy beachhead.

Dore also was a crewmember of the Swedish ship Gripsholm, when she acted as an exchange ship in 1942. For his wartime effort, Dore received every service ribbon awarded to merchant seamen, having served aboard ships in all oceans. He also received the certificate of continu-

(Continued on Page 15)

## 40-Hour Week, Pay Raise In Effect

Crewmembers of SIU-contracted ships began working a 40-hour week at sea yesterday and so became the first seamen in maritime history to sail under the new work-week. At the same time Seafarers began working under the new wage scale which gives them a 6.2 percent raise in wages over the January 15, 1950 level. This is added to the wage rate currently in effect, won last October when Seafarers received a 6.38 percent increase.

The new contract negotiated with the shipowners three weeks ago also calls for an increase in vacation pay from \$115 per year to \$140 per year.

Likewise, SIU-contracted operators began this week to pay 50 cents per man per day into the Seafarers Welfare Fund. Formerly their payment was 25 cents per day.

The boost in vacation pay was made possible by the upping of vacation payments by the operators from 35 cents per day to 50 cents.

The new contract has been signed by all but one of the SIU-contracted operators. The lone remaining operator, owner of one ship, will meet with the Union shortly.

A sample of the new wage rate, which appears on page 5, gives ABs a boost from \$248.41 per month to \$262.89 per month. The new 6.2 percent increase was figured, according to the

Wage Stabilization Board, on wages in effect on January 15, 1950, at which time ABs were receiving \$233.51.

The overtime rate is now \$1.29 per hour for those men receiving less than \$277.30 per month. Men receiving \$277.30 per month or more will be paid overtime at the rate of \$1.63 per hour.

Under the terms of the vacation agreement, every Seafarer is entitled to the vacation benefits pro-rated on the basis of two weeks of vacation pay at the \$140 figure. Men can collect vacation pay due them after 90 days of work.

Eligible Seafarers get the vacation benefits regardless of the number of companies for whom they worked during the year.

Also improved in the new agreement negotiated by the

Harry Bridges ducked out on his long threatened battle with the AFL on the West Coast this week by ordering his men to unload cargo from five long-immobilized Isthmian Steamship Company vessels. The action was the first wide-open break in the three-month-old dispute between the SIU-affiliated Brotherhood of Marine Engineers and the CIO Marine Engineers Beneficial Association, a dispute in which Bridges intervened and became the standard bearer for the MEBA.

The move by Bridges to honor his contract by furnishing men to work the ships was viewed as abandonment of his "tough guy" policy to avoid any out-and-out showdown fight with the AFL.

Earlier this week Bridges had hinted at possible violence and a concerted effort by his group to "drive the AFL off the waterfront."

Bridges reference was to the International Longshoremen's Association and the Brotherhood of Marine Engineers, though any such attempt on his part was certain to bring in the powerful SIU-affiliated Sailors Union of the Pacific and the West Coast Teamsters, which have pledged the BME full support in its dispute. Two weeks ago in New York Bridges met with unions expelled, as his was, from the CIO for leftist leanings. At that time he told reporters that any attempt by the AFL to work West Coast ships would be met by head-on pierhead battles. Bridges change of heart came

(Continued on Page 3)

## Balloting For A&G Officials Gets Under Way

Polls in all SIU Branches on the Atlantic, Gulf and Pacific coasts opened yesterday, as the annual election of officials to lead the SIU during the coming year got under way. To fill the 29 elective posts in Headquarters and the Branches, 37 men, who were nominated and found qualified, appear on the ballot.

The qualifications of men in nomination were examined by a Headquarters Credentials Committee elected at a special Headquarters meeting on October 18.

The Committee's report, read and accepted at the regular membership meetings of October 24, stated that all men who had submitted credentials were found qualified. The election procedure was also outlined.

In accordance with a resolution adopted in September by all Branches, the posts to be filled are the same as last year in all ports and Headquarters.

### BALLOT SET-UP

The Credentials Committee's report provides that the ballot list the ports and offices in geographical order following the Headquarters office, and the candidates are listed alphabetically under the offices they are seeking. Space has been provided following each position for write-in votes.

Specifically the ballot calls for the election of one Secretary-Treasurer, one Assistant Secretary-Treasurer, three Headquarters Representatives, nine Port Agents and 15 Port Patrolmen.

Voting will continue straight through for two months until

(Continued on Page 5)

## Wildcat Longshore Strike Ties Up New York Piers

The wildcat strike on New York's waterfront neared the end of its third week today, with 114 ships idle at their piers, though vessels at Army piers were being loaded with defense cargoes.

The walkout involves fewer than half a dozen locals of the International Longshoremen's Association, AFL. The Locals are seeking to have the union renegotiate a contract agreed to on October 8th.

Last week, four AFL unions of the Maritime Trades Department,

of which the SIU Atlantic & Gulf District is a member, pledged support to Joseph P. Ryan, President of the ILA, in his attempt to bring to an end the dispute.

### PIER WALKOUT

The wildcat walkout began on October 12th when a North River local walked out after working three days under the new pact.

The "dissidents" spread the walkout to Brooklyn docks and roving squads of wildcatters on following days succeeded in pull-

ing out the men on most of New York's piers.

The wildcatters were unsuccessful, however in spreading the strike to other ports, with the exception of Boston.

The contract in dispute was negotiated and overwhelmingly endorsed by the ILA's 125-man wage scale committee, which includes representatives of every ILA local from Portland, Maine, to Norfolk, Virginia.

Later in secret balloting the membership approved of the contract by a two-to-one margin.

# SEAFARERS LOG

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## Clear Policy Needed

The discharge of a Seafarer from the army to resume sailing, as reported in this week's LOG, illustrates clearly the complete lack of a selective service policy covering merchant seamen, a matter the SIU has urged vainly since the beginning of the present international emergency.

In this case the Seafarer spent eight months in uniform before recognition was given his previous sailing record and the need for him to help man the ships vital to fulfill American commitments abroad. A plea by the Union and his seven years of sailing, including the loss of two ships during World War II, met deaf ears at his draft board. Belatedly, however, the government realized the man's greater importance aboard ship and gave him his release. In the meantime, a mountain of redtape and confusion had been created that took the Seafarer months to cut.

The case is not an isolated one, however. Skilled seamen with long records of service have been and still are being inducted at a time when the need for skilled seamen grows greater every day.

The Union is doing all it can to see that the ships are properly manned. The government should do its part to see that the important cargoes delivered to the docks will have seamen available to see that they reach their destinations. The proper cooperation would be the issuance of a deferment order covering skilled, experienced merchant seamen. To do less, is for selective service to compound the chaos that is hampering the use of skilled seamen where they can do the greatest good.

Secretary-Treasurer Paul Hall has termed the Union's necessity to battle redtape to get drafted seamen out of the army "ridiculous, but that's what we have to do until National Selective Service Headquarters issues a blanket deferment for skilled seamen."

An example of the confusion existing was the reply given when the LOG asked New York Selective Service Headquarters for a comment on the Seafarer's discharge. The bland reply was: "There must be an error—no men are being discharged to return to sea."

## Cast Your Vote

A good gauge of a country's alertness is the percentage of the eligible persons who turn out to vote in an election. In an organization, the same is true.

The Seafarers International Union has always prided itself on the large number of members who have taken the time to study the candidates and visit the polls. Except for the men on the ships who cannot get to a Hall during the two-month voting period, the number of men who vote is almost that of the entire eligible membership.

In the United States as a whole, a turnout of fifty percent of the eligible voters is considered excellent; in the SIU, the figure far exceeds that.

Yesterday voting began in the election to determine the men who will lead the Union in 1952. Again the time has come for Seafarers to study the qualifications of the men on the ballot and vote according to their choice.

Regardless of whom you vote for, the important thing is to vote.



**AFL MAPS FIGHT ON CHEAP LABOR.** AFL federations from the southwest border states have developed a program of close cooperation between themselves and the free Mexican trade unions to war against exploitation of Mexican nationals on big industrial farms of the southwest. The committee dealing with the problem blamed the 82nd Congress for passing legislation permitting such exploitation against recommendations made by President Truman.

"Not only farm workers, but the interests of all American workers are jeopardized by this legislation," the committee said.

**MORE ON 82nd CONGRESS.** As 1951 drew to a close, it became apparent that Congress had left a load of unfinished business, insofar as the welfare of the nation's working people was concerned. On health insurance and aid to medical colleges, Congress did nothing. On the problem of helping the states meet the problem of badly overcrowded and understaffed schools, Congress was equally lax. On housing, price control, plugging tax loopholes which benefit the wealthy and large corporations, and uniform unemployment benefits, the story was the same—nothing was done. Liberal Senators and Congressmen will continue their fight on these issues when Congress reconvenes in January. Meanwhile, the National Association of Manufacturers praised the Congress for having "labored long and constructively."

**COMMIES LOSE IN LATEST MANEUVER.** The Subversive Activities Control Board has rejected a demand by the communist party that it start all over again on the hearings into whether the party must register as a Russian-directed group. So the case, which has been in progress for six months, will continue. Whether or not the Board decides that the party is technically directed by Russia won't change the complexion of things. The fact of the matter will still remain—directly or indirectly, the party does the bidding of the Soviet Union and is, in effect, an arm of Russian policy.

The commies also lost an additional \$15,000 in forfeited bail posted for three convicted communist party leaders now listed as fugitives. The three are Robert Thompson, New York State communist party chairman; Gilbert Green, Illinois State party secretary, and Henry Winston, national organization secretary. They have already forfeited bail totaling \$60,000 for failure to surrender to begin jail terms for violation of the Smith Act, which makes conspiracy to teach and advocate violent overthrow of the government a crime.

# Bridges Avoids Showdown Fight With AFL

## Survivor Tells His Story Of Southern Isles Disaster

One of the survivors of the ill-fated Southern Isles, which split in half and sank last month, recalled this week the last minutes of the ship and the hours spent in the icy, shark-infested waters while awaiting rescue. "It was a night of horror," said Howard Bastenbeck, Oiler, one of the six men who survived.

Still appearing tired and strained when he visited SIU Headquarters this week, the 29-year old Seafarer turned his thoughts back to the early hours of October 5th, when the converted LST, without warning, split in half and in less than five minutes plunged to the bottom.

### TERRIFIC CRACK

"I was just leaving my foc'sle below decks," Bastenbeck recalled, "when I heard the engine stop. Then there was a terrific cracking noise—that was it. Later some of the newer fellows told me they didn't know she was going to sink, but I knew right away she was going down. I went in my foc'sle, but there was no one there.

"I went up on deck and saw five or six other men standing around. They seemed unsure whether or not to go over the side. Someone shouted, 'Did the radio officer send an SOS.' But no one answered him.

"I went on the starboard side to my lifeboat station, but just as I reached the gripes, the ship, already low in the water, was swept by a huge wave that threw me into the water."

Bastenbeck was struck on the forehead by a piece of debris when the ship went down. "I was right under the stern when I was dragged down, it seemed about 30 or 40 feet, then I shot right up just when my wind gave out."

### THREE TOGETHER

In the water Bastenbeck found Steward-Cook Wilson Deal clinging to a piece of wreckage. Later Messman Charles Perkins was swept by and the three of them began their wait for rescue.

"I knew we couldn't stay in the water too long, because with daylight the sharks would be out. I saw the lights of the rescue ship, Charlotte Lykes, coming near us. I also saw the first streaks of light in the east and I began to sweat bullets."

The Lykes picked up the other three survivors, Sam Lynn, Raymond Holton and James Childress, and then swung around to pick up Bastenbeck and his shipmates, who by now had spent three hours in the water.

"We got aboard all right, but not a minute too soon. I saw a shark come right out of the water in an attempt to get the last man, Perkins, as he swung out of the water.

"We learned on the Lykes that the ship's searchlights had picked out 18 men in the water, so apparently most of the men got clear of the ship. I hate to think what happened to them."

Thinking back on his narrow escape, Bastenbeck laid strong emphasis on the importance of

his lifebelt in his survival. "The lifebelt pulled me up when the ship pulled me under, and having it on tight kept it from slipping off me. We pulled loosely-tied life jackets out of the water later."

When the rescue ship put the men into Norfolk, they were met by newspapermen and the SIU, which took steps to see that the men were well taken care of. Conspicuously missing, Bastenbeck noted, was someone from

the company. "Even several days later when I visited William Asble's widow and children, the company still had not contacted any of the men's families. That, apparently, is how much they thought of us."

At present in New York to recuperate, Bastenbeck has been cautioned by his doctor not to work until he is fully recovered, so he intends to rest up indefinitely. "No more ships for me," he concluded.



In the LOG office, Howard Bastenbeck, Southern Isles survivor, writes of his experiences in the vessel's sinking.

## Naval Architect Calls Ship Overloaded

Testimony by a naval architect, that the converted LST Southern Isles was overloaded when she broke in half and sank on October 5th with the loss of 17 men, climaxed the investigation of the disaster conducted by a three-man Coast Guard Board in Norfolk. The hearing ended on October 26, but announcement of the Board's findings is not expected for several weeks.

(In another action resulting from the sinking of the Southern Isles, the six survivors and the families of four of the men lost this week filed damage suits against the company.

(The six survivors are suing for a total of \$235,000 for shock, exposure and injuries. The families of the four late Seafarers are suing for a total of \$435,000. Action in behalf of the Seafarers is being taken by the firm of Benjamin B. Sterling.)

James B. Robertson, Jr., naval architect with Coast Guard Headquarters in Washington, told the board, that the ship's 4,000-ton cargo of iron ore was 200 tons over her limit, and exceeding the plimsoll mark with ore "might possibly" be more serious than a lighter cargo, because of the denseness of the cargo which increases stresses and strains. He reported the ship had been overloaded on her three past trips.

Robinson's testimony concluded the hearing which began October 8th, during which testimony was taken from the six surviving crewmembers, com-

pany officials, former crewmembers and officials of the shipyard where the ship was converted to commercial use.

During the course of the hearings, the brother of the late Skipper of the Southern Isles, George F. Sadler, stated that his brother had told him that "he guessed if he got caught at sea in a hurricane she would sink on him."

The Southern Isles sank while battling heavy seas and gale-force winds resulting from a two-day hurricane blowing in the area.

Testimony by crewmember Howard Bastenbeck, one of the survivors, disclosed that the ship was traveling at 290 revolutions when she "suddenly stopped dead still" shortly before breaking in half.

The Skipper of the Southern Counties, whose ship carried an identical cargo from San Juan, stated that at one time, while making 290 revolutions, his ship had hit a heavy sea that stopped her dead "just as still as that table."

He said his ship made no more than six knots during heavy seas, such as the Southern Isles was encountering at near full speed, according to Bastenbeck, when she went down.

One former officer of the Southern Isles stated that he found "not a thing in the world wrong" with the ship when he served aboard her, and another Engineer stated he would be "willing to go back on her to-

(Continued from Page 1)

Wednesday when California Supreme Court Justice William Sweigert gave him the choice of furnishing men to work the Isthmian ships, backed up by a \$25,000 guarantee-bond from his union, or allowing Isthmian to use AFL longshoremen.

