

SEAFARERS' LOG



Official Organ of the Seafarers International Union of North America

VOL. X

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No. 6

SIU, MM&P Extend International Hand

NEW YORK—In a demonstration of international solidarity among maritime workers, Paul Hall, secretary-treasurer of the SIU, and Captain C. T. Atkins, vice-president of MMP Local 88, presented a box of American soil to Abba Hushi, secretary of the Haifa, Palestine, Labor Council.

The soil, which was dug near the base of the Statue of Liberty on Bedloe's Island in New York harbor, completed a symbolic exchange, a similar bit of the free soil of Palestine having been scattered on Bedloe's Island after the United Nations voted a free Palestine on November 30.

The ceremony, which took place at SIU headquarters, was witnessed by James Quinn, secretary of the Central Trades and Labor Council of New York, and by representatives of the National Committee for Labor Palestine, an American group.

Hushi, key man of the Palestine Labor League and a port worker in Palestine for 30 years, just completed a three-month visit to this country to raise \$7,500,000 for Histradut, the organization of Jewish workers belonging to the League.

ONE BIG UNION

His mission, sponsored by the Committee for Labor Palestine, was endorsed by both the AFL and the CIO, who hope together to raise \$1,000,000.

The Palestine Labor League has about 180,000 Jewish workers in Histradut and about 5,000



Abba Hushi, key figure in Palestine labor movement, accepts package containing "free soil of America" from Capt. Tommy Atkins, 1st vice president, Local 88, MM&P. From left to right: James Quinn, secretary, AFL Central Trades and Labor Council of New York; Hushi; Paul Hall, Secretary Treasurer, Elect, SIU; Atkins, and Harry Avrutin, representative of National Committee for Labor Palestine.

Arab workers. Despite widespread rioting and violence in Palestine throughout the last two months, there have been no clashes reported between the League's two sections.

The Palestine Labor League includes workers in all crafts and all industries including maritime. It operates industrial as well as consumer cooperatives and even builds a few ships.

Palestine has a sizable maritime industry. It takes 5,000 longshoremen to work the waterfront of Haifa, the biggest port,

and there are about 500 Palestinian seamen.

Biggest ship is the Kedmah, a passenger vessel now running to between Haifa and Cyprus, which has an all-union crew of 92.

Abba Hushi became a longshoreman when he first arrived on the Palestine coast a generation ago. He soon began organizing Jewish and Arab workers into unions, and the present strength of the Palestine Labor League is the result of early efforts by him and others.

Seafarers' Brief Counters Stall By Cities Service

Cities Service made one more effort this week to stall off recognizing the SIU as bargaining agent for its tanker crews. It looked like a pretty feeble try.

By petitioning the NLRB to extend the voting period for the bargaining election another 75 days and to grant other concessions designed to hamstring the SIU, the company did manage to force a few days' postponement of the counting of the ballots and of the subsequent certification of the Union.

However, General Organizer Lindsey Williams declared that he expected the NLRB to deny the company petition on the basis of the SIU's ringing reply to it.

In addition to asking the extension, the company wanted the eligibility requirements changed so that it could vote some hand-picked crews on the ships acquired since the election began in October.

The company also demanded new hearings and other forms of "relief" which would set the organizing campaign back a year or two.

In its reply to the petition, the SIU made one of its most telling points when it stressed the similarity between the present maneuver and the tactics used by Isthmian.

In the Isthmian election, the NLRB refused to allow crews of ships acquired after the original date of eligibility to vote. The same rule should be invoked now, the SIU declared.

The complete text of the SIU's brief filed with the NLRB in reply to Cities Service is printed on Page 3.

Oil Shortage Hits Shipping On East Coast

The acute shortage of bunker oil on the East coast reached the crisis in many ports last week with Norfolk the hardest hit. As a result, an as yet uncounted number of ships, including some carrying SIU crews were delayed and operators were buying bunker oil on a day to day basis instead of on contracts.

Norfolk went "dry", according to reports, and Baltimore was in almost-as bad shape. In Florida, operators said, it was "virtually impossible" to get oil. New York had some, but far less than was needed.

TANKER LACK

The shortage of bunkers was part of the general shortage of oil and gasoline which grew out of the shortage of tankers which, in turn was partly induced by ship sales abroad.

With the price of bunker oil rising—it now is 50 per cent above the 1947 contract level—oil dealers are reluctant to make new contracts with shipowners for fear they will lose money if the price keeps soaring.

GLOOMY PICTURE

To make matters worse, the shortage is expected to continue into March. This makes a gloomy picture with 22 American flag ships already held up in Norfolk and an uncounted number marooned in other ports. Moreover, many doubted whether the cut ordered in the relatively small amount of oil exported was a real solution.

One strange aspect of the total situation has been the treatment accorded foreign flag vessels in American ports. In Norfolk, 27 foreign ships got bunkers and left while the American ships waited. In fact, no foreign ship was reported held up anywhere on the Atlantic coast for inability to get oil, though many of them buy all their fuel from U. S. dealers.

Good Standing Necessary To Retire Book

By EDDIE BENDER

A full member of the SIU is a bookman. Being a democratic member of a democratic union, he has the right to retire his book if and when circumstances arise which call for such action.

However, a properly retired member has certain privileges, so certain conditions must be met before a man can retire his book. That book must be in good standing. Good standing covers a lot of things.

A book is said to be in good standing in the A&G District of the SIU if all dues up to the current month are paid, if any fines levied against it are paid, and if all assessments by the membership are paid. The book must also be cleared for both the 1946 General Strike and 1947 Isthmian Strike.

A retiring card is issued to members placed in retirement. This card is useful to an inactive member since it gets him into any SIU Hall at any time.

However, it won't get him a

job. If he wants to sail again he must re-acquire his book. Under no circumstances will a retiring card be honored for a job.

THE DUES QUESTION

Men on the retired list are exempted from paying dues. The matter of dues doesn't come up, unless a man wants to get his book back. Then it's a question of how long he has been in retirement.

If a member's retirement period is more than six months, he will be asked to pay dues for only the current month, the month in which he is seeking re-activation.

However, if his retirement period is less than six months, he must pay up the back dues as well as the dues for the current month.

But regardless of how long or how short the retirement period may be, all back assessments must be paid in full.

An active member wishing to retire his book, or a retired

member wishing to regain his book may do so through any SIU Hall.

He can just bring his book or his retiring card, whichever the case may be, into the Hall and the matter will be attend to or he can mail it in.

Remember this, though: A trip card or a permit cannot be accepted for retirement.

Handbook For Ships' Delegates

The complete text of the "Delegates' Handbook" appears on Page 13 of this issue of the LOG.

The importance of this outline of the duties of Ships' and Department Delegates cannot be stressed too much.

A Delegate is the Union's arm aboard ship. In him is reposed the trust of his shipmates who elected him. He must know their rights and fight for them, and he must deal with the representatives of the company with tact, understanding and cool determination.

It is the duty of every Seafarer to have a clear idea of a Delegate's duties and responsibilities, for every member is eligible to be elected as a Delegate once he signs on articles.

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Ships' Delegates

The post of Delegate is one which any Seafarer should be proud to hold.

When his shipmates elect a man as their Ship's or Department Delegate, they are declaring their faith in him as their representative in all disputes.

His shipmates are singling him out as a good seaman and a first-rate Union man who knows their contractual rights and who will fight to see those rights upheld.

Finally, his shipmates are expressing their belief that he is a man of tact and understanding who keeps his head and his nerve no matter how rough the going.

Delegate is a post which came into the maritime industry with unionism. Before there were unions aboard ships, seamen were treated with little regard for their feelings or rights.

In the old days—there are plenty of Seafarers who still remember them—a crew who had a beef could wait until they got ashore where they could blow it to the breeze in a ginmill. There wasn't anything else they could do. Certainly they could turn to neither the Master nor the company for help, and once the voyage was over the books were closed.

Things are different now.

If a beef develops on a ship, the crew can take immediate action through one or more of the Delegates. Frequently the Delegates can square the matter then and there at sea. If they can't, they act in the crew's behalf as part of the machinery by which the SIU settles beefs at the payoff.

Take the question of overtime.

Suppose the Mate does a little painting which the Deck Department should do and draw an overtime for doing it. The procedure is simple enough.

Get hold of the Deck Delegate. Tell him all the details. He will keep a complete record of what was done, how long it took and everything else pertinent.