Wednesday's court action came as a result of an injunction granted Bridges last week barring Isthmian from using AFL longshoremen. Isthmian immediately challenged the injunction and, on the basis of hearings which followed, Judge Sweigert made his decision.

The court action was the first time in the stormy history of Harry Bridges that he has ever been ordered to work ships, or has been required to put up a cash guarantee that he would furnish work gangs when requested by a company.

This week's action was also seen by maritime observers as the first real test of Bridges "stranglehold" on West Coast operators, a hold which the New York Herald Tribune described as "equivalent to telling Pacific Coast operators which unions they may have contracts with under pain of being put out of business if they do not comply with his orders."

The showdown stand taken by AFL maritime unions against Bridges hitherto almost unchallenged control is also seen by many as possibly opening a new era on the West Coast, an era in which Bridges will be forced to move cautiously through a healthy respect of the potent power of the AFL.

At the same time Judge Sweigert was handing down his de-

cision, the MEBA in another chamber of the Supreme Court was once again barred from picketing the Isthmian ships on the West Coast.

The events in the dispute which brought the issues to a head this week came about a week ago, when the newly-chartered San Francisco local of the International Longshoremen's Association, AFL, signed a contract with Isthmian to work its vessels.

Isthmian signed with the ILA when the company found that, despite its contract with Bridges, an "invisible picketline" existed before its ships and no ILWU gangs would appear at the ships when requested.

Isthmian, therefore, withdrew from the Pacific Maritime Association, an employer organization which deals with Bridges as a body, and signed with the ILA.

The beginning of the BME-MEBA dispute, which has developed into a struggle between almost all of the AFL maritime unions and Bridges, came during the summer after the AFL Brotherhood of Marine Engineers had signed a contract with Isthmian covering the 250 Engineers of the company's 37-ship fleet.

The MEBA, which no longer had a contract in effect with the company, threw up picketlines and declared a "strike," though only a handful of Engineers walked off in its support. The so-called strike proved that the large majority of the company's Engineers were pro-BME, and that the company had acted within its rights under the law as relating to supervisory personnel in signing with the BME.

The BME contract with Isthmian was immediately recognized and supported by the AFL Maritime Trades Department, of which group the SIU Atlantic & Gulf District is a member. On the West Coast, however, Bridges made the matter a cause for militant action, possibly, some observers feel, because of his long standing feud with the West Coast SIU affiliate over his many defeats in attempting to raid the steamships, a traditional and court-supported jurisdiction of the Sailors Union of the Pacific.

Moreover, maritime observers feel that Bridges assumption and direction of the MEBA's role in the dispute was aided materially by Lee Pressman, one time communist braintruster and now counsel to the MEBA. Pressman, like Bridges, was kicked out of the CID for leftist leanings.

When the first Isthmian ships reached the West Coast, MEBA pickets appeared before the ships, but the lines were quickly removed by court order. Bridges then put up his "invisible picketlines" and carried out his threat to tie up all Isthmian ships touching the West Coast.

Despite what appears to be a crystallizing of the West Coast maritime situation, it is felt that Bridges is still far from abandoning completely his "fly in the ointment" role, that of attempting to dictate the policy of the West Coast waterfront, although this week's events reveal that he is not above resorting to the courts to avoid a showdown test of strength with the AFL waterfront unions.

## Savannah Labor Helps Girl In Fight For Life

By E. B. TILLEY

SAVANNAH, Oct. 25 — Trade unionists in this port have been coming through in real AFL fashion to help a little girl fighting for her life.

A victim of the dreaded brain disease, encephalitis, little Sara Faye Wilson of Wayne County, Georgia, can only be saved by a highly technical and delicate brain operation. (Sara, incidentally, is the second child of her family to be so stricken.) A brain specialist in New York agreed to perform the operation at a reduced rate—still \$3,000, which is a terrific amount for a workingman to raise, would be required for the operation, hospitalization, transportation, etc.

### UNION AID

And that is where the AFL came into the picture. Mrs. Louise Griner, a member of the Retail Clerks Union, Local 1604, spearheaded the campaign to raise the money.

The SIU here was one of the places where she placed a cup for funds. The Brothers here responded nobly, as did other AFL members throughout Savannah. At this writing, the fund raising campaign is moving satisfactorily.

But, better yet, Sara Faye is now in New York City for the operation. All of us here are pulling real hard for the little girl.

As far as shipping here is concerned, we are doing well. Although we had only one pay-off and sign-on—the High Point Victory (South Atlantic) was both of them—between it and the replacements on the in-transit ships the job totals were satisfactory for this port.

The in-transits were four: the Steel Vendor (Isthmian), Monroe (Bull), and the Fairport and Phillip Barbour (Waterman). The beefs were of the usual minor variety and were quickly cleared up.

However, this is just about the spot to let you all know that we expect to crew two ships for South Atlantic in the next three weeks. Both will take full crews, in addition to whatever sign-ons and in-transits we get during this time.

### GASHOUNDS OUT

We are still having a little trouble with a few gashounds every now and then. Somehow they think, because shipping is good and manpower a little tight, that they can do as they please. But we are still teaching some of them the SIU way. Those that can learn stay on. Those that can't—or don't want to—quickly find out that we mean business.

There was not meeting this week for the usual reason—no quorum. There's hardly anybody on the beach, except for a few Brothers in the repair shop: R. H. McCance, C. D. Lowery, A. F. Cohen, P. G. Daugherty, A. Graf, R. A. Sharpe, E. R. Gamache, E. C. Platt and H. Harvey.

These Brothers are kind of restricted, so if you can get around to see them, or write them, you'll be keeping up with the tradition of the "Brotherhood of the Sea."

# REPORT OF The Seafarers WELFARE PLAN

## REPORT NUMBER FOURTEEN

By PAUL HALL, Secretary-Treasurer, SIU, A&G District; Chairman, SIU Welfare Plan Trustees

Each week the Seafarers Welfare Plan will make its report to the membership of the Atlantic and Gulf District through the SEAFARERS LOG. Included will be the names of the men receiving hospital benefits, the amounts paid, the hospitals in which they are receiving treatment, and the total amount paid out since the inception of the Plan on July 1, 1950. Also included in the report will be the names of the men who have died and the amounts paid their beneficiaries.

### Period Covered By This Report

October 7 — October 20

### Cash On Hand

\$199,961.30

### US Government Bonds

\$754,023.44

### Estimated Accounts Receivable

\$160,000.00

### Hospital Benefits Paid In This Period

\$3,817.00

### Total Hospital Benefits Paid Since July 1, 1950

\$76,761.00

### Death Benefits Paid This Period

\$5,500.00

### Total Death Benefits Paid Since July 1, 1950

\$97,000.00

### USPHS HOSPITAL STATEN ISLAND, N.Y.

|                     |                 |
|---------------------|-----------------|
| Atchason, William   | \$20.00         |
| Barron, Edward      | 20.00           |
| Burnstine, Maurice  | 20.00           |
| Buttacavale, Peter  | 10.00           |
| Camacho, Domingo    | 10.00           |
| Cantwell, Charles   | 10.00           |
| Cassidy Warren H.   | 10.00           |
| Craig, Frank        | 10.00           |
| Datzko, William     | 10.00           |
| Diaz, Rafael        | 10.00           |
| Dixon, Earl R.      | 20.00           |
| Donaldson, Fred M.  | 10.00           |
| Ezzell, Thomas D.   | 20.00           |
| Feliciana, Amando   | 10.00           |
| Gadinski, Albert    | 10.00           |
| Jackson, Robert     | 10.00           |
| Katransky, Michael  | 20.00           |
| Klauber, Perry      | 10.00           |
| Kozar, John         | 10.00           |
| Kustas, Thomas J.   | 20.00           |
| Lamb, James         | 10.00           |
| Lomas, Arthur       | 20.00           |
| McGuigan, A.        | 20.00           |
| Mojica, Thomas      | 20.00           |
| Morgan, Robert L.   | 20.00           |
| Muller, Edward      | 10.00           |
| Nering, Frank       | 10.00           |
| O'Brien, Eugene P.  | 20.00           |
| Osinski, C.         | 20.00           |
| Pepper, William E.  | 10.00           |
| Phillips, Robert E. | 30.00           |
| Preussler, Otto     | 10.00           |
| Raiford, Abner J.   | 20.00           |
| Releford, Harold    | 20.00           |
| Riuttala, H. A.     | 20.00           |
| Salgado, Jose       | 20.00           |
| Salgado, Jose       | 20.00           |
| Sanchez, Charles    | 20.00           |
| Thompson, Willis    | 10.00           |
| Virgin, C.          | 20.00           |
| Wagner, Emil        | 20.00           |
| Waller, C.          | 10.00           |
| Watson, Henry       | 20.00           |
| Wrona, Tadeus       | 7.00            |
| Yanik, Joseph       | 20.00           |
| <b>Total</b>        | <b>\$677.00</b> |

### USPHS HOSPITAL NORFOLK, VA.

|                  |                |
|------------------|----------------|
| Gaskill, Horace  | 10.00          |
| DuBeau, Lawrence | 10.00          |
| <b>Total</b>     | <b>\$20.00</b> |

### USPHS HOSPITAL BALTIMORE, MARYLAND

|                     |         |
|---------------------|---------|
| Clark, Jessie A.    | \$20.00 |
| Cranford, Percy     | 40.00   |
| Carlson, Charles    | 10.00   |
| DeLeonardo, John    | 10.00   |
| Delgado, Roberto    | 10.00   |
| Goodwin, Ernest E.  | 30.00   |
| Goude, Joseph F.    | 30.00   |
| Green, Patrick J.   | 30.00   |
| Hawkins, Albert     | 20.00   |
| Hilseth, Sigurd     | 10.00   |
| House, William      | 20.00   |
| Henricksen, John C. | 10.00   |
| Johnson, Harry      | 20.00   |
| Jones, Okal J.      | 10.00   |
| Kabiska, Anthony    | 10.00   |

|                     |                 |
|---------------------|-----------------|
| Kerr, James L.      | 20.00           |
| Laney, Thomas D.    | 20.00           |
| Lopez, Alejandro    | 20.00           |
| Mitchell, Paige A.  | 10.00           |
| Morrison, Jack D.   | 20.00           |
| Pou, Oscar G.       | 20.00           |
| Randolph, Claude H. | 10.00           |
| Reier, George H.    | 20.00           |
| Rivera, Ruperto     | 30.00           |
| Scott, Arvis A.     | 20.00           |
| Sonnier, Wilfred    | 10.00           |
| South, Ralph        | 10.00           |
| Toro, Edward S.     | 10.00           |
| Zohil, John         | 10.00           |
| <b>Total</b>        | <b>\$510.00</b> |

### USPHS HOSPITAL BOSTON, MASS.

|                    |                |
|--------------------|----------------|
| Olson, Evald A.    | \$20.00        |
| Vourloumis, George | 20.00          |
| <b>Total</b>       | <b>\$40.00</b> |

### USPHS HOSPITAL SAVANNAH, GEORGIA

|                    |                 |
|--------------------|-----------------|
| Cohen, A. F.       | \$20.00         |
| Daugherty, Pat G.  | 20.00           |
| Gamache, Ernest R. | 30.00           |
| Graf, Arthur       | 20.00           |
| Lowery, Carl D.    | 20.00           |
| McCance, R. H.     | 20.00           |
| Platt, Elijah C.   | 20.00           |
| Robbs, Joseph S.   | 30.00           |
| Sharpe, R. A.      | 40.00           |
| <b>Total</b>       | <b>\$220.00</b> |

### USPHS HOSPITAL NEW ORLEANS, LA.

|                       |         |
|-----------------------|---------|
| Arch, J. L.           | \$20.00 |
| Ashurst, J.           | 10.00   |
| Burke, R. J. P.       | 20.00   |
| Cara, Wilson O.       | 20.00   |
| Caron, Milton R.      | 10.00   |
| Celestine, Oliver     | 20.00   |
| Cook, Lawrence D.     | 20.00   |
| Cruz, Rogelio         | 20.00   |
| Everett, Jesse T.     | 20.00   |
| Goodman, Paul G.      | 10.00   |
| Gross, E. E.          | 20.00   |
| Jessup, Darwin E.     | 10.00   |
| Kelly, D. D.          | 10.00   |
| Kiiski, Toivo         | 20.00   |
| Krisciunas, Vincas J. | 20.00   |
| Lang, Leo H.          | 20.00   |
| Mauomoto, R.          | 20.00   |

## Port Boston Runs Into Bad Days

By JAMES SHEEHAN

BOSTON, Oct. 24—We've been having poor shipping in this port recently, and there are plenty of men around. There was only one ship to be paid off, and that was the William Downing (State Fuel).

Five ships came here in-transit: the Robin Kettering (Seas), Chickasaw and Gateway City (Waterman), and the Steel Age and the Steel Maker (Isthmian). The Gateway City is still here. The only beefs concerned

|                    |       |
|--------------------|-------|
| Mayrbat, John      | 20.00 |
| McDonald, Sam      | 20.00 |
| Marrero, A. J.     | 10.00 |
| Mitchell, James P. | 20.00 |
| Mueller, Walter F. | 10.00 |
| Powe, E. L.        | 10.00 |
| Raana, K.          | 20.00 |
| Ray, Claude A.     | 20.00 |
| Sarandon, B. P.    | 10.00 |
| Schupstick, John   | 20.00 |
| Tickle, Lomie R.   | 20.00 |
| Vieira, Edwin J.   | 10.00 |
| Willis, Louis J.   | 20.00 |
| Young, John W.     | 20.00 |

### USPHS HOSPITAL MOBILE, ALABAMA

|                     |                 |
|---------------------|-----------------|
| Ankerson, Thomas L. | \$20.00         |
| Burke, Tim          | 30.00           |
| Bucklelew, J. L.    | 20.00           |
| Champlin, George W. | 30.00           |
| Cross, M. H.        | 20.00           |
| Ellis, M. W.        | 10.00           |
| Peek, Harry G., Jr. | 10.00           |
| <b>Total</b>        | <b>\$140.00</b> |

### USPHS HOSPITAL GALVESTON, TEXAS

|                |                |
|----------------|----------------|
| Drake, John C. | \$20.00        |
| Goings, E. C.  | 10.00          |
| McCune, L. E.  | 20.00          |
| Watson, J. T.  | 10.00          |
| <b>Total</b>   | <b>\$60.00</b> |

### USPHS HOSPITAL SAN FRANCISCO, CALIF.

|                   |                 |
|-------------------|-----------------|
| Crabbs, E. E.     | \$10.00         |
| Dunn, George B.   | 20.00           |
| Fifer, John P.    | 10.00           |
| Cheng, Gee        | 20.00           |
| Robertson, C. R.  | 20.00           |
| Shirley, Conrad   | 20.00           |
| Smallwood, Ernest | 10.00           |
| Smith, Peter      | 20.00           |
| Strom, Roland J.  | 20.00           |
| Walker, Silvester | 40.00           |
| <b>Total</b>      | <b>\$150.00</b> |

### USPHS HOSPITAL MANHATTAN BEACH, BKLYN.

|                   |         |
|-------------------|---------|
| Atmore, Robert    | \$40.00 |
| Blake, Rupert A.  | 40.00   |
| Blanks, Claude F. | 40.00   |

minor repairs, which are going to be taken care of.

We started to crew up an Eastern Liberty today, and another one is due to follow shortly.

Among those on the beach at this writing are F. Donovan, Stan Cieslak, Bob Lee, Bob Murphy, J. Hanson, J. Beresford, Red Obrien, E. Dakin, E. Hamanty, B. Gordy, R. Frazer, Chris and Pete Karas, P. Albano, Bill Gannon and E. Misiosky.

|                      |                  |
|----------------------|------------------|
| Blosser, Edmund C.   | 40.00            |
| Bruno, Matthew       | 40.00            |
| Burton, Charles      | 40.00            |
| Chalk, Walter        | 60.00            |
| Dalton, Jack M.      | 20.00            |
| Driscoll, John J.    | 40.00            |
| Edwards, John T.     | 40.00            |
| Espinoza, J.         | 40.00            |
| Ferrer, E.           | 40.00            |
| Gilbert, Robert E.   | 40.00            |
| Grimes, Fred         | 40.00            |
| Hassan, Raymond      | 30.00            |
| Keenan, John W.      | 40.00            |
| Landry, Frederick    | 40.00            |
| Larsen, Robert F.    | 40.00            |
| Lawlor, James        | 40.00            |
| Makris, Constantine  | 40.00            |
| Middleton, Clifford  | 40.00            |
| Lazzo, Vic M.        | 40.00            |
| Moore, George        | 40.00            |
| Murphy, B.           | 40.00            |
| Ratcliffe, R. A.     | 40.00            |
| Schumaker, George E. | 40.00            |
| Sullivan, Timothy    | 40.00            |
| Thompson, Albert L.  | 40.00            |
| <b>Total</b>         | <b>\$1110.00</b> |

### DEER'S HEAD STATE HOSP. SALISBURY, MD.

|                |         |
|----------------|---------|
| Lucas, Michael | \$40.00 |
|----------------|---------|

### USPHS HOSPITAL FORT STANTON, N.M.

|                         |                |
|-------------------------|----------------|
| Frennette, Frederick J. | \$50.00        |
| Shively, Clarence D.    | 40.00          |
| <b>Total</b>            | <b>\$90.00</b> |

### USPHS HOSPITAL PONCE, P.R.

|                    |         |
|--------------------|---------|
| Cornier, Francisco | \$10.00 |
|--------------------|---------|

### USPHS HOSPITAL SAN JUAN, P.R.

|                      |                |
|----------------------|----------------|
| Miranda, Luis Gil    | \$20.00        |
| Martinez, Ernesto F. | 30.00          |
| <b>Total</b>         | <b>\$50.00</b> |

### USPHS HOSPITAL LONG BEACH, CALIF.

|                |         |
|----------------|---------|
| Lamb, James F. | \$10.00 |
|----------------|---------|

### USPHS HOSPITAL MEMPHIS, TENN.

|                    |                |
|--------------------|----------------|
| Wilmoth, Virgil E. | \$20.00        |
| Hegarty, John B.   | 20.00          |
| <b>Total</b>       | <b>\$40.00</b> |

### USPHS HOSPITAL VINEYARD HAVEN, MASS.

|                  |         |
|------------------|---------|
| Porter, James R. | \$30.00 |
|------------------|---------|

### USPHS HOSPITAL FT. WORTH, TEXAS

|                 |         |
|-----------------|---------|
| Wise, Joseph P. | \$40.00 |
|-----------------|---------|

### MENDORINO STATE HOSP. CALIFORNIA

|                  |         |
|------------------|---------|
| Fairclough, John | \$20.00 |
|------------------|---------|

### Death Benefits Paid

|                     |                   |
|---------------------|-------------------|
| DeLacruz, Simeon J. | \$1,500.00        |
| Miller, Joseph A.   | 1,500.00          |
| Able, William J.    | 1,500.00          |
| O'Reilly, John J.   | 1,000.00          |
| <b>Total</b>        | <b>\$5,500.00</b> |

# Wage Scales For Freighters And Tankers Under New Contract

| DECK DEPARTMENT |          |          |          | Freight  |        | Tanker |        | Freight |        | Tanker |  |
|-----------------|----------|----------|----------|----------|--------|--------|--------|---------|--------|--------|--|
|                 | Old      | New      | Old      | New      | Old    | New    | Old    | New     | Old    | New    |  |
| Bosun           | \$315.35 | \$333.73 | \$321.80 | \$340.56 | 248.41 | 262.89 | 248.41 | 262.89  | 247.87 | 262.32 |  |
| Carpenter       | 283.01   | 299.50   | 321.80   | 340.56   | 235.82 | 249.56 | 235.82 | 249.56  | 242.01 | 256.12 |  |
| AB Maintenance  | 260.99   | 276.20   | 267.01   | 282.57   | 245.26 | 259.55 | 245.26 | 259.55  | 242.01 | 256.12 |  |
| Quartermaster   | 248.41   | 262.89   | 254.25   | 269.07   |        |        |        |         |        |        |  |
| Able Seaman     | 248.41   | 262.89   | 247.87   | 262.32   |        |        |        |         |        |        |  |
| Ordinary Seaman | 213.79   | 226.25   | 216.48   | 229.10   |        |        |        |         |        |        |  |
| OS Maintenance  |          |          | 242.01   | 256.12   |        |        |        |         |        |        |  |

| ENGINE DEPARTMENT               |          |          |          | Freight  |     | Tanker |     |     |
|---------------------------------|----------|----------|----------|----------|-----|--------|-----|-----|
|                                 | Old      | New      | Old      | New      | Old | New    | Old | New |
| Chief Electrician               | \$395.66 | \$418.72 | \$392.01 | \$414.86 |     |        |     |     |
| 2nd Electrician                 | 353.42   | 374.02   |          |          |     |        |     |     |
| Chief Pumpman                   |          |          | 332.97   | 352.38   |     |        |     |     |
| Unlicensed Jr. Engineer (Day)   | 314.48   | 332.81   |          |          |     |        |     |     |
| Eng. Maint. 2nd Pumpman         |          |          | 332.97   | 352.38   |     |        |     |     |
| Unlicensed Jr. Engineer (Watch) | 283.01   | 299.50   |          |          |     |        |     |     |
| Second Pumpman                  |          |          | 294.67   | 311.84   |     |        |     |     |
| Plumber-Machinist               | 323.29   | 342.13   |          |          |     |        |     |     |
| Deck Engineer                   | 283.01   | 299.50   |          |          |     |        |     |     |
| Engine Utility                  | 283.01   | 299.50   | 267.01   | 282.57   |     |        |     |     |
| Evaporator-Maintenance          | 264.13   | 279.52   |          |          |     |        |     |     |
| Oiler                           | 248.41   | 262.89   | 247.87   | 262.32   |     |        |     |     |
| Oiler-Diesel                    | 270.75   | 286.53   |          |          |     |        |     |     |

| STEWARDS DEPARTMENT  |          |          |          |          |
|----------------------|----------|----------|----------|----------|
|                      | Old      | New      | Old      | New      |
| Chief Steward        | \$307.70 | \$325.63 | \$322.86 | \$341.69 |
| Chief Cook           | 283.01   | 299.50   | 292.01   | 309.03   |
| Night Cook and Baker | 283.01   | 299.50   |          |          |
| 2nd Cook and Baker   |          |          | 260.63   | 275.82   |
| Second Cook          | 257.84   | 272.87   |          |          |
| Galleyman            |          |          | 216.48   | 229.10   |
| Assistant Cook       | 245.26   | 259.55   |          |          |
| Messman              | 213.79   | 226.25   | 210.10   | 222.35   |
| Utilityman           | 213.79   | 226.25   | 210.10   | 222.35   |

Overtime Rate: \$1.29 per hour for ratings receiving less than \$277.30 per month; for ratings receiving \$277.30 or more per month, the overtime rate shall be \$1.63 per hour.  
 (Note: The 6.2 percent increase is figured on the wage rate of January 15, 1950 and not on the old wage rate given above.)

## Balloting For A&G Officials Gets Under Way

(Continued from Page 1)  
 the end of December, in accordance with the Union constitution. Photographs and short biographical sketches of the candidates appear on pages 7-10. The full text of the Credentials Committee's report is on page 8. A sample of the official A&G election ballot appears on page 16.

**A&G OFFICES**  
 The ports listed on the ballot embrace only the Union's installations in the Atlantic and Gulf Coast areas. The West Coast offices are operating on a temporary basis and do not appear on the ballot. The Lake Charles, Louisiana, office was also included in this category. The resolution setting up the present election procedure provides for the opening of additional Branches and the staffing of such offices by the Secretary-Treasurer should they be needed, subject to the approval of the membership.

## No Problem

Seafarers of the Cape Mochican, Mar-Ancha Corporation ship, solved a knotty problem of what to do with \$50 — they donated it to the SEAFARERS LOG. The problem arose aboard ship when it was learned that the vessel was being sold to a non-SIU company and the ship's fund had to be disposed of. The crew immediately agreed to turn over the entire fund to the SEAFARERS LOG. The donation was made at New York SIU Headquarters this week.

## Checking On Nominations



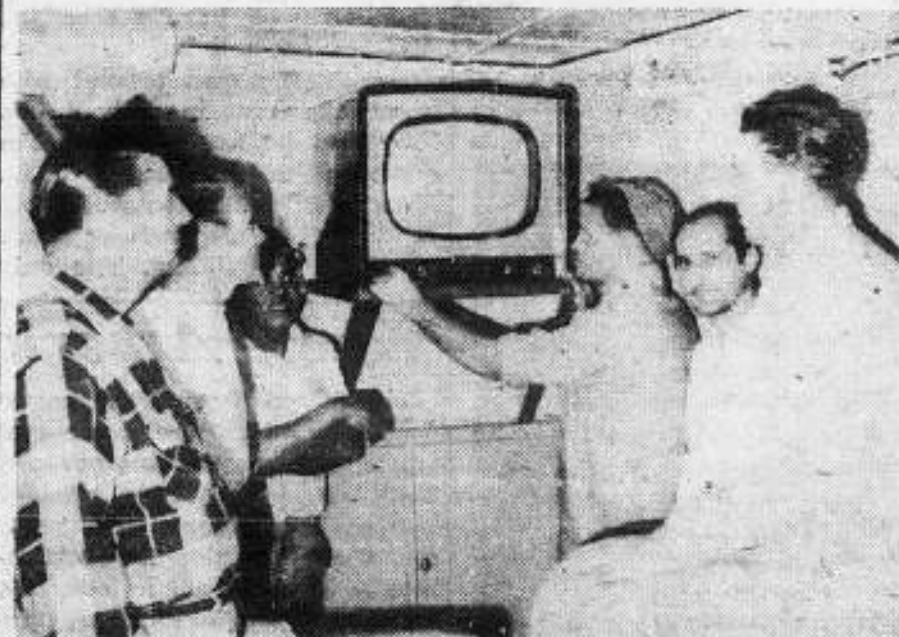
Going over the credentials of men seeking A&G elective posts are the members of the Headquarters Credentials Committee. Left to right: Melvin Collins, Alonzo Mileski, John Santos, Robert Rogerson, Joseph Farrell and William Frank.

## Cities Service Installs TV Set On SS Cantigny

An experiment to determine the feasibility of having television sets aboard Cities Service tankers for the use of the crew got under way this week when a set was installed aboard the SS Cantigny in New York. The Cantigny's 17-inch RCA-Victor set in the crew's recreation room will serve as a guinea pig during runs from New York to Lake Charles, Louisiana. The set will be studied to determine the vessel's reception range, the clearness of the picture and whether or not the other 15 vessels can be adapted for sets. The project is being handled through funds accumulated from the sale of merchandise to the crews through the ships' slop chests. Other oil companies have installed TV sets on coastwise tankers, and have reported good reception along the East Coast to a point off Miami. The picture is picked up again in the Gulf of Mexico. It is estimated that on the Cities Service ships the crew will receive a picture for four days of the six-day trip. The company reported that

success with the Cantigny will not necessarily assure success of sets aboard the other ships, because of differences in the construction of the vessels. Some are without recreation rooms. The

position of the antenna on the stern of the ship presents a problem, too, inasmuch as the smoke from the vessel sometimes crosses the beam and interferes with reception.



Cantigny crewmembers with Keith Terpe, SIU representative (far right), watch Wiper Art Langston twirl the dials of the new TV set. The crewmembers are, left to right, E. Pridgeon, engine Delegate; George Pease, ship's Delegate; Louis Santos, Machinist; Langston, and G. Galliano, Messman.

## All Is Okay In Old Seattle

By JEFF MORRISON  
 SEATTLE, Oct. 25—We have absolutely no complaints about shipping in this port. We had four ships paying off and signing on again, and three ships in-transit. The payoff ships were all in bang-up shape. The few beefs were easily straightened out. It is very unusual to get four good ones in a row, with everything ship-shape, and good crews and officers. That's the way we like 'em, and we hope they keep coming in the same style. The payoffs were the Young America (Waterman), Francis Warren (Mississippi), Irenestar (Triton) and the Alaska Cedar (Ocean Towing), where it was a pleasure to meet W. H. Manley.

Brother Manley has been doing a really fine job aboard the Alaska Cedar, first as ship's Organizer and now as Delegate. This is not the first job that Manley has done for the Union. Since 1938, when he transferred from the old AFL Seamen's Union to the SIU, Manley has been in the forefront of those Brothers who undertake the difficult task of organizing new companies by acting as volunteer shipboard organizers. Most recently, he contributed his experienced services to bring Isthmian and Cities Service under SIU contracts. Calling Brothers like Manley the backbone of the Union is no exaggeration at all. To clean up the shipping picture, the in-transit ships were the Alaska Spruce (Ocean Towing), and the Calmar and Marymar (Calmar). There is not much news from this port. There was no meeting held yesterday for a lack of a quorum, although we do have a few Brothers on the beach, among them M. H. Caton, A. E. Carlson, R. C. Neblett, W. Thornton, Paul Franks and A. Strachan.



# SHIPS' MINUTES AND NEWS

## SIU Crewmen Of 'Red Tramp' Land 'Spies' Into Boston



The Chickasaw while she was the Prokiewicz.

A "tramp freighter from behind the Iron Curtain"—manned by a full crew from the SIU—aided in the smuggling ashore of two "communist spies" from the ship recently in Boston, the LOG has been informed.

But before you yell for the FBI, read on, for the whole episode was what will shortly be a scene in an anti-communist film being made by Louis De Rochemont, creator of semi-documentary films, among them the "House on 92nd Street" and "Lost Boundaries."

The action by the SIU crew aboard the tramp freighter—actually the SS Chickasaw of the Waterman Steamship Company—was primarily to paint out the big "W" on the bow and substitute the Prokiewicz for the ship's name. Following the filming, the men replaced the Waterman emblem and name.

### 'MOVIE HEROES'

According to crewmember Philip Reyes, who reported the incident to the LOG, several of the crewmembers attempted to crash the movies but were un-

successful, having to be content with receiving generous overtime for the painting task.