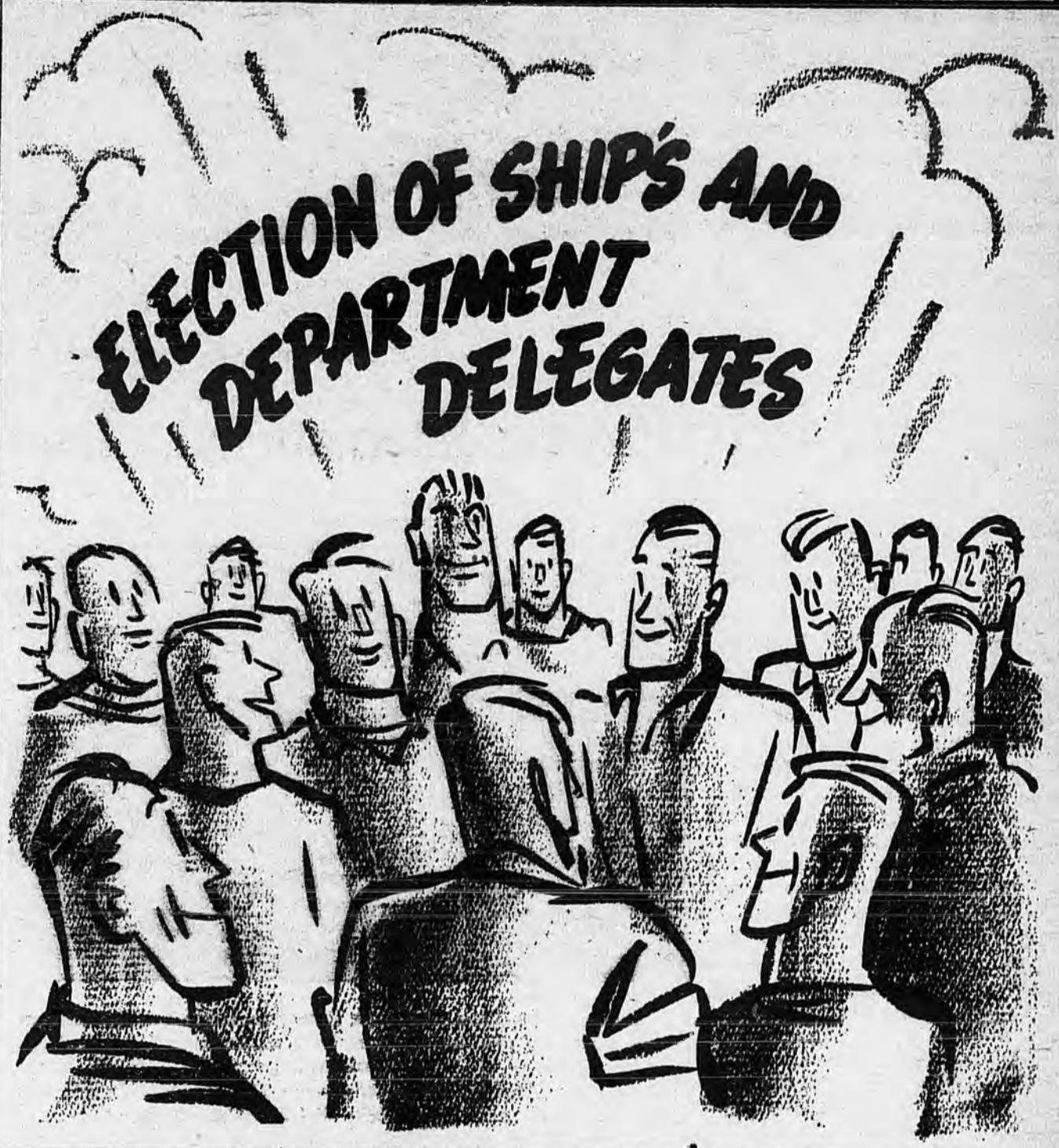
At the payoff, he will turn the record over to the Patrolman, and the overtime will be paid.

A Ship's Delegate has responsibilities somewhat broader in scope than those of the Department Delegates. But the jobs of all Delegates are essentially the same: to see that everything goes smoothly in accord with the contract; to take proper action if everything does not go smoothly. When a voyage is reported as a good one, that is a voyage on which the Delegates were right on the ball.

A good crew picks its Ship's and Department Delegates early in the trip and picks them carefully.

Any man picked should feel honored. He should be proud to serve as the SIU's arm aboard ship. He has not only his shipmates but the entire membership behind him.