The ship shots took place in Boston in September and will be the introductory and closing scenes of the film "Walk East On Beacon," which is described as being based on the FBI offensive against communist espionage in the United States.

### RED TRANSPORT

Reyes lamented that unfortunately the proud SIU ship will be seen by millions of American moviegoers not as a faithful carrier of American cargoes, but as a transport for Red spies.

Reyes noted one complication that resulted from the ship assuming communist identity. The men had ordered a washing machine but it hadn't arrived when the ship sailed. Later the crew learned that the machine had been delivered, but instead of the Chickasaw "some foreign ship" was at the pier, thus the crew wore dirty duds until the ship hit New York.

## Sign It, Brother

Be they praise, criticism or query, the SEAFARERS LOG wishes to receive letters from its readers. A section of the Union newspaper has been set aside for the expression of opinions of interest to the membership, and all are invited to make use of the pages.

The only rule contributors are asked to adhere to is that all letters must be signed. Anonymous letters cannot be printed. A writer's request that his name be withheld will be honored.

## Expert Foresees Automatic Vessels Within Ten Years

When a Seafarer in a recent LOG foresaw the days of atomic ship propulsion and the automatic engine room, little did he know that marine engineers already had part of his dream in the drawing board stage.

Seafarer Bill Luce, in a recent LOG, wrote of a completely automatic engine room propelled by atomic energy; this week a representative of automatic control device company foresaw the completely automatic ship as being a fact within ten years, though he did not include atomic energy as the source of power in his forecast.

The prospects of a robot-controlled merchant ship was announced at the recent convention of the Propeller Club, where the speaker, Maurice R. Eastin, noted that "even today, it would be possible, under ideal conditions, to sail a ship from port to port under almost full robot control."

### HERE TODAY

"So highly developed," he stated, "are automatic navigation devices, automatic boiler controls and master controls of propulsion machinery that a single crewman, sitting before a specially built control panel, could supervise the ship's entire voyage."

Mr. Eastin reported to the convention delegates that marine engineers are striving for an all-automatic ship to develop greater efficiency and better performance, which will make possible lower operating costs necessary in foreign competition.

The speaker noted that even today automatic controls on new ships maintain proper living conditions in such widely different areas as engine room, recreation rooms and sleeping quarters.

"Greater efficiency and alertness of a rested, healthy crew," Eastin stated, "might mean the difference between safety and disaster."

## Voice Of The Sea

By SALTY DICK

There's a Chief Electrician now sailing SIU who is a former millionaire who lost his fortune a few years ago. . . . A beautiful picture in butterfly wings was donated to our new Headquarters by the crew of the Del Mar.

Brother Aluarex has finally quit the SS Puerto Rico and is now aboard a Cities Service tanker working on his SIU book. Anyone with eighteen months seetime on SIU ships with a permit should contact Frenchy Ruf in order to learn how to get his book.

John Cole is hanging around New York because his wife has been ill. He is a yankee who went to a southern school, the University of Alabama. . . . Homer "Rachel" Ringo formerly of Louisville, Kentucky, is up in New York and ready to ship out.

Eddie "Frances" Hill, a New Yorker who has been sailing out of New Orleans for the past several years, is now in New York studying the financial sheets of the local papers. He is one smart boy who has invested money in stocks. . . . One of the most famous prize fighters that Tampa ever produced is Tony Leto, now sailing out of Mobile. There are also many other former pugilists who have turned to the sea for a living.

There's one man around who is always bragging about his baby and he has a reason. I'm referring to Al Lopez. . . . Frenchy Michelet deserves a big hand for his supervisory work on the new building. The only

thing lacking in the enterprise is that the subway station is not in our building. . . . What Chief Cook sailing out of New York "borrowed" chickens from his mother's farm in order to play Bolita?

Brother Haggarty was telling us about the sandboats operating out of Newark. The things he likes best are the television set and night lunch. These ships are always near Coney Island and the TV is something wonderful to have.

## 'Neath Old Sol On The Del Sol



With their white mugs in hand Del Sol crewmembers strike a formal pose for 2nd Cook William Cameron's camera. Left to right: J. Reese, 2nd Electrician; W. Andrews, Chief Electrician; P. Corksey, AB; R. Godsey, AB; G. Holland, Wiper; L. Corksey, AB; L. Madina, Engine Utility; D. Miller, AB; J. Copland, Bosun; J. King, AB Maintenance; J. Latapie, OS, and J. E. Michael.

## Where American Libertys Get Their Names

The reasons behind the names borne by ships are sometimes vague, but not without purpose. Companies usually have personal reasons for naming their ships the way they do; the government, when it undertook the tremendous shipbuilding program of World War II, named its Liberty ships after famous Americans. Many of these war-built ships are in service again. Below are the names of a few SIU-contracted Libertys and

thumbnail sketches of the persons whose names they bear.

**Francis E. Warren** (Mississippi): Politician (1844-1929). Born in Massachusetts. Governor of Wyoming Territory and became first governor of Wyoming in 1890. Served in U.S. Senate 1890-1893. Was interested in the reclamation of arid lands and was termed the "father of reclamation."

**James McHenry** (Bloomfield): Patriot and figure in American

Revolution. Born in England, he joined the medical staff of the Continental Army. Became private secretary to Washington and Lafayette. Member of Continental Congress; later became U.S. Secretary of War.

**James Caldwell** (Mississippi): Engineer (1865-1925). Born in Mobile and educated in South, became President of Troy (N.Y.) Trust Company and vice-president of Renaselaer Polytechnical Institute.



Director Louis DeRochemont (dark glasses) directs the shooting of the waterfront scenes.

# SIU Voter's Guide

# PICTURES AND RECORDS OF ALL A&G CANDIDATES

**This section is designed to acquaint members with the Union background of the candidates for A&G offices for 1952. Read it carefully before you cast your ballot in this election.**

## Secretary-Treasurer

(Vote For One)

**PAUL HALL — No. 190:** A member of the Seafarers International Union since its beginning. Holds clearances for all strikes. Sailed actively



in all areas during late war. First assumed elective office in 1944 as New York Port Agent. Was Director of Isthmian Organizing Drive. Was elected Secretary-Treasurer in 1947, 1948, 1949 and 1950. Has served as a member of SIU Negotiating Committee during

all recent contract talks since then, including the recently successful ones with Cities Service and for the Welfare and Vacation Plans. Has also served in various capacities in practically all emergencies and strikes during SIU's history.

## Assistant Secretary-Treasurer

(Vote For One)

**LLOYD A. (Blackie) GARDNER — No. 3697:** Has been a member of the Seafarers International Union since its formation. During the war sailed



into all combat areas. Holds clearances for all strikes, beefs and organizational drives of the Union. Served as Dispatcher in the Port of New York. Worked as volunteer Organizer in many drives. Was elected Agent for the Port of Philadelphia for 1948.

Did not run for office for 1949, serving as Headquarters Representative in New York. Was elected Assistant Secretary-Treasurer for 1950, and served as West Coast Representative in 1951.

**JOE ALGINA — No. 1320:** Transferred from AFL Seamen's Union into the SIU when this organization was formed. Sailed actively during the

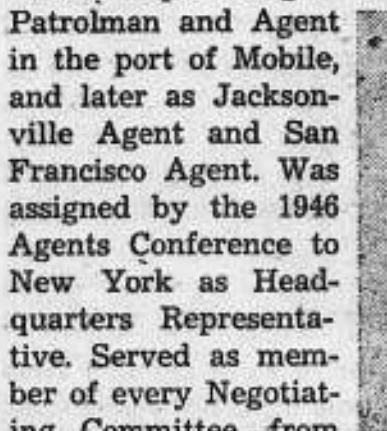


war until going to work for Union as Organizer. Has served in various capacities such as New York Deck Patrolman and Acting Agent. Was elected Agent in the port of New York for 1948, 1949 and 1950. Elected Headquarters Representative for 1951. Participated actively in Longshore and Coos Bay beefs, 1946 General Strike, UFE beef, and Isthmian Strike. Has been on the Union Negotiating Committee for past five years.

participated actively in Longshore and Coos Bay beefs, 1946 General Strike, UFE beef, and Isthmian Strike. Has been on the Union Negotiating Committee for past five years.

~ ~ ~

**ROBERT MATTHEWS — No. 154:** Joined the SIU when it was first formed. Sailed as engine and/or ship's 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 every Negotiating Committee, from 1946 to present time. Was elected Assistant Secretary-Treasurer for 1948 and re-elected for 1949 and 1950. Was elected Headquarters Representative for 1951. Participated in all SIU strikes and job actions.

Was elected Assistant Secretary-Treasurer for 1948 and re-elected for 1949 and 1950. Was elected Headquarters Representative for 1951. Participated in all SIU strikes and job actions.

## Headquarters Representatives

(Vote For Three)

**JOSEPH H. VOLPIAN — No. 56:** First went to sea in 1922. Active in organized maritime labor for many years before joining the SIU in 1940 in



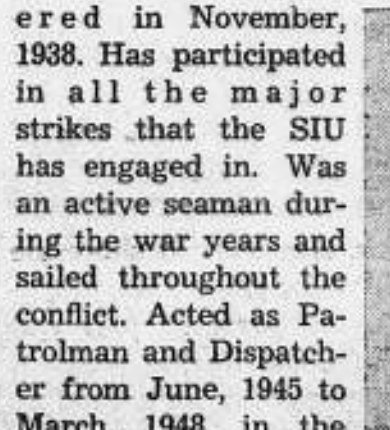
port of New Orleans. Served as Engine Patrolman in Port of New York from 1943 to 1947. While Patrolman, he served as Special Services Representative in charge of membership problems relating to Coast Guard, immigration, unemployment insurance and other matters. Was elected Assistant Secretary-Treasurer for 1948, 1949 and 1950. Was elected Headquarters Representative for 1951. Has a clear record for all past SIU strikes and beefs.

port of New Orleans. Served as Engine Patrolman in Port of New York from 1943 to 1947. While Patrolman, he served as Special Services Representative in charge of membership problems relating to Coast Guard, immigration, unemployment insurance and other matters. Was elected Assistant Secretary-Treasurer for 1948, 1949 and 1950. Was elected Headquarters Representative for 1951. Has a clear record for all past SIU strikes and beefs.

## Boston Agent

(Vote For One)

**EUGENE DAKIN—No. 180:** Has been a member of the Seafarers International Union, Atlantic and Gulf District, since it was originally chartered in November,



1938. Has participated in all the major strikes that the SIU has engaged in. Was an active seaman during the war years and sailed throughout the conflict. Acted as Patrolman and Dispatcher from June, 1945 to March, 1948, in the

port of Boston, and again as Dispatcher in Boston from June, 1949 to July, 1951. Is clear for all beefs that the Union has been part of.

**THOMAS FLEMING — No. 3821:** Has been going to sea since 1929. Joined the Atlantic and Gulf District in 1943 in the port of Boston. He sailed



all through the war, and was torpedoed in the English Channel in 1945. During the 1946 General Strike was elected head of the committee to find housing for the men on strike. Was on an Isthmian ship when the Union struck that company in 1947. His

record is clear for every beef and action since he has been in the Union. Has been elected either deck or ship's Delegate on every ship he has sailed.

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**JAMES SHEEHAN — No. 306:** A member of the SIU since its formation in 1938. Saw service as an Organizer for the Union in the Gulf area during 1938 and 1939. Was elected to Union office in 1944 and has been re-elected to various Union posts since: Deck Patrolman for New York in 1947 and 1948, and Philadelphia Agent for 1949. Returned to sea in 1950 and sailed until July of this year, when he



was appointed Boston Agent, when the official there resigned. Began sailing in 1924 and shipped as AB and Bosun since then, holding down shipboard Delegate jobs. Holds clearances for strikes and actions of SIU for past ten years.

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### New York Deck Patrolman (Vote For Two)

**LOUIS GOFFIN — No. 4526:** Transferred into Seafarers 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 for 1947, 1948, 1949, 1950 and 1951. Has clearances for all Union actions of past eleven years. Has taken part in negotiating new contracts for SIU.



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**GEORGE (Frenchy) RUF — No. 23724:** Joined the Union in Mobile in 1942, and has been in good standing continuously since then. Served as volunteer Organizer aboard Isthmian, Cities Service and American Trading and Production ships. Participated in the 1945 ILA Beef, the General Strike and MM&P Strike in 1946, the Isthmian Strike in 1947, the Garment Workers Beef and many other Union actions. Has worked shoreside for the Union at various times since 1945, working in the Gulf area during parts of 1945 and 1946, and on the Atlantic Coast during parts of 1946 and 1947. For twenty months he served as Organizer in the New York area, concentrating in the main on the successful Cities Service drive. Was elected Deck Patrolman for the port of New York for 1951.



## Report On Credentials

We, the undersigned Committee on Credentials, duly elected at a Special Meeting as per the action taken by the regular membership meeting of October 3, 1951, 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 1952, 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.

Fraternally submitted,  
Melvin Collins, 42972 William Frank, 51113  
John Santos, 4783 Alonzo Milefski, 49345  
Joseph Farrell, 50361 Robert Rogerson, 50607

### New York Engine Patrolman (Vote For Two)

**TEDDY BABKOWSKI — No. 7391:** Joined the SIU in 1941 and sailed during the war to all zones. Served as a volunteer Organizer in the Isthmian fleet and with tanker companies now under contract to the 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 was elected Joint Patrolman for the port of New York for 1949 and Engine Patrolman for 1950 and 1951.



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**EDDIE (Deck) ERIKSEN — No. 50495:** Joined the Seafarers International Union as a permit member in 1946, and received full membership in February, 1948. Has acted as department and ship's Delegate on numerous Ore, Calmar, Isthmian, Waterman and Cities Service vessels. Is well-known throughout the Atlantic, Gulf and West Coast Districts, and is considered militant but fair in the safeguarding of the Union's working rules and contracts. Has a clean Union record and is strike clear for all Union strikes and actions.



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**CLAUDE (Sonny) SIMMONS—No. 368:** Joined the old ISU in 1935. Went to work with the Light House Department until 1939, when he joined the Seafarers International Union. Was in Mobile during the American Seamen Beef. Sailed steadily until August 1, 1941, when he was appointed Patrolman in Tampa. Went back to sea August 1, 1942, and sailed through the war until February, 1945, at which time he was appointed Patrolman in New York. Remained at that post until he was elected Agent for the port of Tampa for 1946. Was re-elected for 1947 and 1948. Resigned in July, 1948, and went back to sea until November 15, 1949. Acted as Headquarters Representative from December of that year through 1950. Was elected Engine Patrolman for New York for 1951.



### New York Stewards Patrolman (Vote For Two)

**HOWARD GUINIER — No. 478:** Came into Union at its beginning. 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. Was Chairman of 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. Was elected Stewards Patrolman in New York many times, serving from 1946 to the present.



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**FREDDIE STEWART — No. 4935:** Was a volunteer Organizer for the Seafarers International Union from its beginning. Participated in all major strikes — Bonus, Isthmian, '46 General — and other actions of the Union. Led direct action to secure milk, provisions and decent shipboard conditions for seamen. Was New York Stewards Patrolman in 1947, and Joint Patrolman in port of New York in 1948 and 1949. Was elected Stewards Department Patrolman for 1950 and 1951. Assisted in the drawing up of many of the Union's past agreements.



### Philadelphia Agent (Vote For One)

**STEVE (Blackie) CARDULLO — No. 24599:** An active participant in all SIU strikes and beefs since joining the organization. Served as Marcus Hook Agent until that port was closed. Has also served as Patrolman in Philadelphia and as West Coast Representative and as Headquarters Representative in New York. During the war sailed into all zones of action. Holds clearances for all Union waterfront actions. Actively participated in successful organizing and striking of Isthmian SS Company in 1945-47. Was elected Philadelphia Agent for 1950 and 1951 and is presently serving in that post.



### Baltimore Agent (Vote For One)

**EARL (Bull) SHEPPARD—No. 203:** Was one of the SIU's original members. Active in P&O Strike and other early actions in Union's formative years. Appointed by Director of Organization to direct field work for Isthmian campaign. Also participated in Great Lakes Drive. Was 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, 1949 and 1950. Was elected Assistant Secretary-Treasurer for 1951. In May, he assumed the post of Agent in Baltimore, replacing the official who had resigned because of ill health. Sailed all through war. Is strike clear for all Union beefs.





**Baltimore Deck Patrolman**

(Vote For One)

**LEON (Blondie) JOHNSON**—No. 108: Was one of the first seamen to join the newly-formed SIU in 1939. Took part in the P&O Strike, Bonus



Strike, anti-commie Longshore Beef and other major actions of the SIU, holding strike clearances from each. Was Agent in Port Arthur during the 1946 General Strike. Has served as Patrolman in New Orleans, Galveston, New York and Norfolk. Was elected

Patrolman in Galveston for 1948. Elected Deck Patrolman for Baltimore for 1949, 1950 and 1951. Sailed during the war.

**Baltimore Engine Patrolman**

(Vote For One)

**AL STANSBURY**—No. 4683: A member of the Seafarers International Union, A&G District, since its inception, joining the SIU in the Port of Baltimore. Has taken

active part in all actions of the Union, both strike and organizational. Sailed during the war into most active war zones. Has served the SIU in various appointive capacities and was Dispatcher for the Port of Baltimore in 1949.



Aboard ship served in many capacities in the engine room. Also served the crew often as black gang Delegate. Was elected Engine Patrolman for the Port of Baltimore for 1950 and 1951.

**Baltimore Stewards Patrolman**

(Vote For One)

**W. PAUL GONSORCHIK**—No. 749: Has been a member of the Atlantic and Gulf District since 1938, when the Union was founded, and has



sailed as Steward and Chief Cook and Baker. Was elected Dispatcher in the port of New York in 1940. Was a member of the Negotiating Committee in 1940 and 1941. Assisted the Constitutional Committee in drawing up the SIU constitution, and was

a member of the 1941 Bonus Strike Committee, going to Washington as one of rank and file group to negotiate the war bonuses. Went back to sea in 1943, returning to New York when he was re-elected Dispatcher there. Has been stewards department Patrolman in New York since May, 1951.

**EDWARD V. SMITH**—No. 48961: Has sailed for seven years on American flag ships in all ratings in the stewards department. He has been a full



member of the Atlantic and Gulf District of the Seafarers International Union since September, 1947. Has acted as both department delegate and ship's delegate on many of the ships he has sailed. He is clear for all strikes and beefs that the Atlantic

and Gulf District has taken part in since he has been part of the organization. At the present time he is serving as Steward aboard the SS Daniel H. Lownsdale, Isthmian SS Company.

**Norfolk Agent**

(Vote For One)

**CHARLES O. LEE**—No. 70: Has been a member of the Atlantic and Gulf District of the Seafarers International Union since its inception in 1938,



having joined in the port of Jacksonville, Florida. Is thoroughly familiar with the Union's agreements and understands the needs and wants of seafaring men, which factors have led to his being elected department and ship's delegate on many ships

that he has sailed. Has taken part in the organizational drives of the Union and has done picket duty during SIU beefs. Is clear for all strikes and actions that the Union has taken part in.

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**BEN REES**—No. 95: Joined the SIU in 1938. Appointed Patrolman-Dispatcher for Port of Norfolk in June, 1945. Served until elected Joint Patrolman for that port for

1947. Re-elected to post for 1948. Appointed Agent for Port of Norfolk in March, 1948. Was elected Norfolk Agent for 1949, 1950 and 1951. In charge of stewpot and publicity for Norfolk Strike Committee in 1946 General Strike.



Active for Strike Committee in Isthmian Strike. Also active in Wall Street Strike in 1947. Organized crews and signed contract with Virginia Ferries Corporation.

**Savannah Agent**

(Vote For One)

**EARNEST B. TILLEY**—No. 75: Became a member of the Seafarers International Union, Atlantic and Gulf District, in 1939, joining in the port



of Baltimore. Was appointed Engine Patrolman for Baltimore in 1945. In January, 1947, he was appointed Patrolman in the port of Philadelphia, and later that year served as Agent for that Branch. He was elected Philadelphia Joint Patrolman for 1948. During

that same year, in order to fill positions that were vacant due to resignations of the elected officials, he served as Patrolman in Savannah and then as acting Agent in Boston. During 1949, served as Agent for the Wilmington Branch, before going to Savannah as Patrolman. Elected Savannah Agent for 1951. Is strike clear for all Union strikes and beefs.

**Tampa Agent**

(Vote For One)

**RAY WHITE**—No. 57: Transferred into the Seafarers International Union in 1938 from the AFL Seamen's Union. Helped organize the P&O Line.



Was Patrolman in the port of New York for six months, and served as Norfolk Agent for three years. Has served as Tampa Agent for past three years. Was active in Isthmian Drive and Strike. Has a clear record for all Union beefs. Prior to his

election as Tampa Agent in the 1948 balloting, he served as Headquarters Representative, entering negotiations in Deck Department matters.

**Mobile Agent**

(Vote For One)

**CAL TANNER**—No. 44: Has been a member of the SIU since it was granted a charter by the AFL. During the war was an active seaman, seeing service in most

combat zones. Was active in the Isthmian Drive, as both ship and shoreside Organizer. Was elected Agent in port of Mobile for 1947, 1948, 1949, 1950 and 1951. Participated in the various organizational campaigns of the Atlantic



& Gulf District. Was active in all beefs of the SIU and holds clearances for all strikes and beefs that the Union has ever engaged in.

**Mobile Joint Patrolman**

(Vote For Two)

**ROBERT J. JORDAN**—No. 71: Has sailed since 1938, always in the engine department. Was appointed Organizer for Isthmian ships and the tugs in the Gulf area in September, 1945.

Appointed Engine Patrolman in port of Mobile in February, 1946, and also acted as Dispatcher and Organizer. Elected Engine Patrolman for the port of Mobile for 1947 and reelected for 1948. Has been active in all strikes and is clear for all SIU strikes and beefs. Was elected to Joint Patrolman post in Mobile for 1949 and re-elected for 1950 and 1951.



**GEORGE KIMBREL**—No. 45925: Became a member of the Atlantic and Gulf District of the Seafarers International Union in March of 1946. Has

always been active in Union affairs and, because of his vigilance in seeing that the contract was carried out, has been many times elected Delegate aboard a number of SIU ships. He is currently sailing as Bosun on the SS David Starr Jordan, Mississippi



Shipping Company. Is cleared for all strikes and actions that the Union has participated in since he became a member.

**Remember: In order to vote in the elections for 1952 officials, you must be in good standing.**

**Wm. 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 and Mobile Joint Patrolman for 1949, 1950 and 1951. Is clear for all SIU beefs.



**New Orleans Agent  
(Vote For One)**

**LINDSEY J. WILLIAMS — No. 21550:** Joined the Seafarers International Union, Atlantic and Gulf District, in New Orleans on January 26,



1942, as a member of the deck department. Sailed all during the war in practically all war zones. During the Union's drive to organize Isthmian Steamship Company, he served as the Gulf Area Organizer. At the same time he led the attempt to organ-

ize the American Trading and Production Company. He was responsible for bringing many new companies under contract to the SIU, the largest of which was Cities Service Oil Company—for which drive he was Director of Organization. Was elected Agent for the port of New Orleans for 1951.

**New Orleans Deck Patrolman  
(Vote For One)**

**LEROY CLARKE — No. 23062:** Joined the Seafarers International Union, Atlantic and Gulf District, in New Orleans in 1942, and sailed all



during the war. Has served on numerous Branch committees and has been active in New Orleans Branch activities. Has served as department and ship's Delegate many times. Was appointed temporary Patrolman in New Orleans several times,

when increased Branch activities demanded expansion of the local staff. Elected New Orleans Deck Patrolman for 1951. Has been active in all strikes in which the SIU participated.

**New Orleans Engine Patrolman  
(Vote For One)**

**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 A&G District in different capacities, ranging from Dispatcher to Agent in port of New Orleans. Shipped to all areas during the war. Co-chairman of UFE Strike Committee in New Orleans. Holds



clearances for all Union strikes and actions. Elected New Orleans Engine Patrolman for 1947 and was re-elected for 1948, 1949, 1950 and 1951.

**New Orleans Stewards Patrolman  
(Vote For One)**

**A. W. (Andy) GOWDER — No. 36884:** Became a member of the Seafarers International Union, Atlantic and Gulf District, in 1944 in the port of Savannah. Since then has been active in all Union beefs, strikes and organizational campaigns, among them the Isthmian Drive and Strike, the 1946 General Strike. Has served on numerous shoreside Branch committees. Has also served as Delegate, chairman and recording secretary aboard many SIU vessels. Sailed in all war zones during World War II, and to Korea during present action.



**HERMAN TROXCLAIR — No. 6743:** Joined the Seafarers International Union, A&G District, on March 12, 1941, and has been an active member



since that date, partaking in all strikes, beefs and organizational campaigns of the Union. Holds clearances for all strikes. During the late war sailed in nearly all combat areas. Has always sailed stewards department. Was elected Stewards Department Patrolman for the port of New Orleans for first time for 1948, and was subsequently re-elected for 1949 and 1950.

**Galveston Agent  
(Vote For One)**

**KEITH ALSOP — No. 7311:** Has about fifteen years of sea service, most of it spent in engine department. Sailed during World War II to various combat zones of the world. 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 the port of Norfolk in 1946; and was chairman of the Isthmian Strike Committee for the port of Galveston in 1947. Has been elected Agent in the port of Galveston since 1948.



**Galveston Joint Patrolman  
(Vote For One)**

**CHARLES KIMBALL—No. 52:** Has been an active member of the Seafarers International Union, Atlantic and Gulf District, since it was organized in 1938. Has always sailed in the deck department. In 1944 was appointed Patrolman in the port of Mobile. Was sent to San Francisco in 1945 to act as West Coast Representative of the Union. Was elected, in 1946, Port Agent in Mobile. In 1947 was



appointed Patrolman and Dispatcher in that port. Has been sailing actively since 1948, and is clear for all strikes and beefs that the A&G District has participated in.

**MERVIN (MEL) SHIPLEY—No. 36213:** Became a member of the Seafarers International Union of North America, Atlantic and Gulf District in



November, 1944, joining the Union in the port of Baltimore, Maryland. Brother Shipley sails in the deck department. His record is clear for all strikes and organizational beefs that this organization has been a participant of since the time that he has

been a member.



**Voting From Nov. 1 To Dec. 31  
In All Halls Of A & G District**

# Digested Minutes Of SIU Ship Meetings

**GATEWAY CITY (Waterman),** Sept. 16—Chairman, J. Burns; Secretary, R. Lauger. Delegates reported no beefs. Night lunch situation brought up. Last step broke loose on ladder back aft.

Oct. 4—Chairman, J. Burns; Secretary, R. Lauger. Educational talk about new members. No information about strike. Motion made to have ship fumigated. Poop deck full of broken cots and mattresses.

FAIRISLE (Waterman), Oct. 6—Chairman, Nek Larson; Secretary, James Clinton. Delegates reported few beefs. Discussion on shortage of water and linen. Motion made to write a letter to Headquarters concerning conditions aboard Waterman ships.

DOROTHY (Bull), Oct. 6—Chairman, G. Miller; Secretary, M. McCarthy. Delegates reported ship's fund to have \$30. Suggestion on repair list. There is a strong need for extra fans. Vote of thanks to stewards department.

SEATRAN HAVANA (Seatrains), Oct. 14—Chairman, Reece Oliver; Secretary, C. R. Garner. Delegates reported everything okay. Discussion on Texas delayed sailing, launch service and overtime involved. Suggestion made for whole gang to put in for what they think they have coming and let Patrolman finish the issue. Discussion on coffee shortage.

ALCOA PEGASUS (Alcoa), Sept. 30—Chairman, C. W. Ragsdale; Secretary, James Braden. The ship's Delegate was requested to see the Captain about securing heavy winter clothing and assorted brand of cigarettes. Several men requested that members of the crew refrain from loud talking in the sleeping area.

STEEL INVENTOR (Isthmian), Oct. 7—Chairman, Harold B. Thomas; Secretary, Steve Shack. Delegates reported no beefs and no disputed overtime. Toaster too small for crew mess, larger one to be repaired. Ship's Delegate is to investigate drinking water. Suggestion made to return books and magazines to the recreation room.

SEACOMET (Zenith), Oct. 14—Chairman, Jack W. Arellanes; Secretary, L. Wolfe. Delegates reported no beefs. Motion was made and seconded that all beefs are to go through proper channels. The deck gang is to give the Bosun more cooperation. Racks to be made for the crew messhall.

MALDEN VICTORY (Mississippi), Oct. 7—Chairman, J. C. Wauchek; Secretary, H. Pitkofsky. Four dollars to be taken out of ship's fund for purpose of sending telegram to Headquarters on mail situation. Repair list to be made up. Discussion held on incident that happened in starboard side passageway. Vote of thanks to stewards department for the good chow and service.

McKETRICK HILLS (Western Tankers), Oct. 2—Chairman, C. DeMarci; Secretary, John J. Durkin. Delegates reported no beefs. Suggestion to see the Steward about variety of menu

## Seafarer Sam says:



and night lunches. Motion made and seconded to get a new refrigerator for the crew mess.

Oct. 16—Chairman, J. Kuchinsky; Secretary, Norman Kuekewsky. Delegates reported \$30 in ship's fund. Complaint on water. There is no cold wash water; only dirty hot water. Pumpman warns crew of deck department of smoking on deck.

AKTION (Actium), Oct. 13—Chairman, Arne Hansen; Secretary, I. J. Torre. Delegates reported few hours disputed overtime. Discussion on crew Messman. Water tanks and rooms are to be cleaned for the next crew.

SEAGARDEN (Penin. Nav.), Aug. 23—Chairman, Chet Gawrych; Secretary, John Molmar. Delegates reported no beefs. Each Delegate will make out repair list and turn it over to the ship's Delegate. Chairman asked ship's Delegate for educational talks.