"FIRST ORDER OF BUSINESS"



Men Now In The Marine Hospitals

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

- SAVANNAH MARINE HOSP.**
W. L. MAUCK
R. W. CARROLTON
R. REDDICK
A. SILVA
JAMES NEELY
J. D. GLISSON
G. SOCHMISO
W. STRADFORD
S. C. TUBBERVILLE

- § § §
NEW ORLEANS HOSPITAL
A. R. CHISHOLM
A. C. KIMBERLY
W. WILCOXON
R. E. STRIPPY
ROBERT JOHNSON
S. LeBLANC
JAMES GORDAN
T. M. LYNCH
PAUL KRONBERGS
G. ROCZAN
R. SMITH
P. PETAK
JOHN E. KENNAIR
P. R. CALLAHAN
L. CLARKE
C. McHILBERRY
R. LUNDQUIST
GEORGE BRADY
J. GONIGLIA
L. A. HOLMES
A. AMUNDSON

- J. CARROLL
J. MAGUIRE
A. M. LIPARI
A. A. SAMPSON
A. M. LUPER
E. FITZER
D. PARKER
J. J. O'NEAL
A. L. MALONE
C. MASON
J. DENNIS

- § § §
BALTIMORE HOSPITAL
R. RARDIN
J. NUNIHWA
G. BURNS
H. J. CASEY
F. J. CARROLL
I. R. MILLER
E. FREMSTAD
G. WHITE

- § § §
STATEN ISLAND HOSPITAL
F. J. SCHUTZ
J. E. FARQUHAR
J. PRATS
J. PREZEDPELSKI
J. GARDNER
T. MUSCOVAGE
D. HERON
E. LARSON
A. MENDOCINI
G. FRANKLIN
W. G. H. BAUSE

Hospital Patients

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

Staten Island Hospital

You can contact your Hospital delegate at the Staten Island Hospital at the following times:
Tuesday — 1:30 to 3:30 p.m. (on 5th and 6th floors.)
Thursday — 1:30 to 3:30 p.m. (on 3rd and 4th floors.)
Saturday — 1:30 to 3:30 p.m. (on 1st and 2nd floors.)

- R. RIVERA
G. T. FRESHWATER
J. VATLAND
G. GAGE
E. LACHOFF
J. H. HOAR
J. McNEELY

- § § §
BRIGHTON MARINE HOSP.
R. LORD
C. CREVIER
J. SMITH
P. CASALINUOVO
F. O'CONNELL
J. LEE
E. DELLAMANO
J. GALLOWAY
D. STONE

- § § §
FORT STANTON HOSPITAL
JACK WILLIAMSON
R. B. WRIGHT
ARCH McGUIGAN
R. S. LUBIN
JULIUS SUPINSKY
FRANK CHAMBERLAYNE

- § § §
BUFFALO HOSPITAL
ARTHUR LYNCH
MICHAEL DONOVAN
FRANK AMAGETT

Permitmen Rate Consideration From All Hands

By C. WHITEY TANNEHILL

Looking back over the successes made by the Seafarers, it's pretty clear that most guys take their Union seriously. They've made great headway because they've put plenty into it.

As a bookman I'd like to say a few words in behalf of these permitmen who have also contributed much when the chips were down. Many of these guys, in spite of the fact that they only carried permits, have helped make the SIU a bigger and better organization for seamen.

DESERVE BREAK

Most guys will agree that they deserve some consideration for what they have done and are doing for the Union. On several occasions when we were involved in tough beefs, it was found that a great many permitmen were among those who came to do service for the SIU.

When we needed emergency pickets or volunteers to help in our organizing drives—such as Isthmian, Cities Service and many other outfits—the permitmen were out there.

Just because they've done a good stint for the Union doesn't mean, of course, that they should be paid back for helping out.

But the least we can do is show them that we appreciate their cooperation.

SOME TIPS

Here are a few suggestions that might help in letting them know how we feel:

1. If Permitmen make a mistake in regard to Union rules and regulations because they're new and a little green, correct them—in a nice way.

2. At shipboard meetings encourage permitmen to voice their opinions and suggestions. Don't demand that they be quiet because they are permitmen.

3. If they make mistakes in putting in for overtime because of a lack of knowledge of the agreements, take time out to set them straight.

4. If you hear a bookman tell a permitman he's going to pull his permit on some personal or phony beef give him the right score.

TOMORROW'S BOOKMAN

In other words, give the permitman a break. Today, he only holds a permit. But he will be a bookman or official tomorrow. And we want our Union just as strong in the future as it is today—and stronger.

To keep our Union strong, we must make sure our permitmen are good Union men. They won't be much good to the Union if they are disgruntled and dissatisfied bookmen, because they were treated poorly as permitmen.

Let's pitch in and pave the way so the permitmen of today can be the good sound Seafarer of tomorrow.

Check It - But Good

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

MARITIME SOLIDARITY—SIU STYLE



Shipboard meeting at which Seafarers of the Bret Harte voted to hold up payoff until Mates and Engineers were paid overtime which the skipper had red penciled. Speaking at meeting is Lloyd (Blackie) Gardner, Ship's Delegate (dark shirt).