SEATRAN NEW JERSEY (Seatrains), Oct. 16—Chairman, C. C. Gautreau; Secretary, R. Adams. Delegates reported \$19.48 in ship's fund. Motion made and carried to have meetings every trip on the way north. General discussion on the food and menus.

EDITH (Bull), Oct. 14—Chairman, Vincent Genco; Secretary, Louis Ruzzi. Delegates reported

no beefs. Suggestion by various crewmembers to request the Union to see what can be done in the way of medical aid for seamen's families at public health hospitals. Library to be changed in Baltimore.

GREECE VICTORY (South Atlantic), Sept. 30—Chairman, A. T. Arnold; Secretary, A. A. Baum. Delegates reported no beefs with the exception of the actions and attitude of the Chief Mate. Steward is to see that the eggs and potatoes are condemned. It was recommended that the Union look into the mail situation of ships sailing under Army charter.

Sept. 2—Chairman, A. V. Comrie; Secretary, Amos Baum. Delegates reported no beefs. It was suggested that a ship's fund be started. It was agreed that each department clean a certain section of the passageway daily.

TAINARON (Actium), Oct. 30—Chairman, Jose Ortibuerra; Secretary, Burnett. Delegates reported no beefs and no disputed overtime. Chief Steward suggested that stewards department take care of the recreation room and that engine and deck departments take care of laundry room.

SEABEAVER (Colonial), Sept. 6—Chairman, Bob Brown; Secretary, James A. Boykin. Delegates reported everything alright

with the exception of five hours disputed overtime. Steward consulted in regard to receiving no fresh milk upon leaving Buenos Aires. Steward stated that the milk was delivered to the ship as ship was leaving dock.

CATAHOULA (Cuba Distilling), Oct. 13—Chairman, Adolph Capote; Secretary, Steve Grugin. Delegates reported that everything was squared away. Suggestion that all men give 24 hours notice before getting off in New York. All mattresses must have covers and all men are responsible for their mattresses.

JOHN S. MOSBY (Eastern), Oct. 9—Chairman, E. A. Bayne; Secretary, Frank Steen. Delegates reported no beefs. Stewards department was asked why food was not up to par. Crew congratulated on the way they conducted themselves in a foreign port.

TIMOTHY DWIGHT (Eastern), Sept. 30—Chairman, John Brennan; Secretary, Alvin Carpenter. Delegates reported no beefs. Discussion to have each department keep the laundry room clean by rotating work each week. Everyone cautioned to handle the washing machine carefully.

THOMAS STONE (Eastern), Sept. 25—Chairman, James Hickey; Secretary, Michael Iwassko. Delegates reported one man taken off ship when leaving Antwerp. He injured both legs slightly but reports say he is okay. The Bosun suggested that linen and blankets be stripped from beds and stored below.

GEORGE A. LAWSON (Pacific Range), Sept. 23—Chairman, John Murray; Secretary, Emmanuel Cottis. Delegates reported everything okay. Suggestions made on how to keep crew messroom, recreation room and laundry room in good shape at all times.

ANNISTON VICTORY (South Atlantic), Sept. 20—Chairman, L. E. Harris; Secretary, Chamberlayne. Delegates reported everything running smoothly. Motion made to keep stevedores, dock workers and unauthorized personnel out of messhalls. Steward asked crew to look after silverware as there is no spare, but hopes to get more next trip.

WILLIAM BURDEN (Western Tankers), Sept. 29—Chairman, Gene Flowers; Secretary, Van Sant. Delegates reported one man missed ship in Naples. Steward was warned to comply with

the Union agreement when working the new men. Fruit and vegetables are going to waste in the icebox.

TOPA TOPA (Waterman), Sept. 17—Chairman, A. M. Brancioni; Secretary, J. M. Melendez. Motion made and carried that members late in attending meetings on board ship should be fined \$5; the fine to be donated to the SEAFARERS LOG. Discussion on donation toward Merchant Marine Memorial Chapel at Kings Point, N. Y.

WARHAWK (Waterman), Oct. 8—Chairman, Tony Ferrera; Secretary, Ted Thompson. Delegates reported no beefs. Motion made and carried to see Chief Engineer about having quarters painted. The Captain came down to thank the crew for the cooperation he received from them. A collection was taken up for a memorial for merchant seamen lost in the last war.

SOUTHERN COUNTRIES (Southern Trading), Oct. 7—Chairman, L. E. Blake; Secretary, Frank H. Knapp. Delegates reported everything okay. Ship sailed short of water from Galveston to Jacksonville. Motion made that proper medical equipment be supplied for crew. Discussion on permitman who fouled up in Puerto Rico.

EVELYN (Bull), Oct. 7—Chairman, T. Hinsh; Secretary, E. C. Dacey. Delegates reported no beefs and no disputed overtime. Each crewmember was asked for \$1 for the upkeep of the washing machine.

Sept. 31—Chairman, T. Hinsh; Secretary, E. C. Dacey. Discussion on buying a timer for the washing machine. It was suggested that the day worker make his own coffee after the watch.

PAOLI (Cities Service), Oct. 2—Chairman, Norman Kirk; Secretary, Herb Goodfried. Delegates reported everything okay. \$64.22 in ship's fund. Discussion on washing machine.

Sept. 29—Chairman, Edward Chant; Secretary, John T. Bowman. Delegates reported couple of small overtime beefs. Agreed by all to change ship's library. Discussion on soap powder issued to the black gang.

ALCOA PLANTER (Alcoa), Sept. 29—Chairman, Andy Gowder; Secretary, A. D. Junkin. Delegates reported few beefs. The membership was asked to take better care of washing machine.

DANIEL H. LOWNSDALE (Isthmian), Sept. 23—Chairman, P. V. Millican; Secretary, Edward V. Smith. Delegates reported few hour disputed overtime. Repair list to be made up before arrival. Discussion on getting pantry and messroom painted.

WARHAWK (Waterman), Aug. 9—Chairman, Joe Bissonnet; Secretary, Ferrera. Delegates reported this as a good trip, no performers and no beefs. Ship's Delegate complimented crew on good unionism, and reported no performers. Stewards department was applauded for serving very good food.

## A&G Shipping From Oct. 10 To Oct. 24

| PORT         | REG. DECK | REG. ENG. | REG. STWDS. | TOTAL REG. | SHIPPED DECK | SHIPPED ENG. | SHIPPED STWDS. | TOTAL SHIPPED |
|--------------|-----------|-----------|-------------|------------|--------------|--------------|----------------|---------------|
| Boston       | 47        | 28        | 16          | 91         | 12           | 9            | 14             | 35            |
| New York     | 218       | 183       | 135         | 536        | 160          | 119          | 93             | 372           |
| Philadelphia | 56        | 20        | 21          | 97         | 43           | 32           | 29             | 104           |
| Baltimore    | 178       | 118       | 98          | 394        | 132          | 98           | 71             | 301           |
| Norfolk      | 139       | 143       | 133         | 415        | 153          | 104          | 127            | 384           |
| Savannah     | 14        | 14        | 12          | 40         | 8            | 8            | 7              | 23            |
| Tampa        |           |           |             |            |              |              |                |               |
| Mobile       | 65        | 74        | 55          | 194        | 78           | 71           | 60             | 209           |
| New Orleans  | 92        | 70        | 78          | 240        | 87           | 75           | 69             | 231           |
| Galveston    | 50        | 37        | 30          | 117        | 29           | 37           | 16             | 82            |
| West Coast   | 45        | 53        | 30          | 128        | 54           | 48           | 45             | 147           |
| TOTAL        | 904       | 740       | 608         | 2,252      | 756          | 601          | 531            | 1,888         |

NO FIGURES RECEIVED

# THE MEMBERSHIP SPEAKS



## Only SIU Assists Oldsters In Maritime, Says Farrell

To the Editor:

I rejoiced when I heard at a recent membership meeting that something is in the wind to make the lot of the oldtimer a little more secure in his old days, under the SIU Welfare Plan.

It is a tribute to the SIU and its officials who are plugging for us old guys when we are not wanted by the shipping companies. It is tragic that when a man is around sixty years old, and perhaps disabled, to have no home and few friends, to be left to battle through the world that he has worked to make better for others.

### NO CHARITY

It is needless for me to inform you that charitable organizations do not even give you a little pity, and those that you aided don't want to know you. But enough of that. The younger seamen are now beginning to acquire the benefits that some of us old guys diligently fought for through strikes, lockouts and job actions against those who were doing everything possible to break up our Union and starve us into subjection.

Let us hope that these young seamen will give the oldtimers their personal consideration. Stand together one and all, for unity is strength. Remember you

## Kathryn Crew Urges Family Hospital Care

To the Editor:

During the Good and Welfare session of the meeting held aboard the SS Kathryn on September 23, it was suggested by Louis Guellenitz that we endeavor to interest the Union membership in a hospitalization plan for the wives and dependent relations of merchant seamen.

Since the USPHS hospitals are at present furnishing this care for dependents of members of the Coast Guard, persons in civil service and veterans, it seems that the benefits could be extended to merchant seamen.

The suggestion was greeted enthusiastically by everyone present at this meeting, and it was decided to communicate our desires to the editor of the LOG in the hope that this might start the ball rolling.

### NEED CARE

So far, as we are aware, there are no great difficulties standing in the way of this plan. There are possible legal stumbling-blocks to overcome, but there is no reason why we cannot make known our need of this care.

We, therefore, request that you publish this letter and ask other seamen how they feel about it. We are sure that the response would be overwhelmingly for it.

George A. Burke  
A. Oquendo  
Evaristo Jimenez  
Fidel Coruschi

will be soon getting more wages and shorter hours and you will be enjoying the life of civilized beings.

This brings me to another episode that was so ably denounced at the meeting. That was the Steward who hid the fresh eggs and handed his Brother Union men rotten ones. Oh, yes, years ago that was the typical Steward.

I recall a case of one of these bellyrobbers coming back from Australia. He starved us and gave all the fresh meat and vegetables to the Captain and the saloon mess. However we fixed his wagon. We sailed into Nermea, New Caledonia, an island, to get a cargo of iron ore. This was a God-forsaken island and had no docks. The Captain and the brass hats, including the Chief bellyrobber, went ashore; we were not permitted shore-leave. It happened luckily that a sister ship came in and we saw its crew pull ashore. We knew then we had a tyrant for a Captain. So this humble soul with the rest of the blackgang lowered a lifeboat and we went ashore. When we landed on the island there was only one gin mill, run by a Japanese and guarded by natives. We told the black gang on the other ship how we were being starved. Our Captain went for a ride on a mule, so we got our chance. As soon as we pointed out our bellyrobber, the black gang from the sister ship went to work on him that night in the dark, and believe me it was pitch dark.

### "REEDUCATED"

He got such a shellacking that when we got him aboard he was unable to resume his duties until we had him in Baltimore, Md. The Captain came aboard all gassed up. He tried to investigate who it was who rendered the beating. He cursed and swore that if he knew, he would shoot them on the spot. But we had a good hungry gang and none would squeal. The Captain got fired by the company, as well as the bellyrobber, when we informed the company that the Captain and Steward were selling our food to the gin mill on the island.

Paddy Farrell

## Sailing Short

All delegates aboard SIU ships are urged to make certain that every ship is fully manned before it leaves port.

If the company tries to violate the contract manning scale by sailing short, the ship's delegate should call the nearest Union Hall immediately.

The Union will take immediate action to see that our agreements are observed to the letter as it does whenever violations are reported.

Know your contract and report all violations to the Union right away.

## Coffee And Corn In The Messroom



Simmons Victory crewmembers take their morning coffee break and prepare to dig into some popcorn set out for them. Left to right, Ellingson, Chief Electrician; White, 2nd Electrician; Cooper, Carpenter; Harris, Engine Utility; Thompson, AB; Russo, Wiper; Plyer, AB; Grossclose, Bosun, and Moran, Wiper.

## Sees Saving In Discharge Of Skilled Seamen In Army

To the Editor:

Just received the latest issue of the LOG and it comes as a shot in the arm, but after seeing all the reports from the ports on the good shipping and also the shortage of ratings, it is sort of disheartening.

The many former seamen here at Fort Eustis look forward to the LOG with hopes that it contains something on letting wartime seamen out of the Army to relieve the shortage that now prevails. Or is the government going to open up the Maritime schools again? We have rumors that there are men on the ships making their first trip, could it be that they are of draft age?

### WRITING CONGRESS

The seamen here are now writing to Congressmen and Representatives asking why they are continuing to draft wartime seamen when there is such a great shortage, and when are they going to release the seamen in the Army to go back to the ships, where in case of a war they will prove a valuable asset to the Government. If all the seamen in the army were released it would save the government millions and maybe also a few lives.

I am now an instructor in a harbor craft school and we have a seven-week course in seamanship and I know just how much you can teach in that time; it is

a shame that such men are sent aboard ships to hold down important positions.

I think that if all the Brothers would write or send telegrams to their Congressmen, then maybe we could see some action. If you like, you can change my mailing address from Pvt. to Cpl. (big deal).

Cpl. Casmier A. Kaust  
Ft. Eustis, Va.  
Co. I, 2nd Bn. TRTC

## SIU Benefits Won For Husband Help Me Too, Says Wife

To the Editor:

I have moved to my husband's home state and I certainly have missed reading the LOG. My landlady in Houston has failed to forward my mail to me. I have not seen a LOG in over a month and I certainly have missed it.

With my husband away at sea most of the time, I feel closer to him while reading the LOG. Not only that but the LOG keeps me informed on everything concerning our daily lives and existence.

May I pay you and the LOG a compliment: I am sincerely proud to say to all my associates: "My husband belongs to the finest Union in the world."

I realize, too, that that is a broad statement, but no words, no matter how expressed, can tell you how much I appreciate the fine Union, the SIU, and I am so grateful for everything it has done for my husband, Wallace R. Milton.

This is the second letter of this kind I have written to the LOG and once again I wish to thank you and all the Union for what it has done for me and my husband. Will you be kind enough to send me a months back issues?

Mrs. Wallace (Rocky) Milton  
(Ed. Note: The late issues you requested are enroute to you.)

## No Market Street Over Here



Three Philadelphians are all smiles as their ship the Benjamin Grierson, Waterman, proceeds up the Seine to Rouen with a load of coal. Left to right: Frank Metzler, 3rd Cook; Villanova, OS, and Pedro Arteaga, Crew Messman. Picture by H. Rosenstiel.

## Greeley Skipper Ignores Pact: Delegate

To the Editor:

This letter is to inform you that our Captain thinks that our agreement is a worthless scrap of paper.

He positively does not want to be bothered with the Delegate. We have had trouble with him since the ship—the Greeley Victory—left New York last May. He said that some men don't do their work; and when you ask him what he considers a day's work all he says is "get out of my room or I'll kick you out."

He has already hit me once with a rubber hose which was hooked up to my air gun which I was using on a stage. He said I wasn't working hard enough. He also stopped me from getting overtime and the deck gang backed me up on this. The Old Man really went wild. He threatened to cut down on our food till it hurt and not give us a draw in any of the ports.

All of the Union ships in Yokohama have fresh milk but us. He claims orders from the company, but that's not the way

the agreement reads.

There are a few of us in the deck department who try to hold up the agreement and we get the ax.

The biggest reason I am writing you is that two crewmembers had a fight with the result that one of them jumped ship in Yokohama. We have been an Oiler short since September 3 but the Captain refuses to replace him. There are many men on the beach in Japan, too.

Cornelius Sprano  
Ship's Delegate

# Don't Get Ill Or Go Ashore In Anchorage, Warns Manley

To the Editor:

Well we have found out that the Army is still handing out the old runaround to the merchant seamen as usual, as we at the Alaska Cedar have learned.

On our trip to Alaska from Frisco our 2nd Cook injured himself carrying a sack of flour to the galley. He came to me and told me about it, so I went to the Mate, as he has charge of the medicine chest on here. He examined the man and found that he was definitely injured.

The Master wired to the army hospital for instructions on how to treat him. He was advised to put him to bed and take his temperature and pulse and report his condition to the Army hospital each day. When we arrived in Naknek, Alaska, he was taken off the ship and flown to Anchorage to the hospital. One doctor examined him and stated he had a position rupture, and



Danny Alvino, Alaska Cedar crewmember, baited his hook with this minnow for the big one. Bill Manley reported.

told him to come back in three days. Monday they put him to bed and prepared for an operation. Then on Tuesday they decided it would be dangerous to operate, as he had a cold.

He returned to the ship and turned to, but then complained about his stomach, so I asked the Master to send him back to the hospital. The army was contacted and sent a boat out for him. This time they reexamined him and found more severe signs of illness but refused to admit him to the hospital.

### NO SEAMEN

We returned to the dock Tuesday and the Captain and I went with him to the hospital to see why they refused to take him in. The doctor was a public health doctor, and he said that they were up here to take care of the army civilians (that is, the soldiers, marines, I think) and didn't have time or space for merchant seamen.

Then he examined the man again and told us that he had not responded to the sulfa treatment so he would send him to the lab for another specimen and change the treatment and for him to return the following morning. So the next morning when he got to the gate going in the hospital the MP stopped him saying he had an improper pass. Now the man had his seaman's papers, a slip from the lab and a Master's certificate for the hospital, but the MP said,

"no soap." So he had to return to the ship.

I went with him to see the Captain and he said he could give him an armful of passes, but they wouldn't be worth a damn (I think the Old Man has the same opinion of the Army brass as we do) so I told him to either send the man to the hospital in Seattle or pay him off and he would go himself.

### PAID OFF

Well, the outcome was: He paid the man off with \$629 and he left the ship to go to Seattle. Well I thought that was the last of it, but wait a minute, that isn't all. I told him to go straight to the hospital to turn in and then telephone the Union agent in Seattle and report to him, but he didn't. He went to town bought himself some clothes and a wrist watch and then started to make the rounds of the gin mills.

He got involved with the badger game and a fast woman. Result: he was dumped, lost his money, plane ticket and his new wrist watch. The next day one of the boys off the ship saw him on the street and went to the police station with him. The cops succeeded in getting back for him two hundred dollars and his watch, but he is still out \$280, plus his plane ticket, plus a lot of skin and black eyes.

That makes four of our men who have been beaten up with blackjacks since we have been up here. So my advice to any one that comes to Anchorage is to stay aboard ship. Even a group is unsafe. Three fellows, all good men in a beef, got beaten up at the same time, so beware. Also, don't get sick up here.

Bill Manley

# Pastry Architect



Eddie Caudill, Chief Baker aboard the Puerto Rico, proudly poses with one of his creations. Al Lake, crewmember who submitted the picture, says Eddie is an architect in pastry and his stuff is tasty, too.

# St. John's Inn Has Log On Tap

To the Editor:

I am writing this letter to you asking that you will send me a few SEAFARERS LOGS.

I was getting them at my old place of business and now I have opened up a new place by the docks where the Robin Line and Waterman ships dock.

The sailors say it would be good to have a few LOGS on hand.

Thanking you in advance for whatever you can do for me.

H. Bennett  
St. John's Inn  
2464 Talleyrand Avenue  
Jacksonville, Florida

(Ed. Note: You will receive the LOG at your new location shortly.)

# Vancouverites Douse Butts As Gasoline Covers Harbor

To the Editor:

Working in her wonderful way, Old Mother Nature erased a man-made blunder in the harbor of Vancouver, British Columbia, on July 10, when the outgoing tide carried away 40,000 gallons of gasoline spilled from an oil barge.

Thus the river's ebb and flow prevented a major disaster in that city, as the boiling afternoon sun made the harbor area a virtual keg of dynamite for several hours.

The entire town was alerted as the gasoline quickly spread over the surface of the water, and the Harbor Board immediately ordered a wharf patrol in an attempt to minimize the danger.

Vancouver's new and yet untested fireboat was ringed with gasoline as she bravely stood by for instant action.

Although the outgoing tide washed away most fears of danger, it turned out to be days before the danger of fire and explosion completely disappeared.

### WIDE BERTH

Streets bordering the docks became deserted, with the exception of curiosity-seekers and those who were forced to remain as the gasoline fumes spread up town.

Ocean liners and freighters, fishing boats and private yachts wore rings of gasoline at their waterline, as they rode out the constant swells with their crews standing by. The period of emergency lasted for some time with the harbor officials carefully watching the patches in the far reaches, and the water underneath the wharves remained a menace for days.

North Vancouver ferryboats

continued their regular 15-minute runs across the harbor, but now their decks were constantly patrolled by guards who warned commuters against flicking cigarette butts and the lighting of an open flame. All ships entering the harbor were alerted to the possible disaster.

The gasoline spill threw at least 200 people out of work for 24 hours. The M. B. King Lumber Company halted all operations, as they were right in the path of the gasoline as it eddied from the leaking barge.

Don D. Brown

# 'Is That A Hole?'



J. Ownes, OS on the Seatrain Havana, takes a serious look at his shoes. Photo by Lester Moore.

# Sailors Retreat Will Have LOG For Seatrainers

To the Editor:

I was ship's Delegate on board this ship for over five months. Some of the boys on board live here and the LOG is amiss here unless someone goes up to the Galveston Hall for copies. I have shopped around here for the best place to send the LOG to, and after five months of the Texas City shipping I find that the most of the ships' crews hang out at the Sailors Retreat. It would be the best place for the crew to pick up the LOG.

Reece B. Oliver

(Sailors in the Retreat will find the LOG a bar fixture shortly.)

# Board Said Italy, But Art's Ship Chose Germany

To the Editor:

I came to New York as I usually do and among other friends I went to see was the editor of the SEAFARERS LOG and he, looking at me reproachfully, asked, "Why do I have to wait five years to hear from you?"

I answered demurely, "I had nothing to say." This didn't seem to satisfy him and he kept needling me until I promised to sit down and try to write something. After you read this, if you do, you'll wonder why in hell I didn't keep going. Anyway, for what it's worth, here is some dope on a good ship.

It was the "Taddei," a Liberty ship run by the Shipenter Lines. I didn't want the ship and I wasn't very hungry, but I threw in for it anyway and after passing a physical and getting stuck in the arm more than I liked I met with my first disappointment. On the board in the Hall it said Italy; on board on the ship they said Germany. Germany won.

I wanted to go to Italy, preferably Genoa. You see there's a girl there—but that's another story. It seems Germany has girls, too. Well anyway, in due course of time, we got underway with about the best stewards department I ever sailed with.

### GOOD SHIPMATES

Harvey Morris was Steward, Joe Thomas was Cook and Bernie Feeley was Baker. If you ever sailed with any of the above you'll know what I mean

If you didn't, do so as soon as you can. They're still on the beach.

But the prizes in our crew were the OSs on our first trip. After sailing with them for two months it was useless. They tried; they earned their pay in effort alone.

Don Hall was our Bosun and I never saw a more frustrated man. Don is one of the best Bosuns I ever sailed with; he has more patience than the law allows, but he used to cry in his

beer over the antics of our three prize OSs.

When they got off after the first trip we figured trip number two would be a bit easier. No such luck. I got an ex-Lakes man for a watch partner. To him, relieving his watch partners was only incidental. More than once he left me out on lookout, and when I proceeded to bawl him out he'd look at me and ask, "How am I supposed to know? I never sailed on salt water before." Arthur Thompson

# Sailor Rags Visits The New N.Y. Hall...by E. Reyes



## Laud Skipper For Aid To Dying Seaman

To the Editor:

We, the entire personnel of the SS Barbara Frietchie, wish to extend to Captain Franklin Allie, Master of the SS Barbara Frietchie, our sincerest praise and respect for his untiring efforts and leadership during an emergency.

He personally applied artificial respiration for hours while supervising all other rescue operations. He also directed all radio communications for medical advice when he realized the condition of Brother Walter Lopshas, now deceased.

His splendid example of courage, leadership and respect for his fellow men makes him entirely worthy of his position as Master.

These are the expressed sentiments of the entire ship's personnel. **Crewmembers SS Barbara Frietchie**

## LOG Service At Blackie's Place

To the Editor:

I would very much like to inform you and the Brotherhood that a short time ago my Dad and I opened a bar here in New Orleans; and that all my SIU Brothers and friends will find a strictly square deal at Blackie's Place, located at 717 St. Charles. All will be welcome at all times, as we maintain a 24-hour a day policy. So please have several copies of the LOG sent to me at the above address.

**Blackie Fleishman**

(Ed. Note: The LOG will be available 24-hours a day at Blackie's Place shortly.)

## A Long Way From Brooklyn



Hiding behind those furs are six crewmembers of the SS Binghamton Victory, Bull, which made a recent run to Greenland. Pat Ryan, who submitted the photo, had little to say about the trip, except to note that the beer flowed freely when the ship returned to Brooklyn. Left to right, rear: King, Lulu, O'Neil, Galvin. Front: Lane, 2nd Cook.

## Seafarer's Mom Liked Pay Story

To the Editor:

I am a constant reader of the LOG and appreciate the effort that everyone puts forth to make it possible. I was greatly impressed with the article written by Mr. Thomas F. Oliver in regard to the Cities Service ship, SS Abiqua. I have a son who has been a merchant seaman for seven years, and it makes mothers happy to know their sons sail such ships as Mr. Oliver describes.

It makes one feel happy to know that some companies make

some effort to give our sons clean living quarters and treat them as human beings. My son is aboard a Cities Service ship and may I say thanks to that company and may they continue to treat our sons with kindness. May I say thanks to all who are connected with the LOG.

**Mrs. Fisher**

(Ed. Note: Brother Oliver's son attained to the now-livable conditions in the CS fleet, brought about by the recent contract won by the union.)

## Dutch Brand Of Cheese(cake)



A good reason for leaving home, is Cornelius Sprano's note accompanying this photo of a Rotterdam lass named Anoula. Inasmuch as Rotterdam is most frequently visited by Waterman ships, Sprano says this is one of the reasons jobs on those vessels are usually scarce.

## After Fifty-Four Trips To Puerto Rico Slim Discovers There's Land There, Too

To the Editor:

I broke off my cruise on the 54th voyage of the SS Puerto Rico to spend a few days in the San Juan Hospital. Nothing more serious than a severe belly-ache, but it afforded a nice opportunity to get a little rest.

I want to go on record as saying the treatment I was given, both medical and personal, could not have been better. The staff is a little overworked, but hasn't allowed this to make them irritable. From the orderlies right up to the Surgeon in Charge, every one of them is pleasant, agreeable, and willing to go out of his way to make things better for the patient.

It's a very easy thing for a Government hospital to degener-

ate into a medical prison camp, and I think a lot of credit is due to Dr. Hanchett and his staff that this hasn't happened at San Juan.

### TOURED ISLAND

On the day I was discharged from the hospital I took my gear down to Pier No. 3, checked my excess gear into the baggage room, made a draw and took a "publico" to Ponce.

A lot of seamen have been making the Puerto Rico run for years and have never made the trip across the island. Believe me, the ride is worth your time and money. It only costs a deuce, takes about four hours, and you will see some of the nicest scenery you will ever lay an eye on.

I got up early the next AM and got the train for the return trip to San Juan. The railroad runs one passenger train a day from Ponce to San Juan and vice versa. First class fare is \$2.20 and the trip, taking a little more than ten hours, gets pretty tiresome.

However, if you want to see more of the island than you can from the deck of a ship, it's a bargain. Instead of cutting through the backbone of mountains in the interior, the RR skirts along the coast, touching all the major towns and cities. At Aguadillo the train meets the one going in the opposite direc-

## Seeks To Thank Men Who Gave Husband Blood

To the Editor:

I wish you would print this letter in the SEAFARERS LOG, so that I can thank the five fellows from the SIU Hall in Philadelphia who donated blood to John (Ski) Klemowicz when he was near death at Cooper Hospital in Camden, New Jersey.

He is home now after five weeks, but still not recovered.

He is sorry he doesn't know the names of the five men, but thanks them with all his heart and will make it his business to find them and thank them personally when he is able to do so, which will be some time yet.

Thanks again, fellows, for your unselfishness. May God bless you and take care of all of you.

**Mrs. John Klemowicz**

## McCarver's 'Gen.' Ridgeway Seeks 'Voodoo' Cease-Fire

To the Editor:

Yes, friends, this is another sea story, but interesting nevertheless. The first trip on the SS Martin McCarver started out quite the same as many others, but to the oldtimers there was something ominous in the wind, a lurking unseen evil. Then it happened. An Oiler became ill and it soon became apparent to all hands that the old McCarver was running a race with death. Although she tried hard, the McCarver lost and the grim reaper claimed its victim. The body was put ashore in Bermuda.

On the return voyage an AB took sick. Was history to repeat itself? No, friends, this man was put ashore at Gibraltar, recovered and rode back to the States

in style aboard the SS Independence.

The second trip was to England and the voyage over was uneventful. However, upon leaving that fair land, the Second Mate, sick at heart and filled with remorse, dove over the side determined to remain. Due to the quick work and excellent seamanship of the crew, the Mate was quickly rescued. However, the Captain, believing the Mate to be insane, put him off in Portugal.

Now for the real voyage. It defies even the most vivid imagination.

### H'YAR HE COMES

The Old Martin M. was in Houston loading grain for that mystic port of the East: Bombay. The Old Man was calmly watching the new men come aboard. Suddenly he let out a yell and, sinking to his knees, his head buried in his hands, he muttered, "Oh, no, not him!" For there coming up the gangway was "Wingy Horton," resplendent in his high pressure cap. "Wingy" Horton, self-styled hero, advisor to the President, close friend of J. Edgar Hoover, fastest man in the world with a gun, was no stranger to the Old Man. He knew Horton was a phony from the word go and would bear watching.

Then a few days out a grand surprise was sprung on the crew—the grand opening of the exotic Blue Room. Friends, the incomparable Blue Room is unexcelled in its luxurious lounge and excellent service.

Now the scene changes. It is midnight and the Third Assistant decides to go down to the engine room to see how his new Fireman is doing. As he approaches the fireroom, he is startled to see a shadowy figure bent over the burner table muttering unintelligible words. Moving up closer he gasps in horror, for the figure is sticking pins and a sharp pen knife into a small doll that is a perfect likeness of the Chief Engineer. Then he recognizes the Fireman. It is the notorious "Mayor" Jay Cohen, a voodoo witch doctor and black magic artist of the first water.

The rest of the crew and, of course, myself included can only wait and pray for a speedy end to this voyage, so as to forget the horrors we saw on the Martin M. (for mysterious) McCarver.

**Mrs. Ruth Fox**

**H. J. Ridgeway**

## 'Casino Vic' And Co-Workers



The source of much good-natured kidding aboard the MV Brightstar is Victor (Little Maceo) Micheletti, the fellow in the white coat and fedora. Vic's taking his first trip to sea and is a willing worker as his smiling co-workers will attest. Left to right are: Tampa Red Connell, 3rd Cook. W. Vickers, Chief Cook, in background, and Frank Nigro, Steward.

## Port Wilmington Votes Thanks To Committee

By SAM COHEN

WILMINGTON, Oct. 25 — One lone payoff and sign-on, plus eight in-transits constituted the activity of this port for the past two weeks, giving us a "fair" rating in the shipping department.

The payoff and sign-on was the Fairisle (Waterman). The in-transits were: Sea Comet (Seatraders), Barbara Frietchie (Liberty Navigation), Bienville, Yaka (Waterman), Lawrence Victory (Mississippi), Calmar and Portmar (Calmar) and Martin Behrman (Alcoa).

Our only beefs were on the Sea Comet, in-transit to Italy, where the Wipers were not cooperating with the crew. Then some of the men insisted on paying off in Vancouver, not realizing that it was a foreign port and working a hardship on the Union.

We also had to straighten out a crewmember who had been giving the Captain a bad time. The crew decided it would straighten out its own affairs, and not bring in a beef-laden ship when she returns from Italy.

We didn't have sufficient men here to hold a regular meeting, though we did hold a special meeting to discuss the Negotiating Committee's report on the increase in wages, vacation pay and shipowner welfare payments.

The entire membership went on record to endorse the work of the Negotiating Committee and to give them a special vote of thanks for a job well done. The winning of a washing machine on every ship hit the mark, for this has been a sore spot on the ships.

One of the men to give his endorsement to the new gains is Russell D. Roberts, who sails AB and thinks the SIU is the best. A Seafarer since 1947, Roberts prefers running to the Far East, preferably Japan. He's



RUSSELL ROBERTS

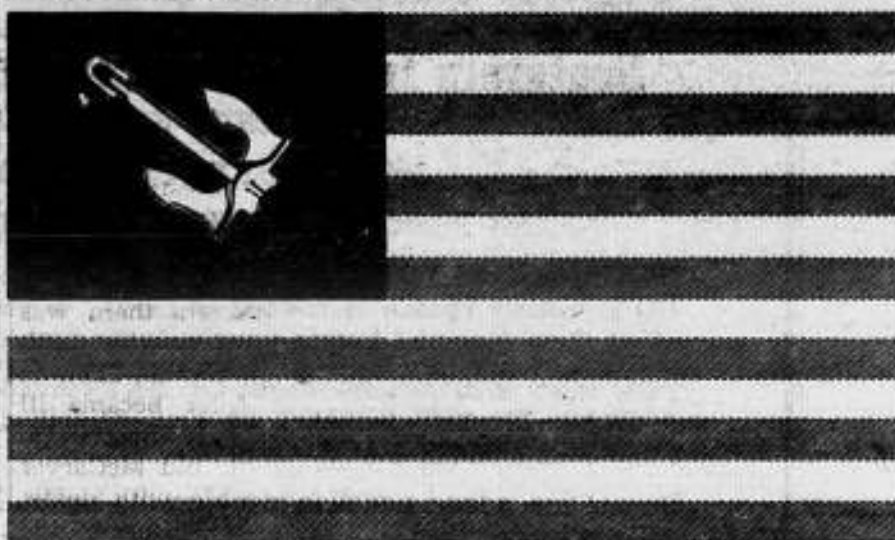
one guy who really gets a kick out of sailing and is well liked by his shipmates.

With shipping slowed down here, the bulk of our payoffs having been diverted to Seattle and Frisco, we aren't rushing the men in and out in the same breath, though ABs will have no trouble shipping from here.

Frankly, the weather is still perfect and, with Southern California boasting one of the finest football teams in the country, who wants to ship when there's a big game every Saturday?

Some of the fellows who apparently agree with me are Red Braunstein, Doc Moran, G. Reid, Cal Wilson and Max Byers.

## Proposed Maritime Flag



This proposed flag for the American merchant marine has 13 horizontal red and white stripes. The union is blue and the anchor white.

## Mobile Shipping At High Level

By CAL TANNER

MOBILE, Oct. 24 — Shipping continues to be good in this port, what with 14 ships paying off and taking replacements, and ten vessels signing on.

The payoffs included five Waterman ships, the Beauregard, Morning Light, Warhawk, Iberville and the Monarch of the Eeas; five Alcoa ships, the Runner, Polaris, Patroit, Pennant and Clipper; three from Bloomfield, the Marie Hammil, Anne Butler and the Alice Brown. The Strathcape (Strathmore) completed the payoff list.

The present shipping tempo should be maintained, as ten vessels are scheduled to payoff in the next two weeks, and crews supplied for two Libertys out of the boneyard, the Frank C. Emerson (South Atlantic) and the Richard Upjohn (Waterman).

240 members were present at the regular Branch meeting, which accepted the Secretary-Treasurer's financial reports and Headquarters report to the membership. The report of the Credentials Committee on the candidates for 1952 offices was also concurred in.

The membership unanimously ratified the report of the Negotiating Committee on the new contractual gains made by the SIU, and passed a vote of thanks to the Committee for a job well done.

Fritz Widgren is not the only one—there are many Seafarers who hold the same view—who believes that there is always room for improvement. Fritz has been a member of the SIU since its inception (he holds book No. 19) and has always sailed as Cook or Steward, but he is anxiously awaiting the opening of the stewards department school in the new Hall in Brooklyn.

There is always something that you can learn, he says, and every member of the stewards department should take advantage of this wonderful chance to learn something new from guys who really know the score.

Fritz is right, of course, as anyone with even one head on his shoulders knows.

Nothing much else to report from down here. Tony Pisanc has forsaken the North now that the weather is changing — he came down on the back of a Canadian goose — and keeping him company are M. J. Danzey, W. Knapp, F. Drozak and J. Graves.

Before we sign off, however, a listing of the Brothers in the local USPHS Hospital is in order. Visit these men if you're in town—drop them a line if you're not. They will appreciate hearing from their friends and Union Brothers: T. Burke, J. Bucklew, T. Anderson, M. Cross.

## Everything Is Running Smoothly In New Orleans

By LINDSEY WILLIAMS

NEW ORLEANS, Oct. 26 — Considering the wildcat strike of the East Coast longshoremen, this port is running along very smoothly, with only the usual run of minor beefs, which were settled to the satisfaction of all hands.

Since the last report we haven't had too much in the line of sign-ons and payoffs, with the latter represented by the following ships: the Alcoa Puritan (Alcoa), Del Monte, Del Norte, Del Oro (Mississippi), and the Tuskegee Victory (Coral).

Signing on were the Alcoa Puritan, and the Del Norte and Cape Horn (Mississippi).

In-transit ships were by far the most numerous. We had the Alcoa Patriot, Alcoa Corsair, Alcoa Runner, Alcoa Polaris, Alcoa Cavalier, the Seatrain Georgia, Seatrain Texas and Seatrain New Jersey, the Cape Horn, the Steel Scientist, Steel Vendor and Steel Surveyor (Isthmian), Iberville, Morning Light and City of Alma (Waterman) and the Lucille Bloomfield (Bloomfield).

### PROTECTIVE GEAR

On the in-transit ships there were very few beefs and no hitches involved in their coming in and going out of the port. All were in good shape.

Recently we had a beef on the MV Del Viento, regarding the men being burnt from cleaning holds where caustic soda was carried.

This led to meeting with Mississippi, and having them put rubber boots and gear on ships carrying caustic soda for the use of the crew when cleaning holds.

In the future, on these ships, the crew will be well protected when doing this work.

Just out of the hospital is Brother John Schupstick, better known to all that have sailed with him and have known him as a good shipmate as "Big John."

John was born in Latvia and



JOHN SCHUPSTICK

became an American citizen in 1944. He has been an SIU member since 1941, and has great praise for the way our Negotiating Committees go about getting raises and better conditions without a bunch of fanfare and bull.

The SIU, says Big John, also leads the way in benefits for its membership. John says when you sweat it out in the hospital broke, you know how much it means for the Delegate to make his weekly visit and bring you the weekly benefit.

### WHEN NEEDED

That's really when you can be proud that you are SIU, says John, when the Delegate comes out and gives you your ten bucks without having to fill out a dozen forms and wait until you are well in order to collect the dough that you really need while you are in the hospital. That's when you need it, and that's when you get it under the Welfare Plan.

John is ready to go back to sea and is waiting on a bauxite ship, as that is the run he usually goes on and likes. To hell with ships carrying caustic soda, says Big John. I'll eat the bauxite, it don't put you in the hospital.

## Seafarers Gets Experienced AB Released From Army

(Continued from Page 1)

ous service given by the President to seamen who had demonstrated full service during the war.

Dore's war record, accompanied by an appeal from the Union that he was necessary in the maritime industry's present defense effort, made no impression on his draft board and he was sent to Fort Jackson, South Carolina, to train as an infantryman with the 31st Division.

Shortly after Dore entered the service, he began his attempt to secure his release and requested the assistance of the SIU.

The Union dispatched letters to Washington and to his commanding officer—as the SIU has done in hundreds of other cases—seeking his release.

Other letters followed over a period of weeks, until Army headquarters in Washington notified the Union that he was to write his immediate superior officer, giving his record and how it was "important to the health, safety and security of the nation" that he be discharged.

He was interviewed by his Division Inspector General, who agreed that he possessed a merchant marine record worthy of consideration.

Three months after following Washington's instructions, he was notified that his request for discharge had been approved. He was discharged a week later under Army Regulation 615-365.

## Lake Charles Is The Land Of Opportunity

By LEROY CLARKE

LAKE CHARLES, Oct. 26 — This is the land of Golden opportunity, political aspirations and port of missing rated men (they're missing from here).

We have jobs for rated men on deck and in the engine department with no takers, a boom caused by the arrival of the Royal Oak, Fort Hoskins, Cantigny, Lone Jack, Bents Fort, Winter Hill, Chiwawa (Cities Service), Republic (Trafalgar), Trinity (Carras) and Wanda (Epiphany Tankers).

The last three ships were ar-

While waiting his discharge at Fort Jackson, he was asked by other former seamen how he had managed to get out. "They were unrated men, though," he noted. "I didn't see any other seamen getting discharged, and no one down there knew of any others who had been discharged."

Now in New York where he has registered for a ship, Dore

stated that he intended to ship out as soon as possible and he intends to keep sailing. "That's all I ever did for a living," he said.

As to the importance of the Union's assistance, Dore remarked that he had no doubt but that he'd still be in the army if it hadn't been for the work done in his behalf by the SIU.

rivals at Port Arthur, Texas, and were contacted from this office. On the Republic we ran into a Mate who found peculiar reasons for firing men. After a talk with the Delegates and the Captain, we convinced him that the Union did not want performers and fowl-ups aboard the ship, but that he was way off base in his reasons for firing men.

While the big waterfront beef has been on the east coast the past two weeks, there was a three-day strike here of the ILA barge men which was settled in favor of the Union.

Several oldtimers have drifted

into this port during the past few days via Cities Service tankers, among them D. Garner, Red Farthing, Mike Schock, L. Laronde, F. Lamberti and I. Bridges, the last being a refugee from the passenger wagons.

Having just shipped Brothers Laronde and Lamberti to waiting tankers, I'll have to report that these two oldtimers are no longer among us.

I might add, for those rated men interested, that for the first half of November we expect good shipping here, so come down and grab a nice coastwise ship.

# Official Ballot for Election of 1952 Officers

## Seafarers International Union of North America

ATLANTIC & GULF DISTRICT

1951 ELECTION OF OFFICERS FOR 1952

VOTING PERIOD NOVEMBER 1st THROUGH DECEMBER 31, 1951

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.

**Sample A&G Ballot**

**Pictures And Records  
Of Candidates Appear  
On Pages Seven To Ten**

**SECRETARY-TREASURER**

Vote for One

Paul Hall, No. 190

■

**ASSISTANT SECRETARY-TREASURER**

Vote for One

Lloyd (Blackie) Gardiner, No. 3697

■

**HEADQUARTERS REPRESENTATIVES**

Vote for Three

Joseph Algina, No. 1320

Robert Matthews, No. 154

Joseph Volpian, No. 56

■

■

■

**BOSTON AGENT**

Vote for One

Eugene Dakin, No. 180

Thomas Fleming, No. 3821

James Sheehan, No. 306

■

**NEW YORK DECK PATROLMAN**

Vote for Two

Louis Goffin, No. 4526

George (Frenchy) Ruf, No. 23724

■

■

**NEW YORK ENGINE PATROLMAN**

Vote for Two

Teddy Babkowski, No. 7391

Eddie (Deck) Eriksen, No. 50495

Claude (Sonny) Simmons, No. 368

■

■

**NEW YORK STEWARDS PATROLMAN**

Vote for Two

Howard Guinier, No. 478

Freddie Stewart, No. 4935

■

■

**PHILADELPHIA AGENT**

Vote for One

Steve (Blackie) Cardullo, No. 24599

■

**BALTIMORE AGENT**

Vote for One

Earl (Bull) Sheppard, No. 203

■

**BALTIMORE DECK PATROLMAN**

Vote for One

L. (Blondie) Johnson, No. 108

■

**BALTIMORE ENGINE PATROLMAN**

Vote for One

Al Stansbury, No. 4683

■

**BALTIMORE STEWARDS PATROLMAN**

Vote for One

W. Paul Gonsorchik, No. 749

Edward V. Smith, No. 48961

■

**NORFOLK AGENT**

Vote for One

Charles O. Lee, No. 70

Ben Rees, No. 95

■

**SAVANNAH AGENT**

Vote for One

Ernest Tilley, No. 75

■

**TAMPA AGENT**

Vote for One

Ray White, No. 57

■

**MOBILE AGENT**

Vote for One

Cal Tanner, No. 44

■

**MOBILE JOINT PATROLMAN**

Vote for Two

Robert Jordan, No. 71

George Kimbrel, No. 45925

Wm. (Red) Morris, No. 264

■

■

**NEW ORLEANS AGENT**

Vote for One

Lindsey J. Williams, No. 21550

■

**NEW ORLEANS DECK PATROLMAN**

Vote for One

LeRoy Clarke, No. 23062

■

**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

Herman Troxclair, No. 6743

■

**GALVESTON AGENT**

Vote for One

Keith Alsop, No. 7311

■

**GALVESTON JOINT PATROLMAN**

Vote for One

Charles Kimball, No. 52

Mervin (Mal) Shipley, No. 98219

■