Crew Of Bret Harte Helps Officers Collect Overtime

MOBILE — When the Brete Harte. Waterman Steamship Company, was ready to payoff on January 23, the SIU Patrolmen, Bobby Jordan and Red Morris, discovered that there were absolutely no beefs in any of the three unlicensed Departments. That was all to the good and the crew settled down to a quiet payoff. But it was not to be.

Before the first SIU man could sign off the articles, a representative of the Mates and Engineers came to the unlicensed men with the news that the Skipper had cut overtime for the licensed men without notifying them.

Although the SIU had no beef with the company and could have signed off right then and there, the men called a special meeting under the chairmanship of Lloyd "Blackie" Gardner, Ship's Delegate and newly-

elected Philadelphia Port Agent. At this meeting the men voted 100 percent to back up the Mates and Engineers and to refuse to sign off until the licensed men were satisfied.

So over that weekend the Bret Harte remained tied up. No cargo was unloaded—the longshoremen wouldn't touch the ship.

On Monday, January 26, the company decided to reverse its attitude toward the Mates and Engineers and within a few hours the whole situation was cleared up. Then, and only then, did the SIU members agree to accept their pay and sign off.

In appreciation for the assistance rendered by the crewmembers, the licensed personnel, including the Captain, of course, came up to the SIU Hall to voice their thanks.

Seafarers Answers Cities Service

STATE OF NEW YORK }
COUNTY OF NEW YORK }ss:

LINDSEY WILLIAMS, being duly sworn, deposes and says, I am General Organizer for the Seafarers' International Union of North America, who is the Petitioner in the above entitled matter.

I am fully familiar with all the facts and circumstances surrounding this case. The petition for an election was filed in the Office of the Regional Director for the Second Region in the latter part of October, 1946. Due to the bickering between the Employer and the National Maritime Union, the hearing on the petition was delayed until July 28, 1947.

Eventually an order of election was issued on or about October 20th, 1947, directing that an election be held within thirty days. The election period would have terminated on November 20, 1947, the Board issued an amended order upon the application of the Employer extending the voting period another sixty days.

At that time, all but two of the vessels had voted, namely, the SS French Creek and the SS Lone Jack.

The SS French Creek was due to be in the Port of Philadelphia before the 20th of January 1948.

As a matter of fact, the SS French Creek did not come in until on or about January 22nd, 1948 and the Regional Director realizing that the men on that vessel should be permitted to vote, voluntarily asked for an additional ten days extension, which order was granted by the Board under date of January 20, 1948.

At the time the above vessel came into Port, the Board Representative and the deponent, appeared for the purpose of voting the ship. The Employer's representative refused to allow

the Board Employee and the Union Observer to vote the ship, despite the fact that they were assured by the Board Employee that the extension had been granted and if it hadn't been granted, then the votes would not be counted.

The Employer's representative, it is understood, called his main office in New York for instructions and the instructions he received was not to permit the vessel to be voted, with the result that most of the men paid off the ship and lost the opportunity of voting, because as it is well known, seafaring men after a long trip, they scatter to the four corners of the earth. Eventually the vessel was voted in the Port of Jacksonville, Florida, with only seven men eligible to vote.

The SS Lone Jack, according to the Employer, is somewhere in the Pacific under charter to a stranger to these proceedings and is not expected to return until the middle of April, 1948. It is pure conjecture as to when this ship will actually come in. The Employer might charter her out again and keep her away from Continental United States for a further period in order to delay and hamstring the election.

At this time the Employer has made a motion for certain relief, as follows:

1. To extend the voting period a further 75 days.
2. To amend the eligibility clause to permit those seamen to vote who were employed immediately prior to the balloting instead of the original eligibility date.
3. To stay all proceedings pending a determination of this motion.
4. For such other relief and in the alternative,
5. To vacate the original order of election.

(Continued on Page 4)

Shipboard Conditions On Unorganized Tankers Rugged, Says Organizer

By ROBERT W. POHLE

If anybody wonders how life is these days aboard unorganized ships, let him hear what Neill Cairns, an SIU bookman, has to say.

Neill recently made a trip to the Persian Gulf on a tanker that was strictly non-union. Brothers, it was one rough, uncomfortable voyage he had. I'm going to quote just how he described it to me.

"First of all," Neill said, "the Bosun had about as much voice as Charlie McCarthy without Bergen. His authority was absolutely nil. The Captain, along with his regular duties, issued all the orders the Bosun would normally issue, and he rescinded any that the Bosun did give."

"As for overtime in the Deck Department, the men might well have asked 'What's that?' Washing and sougeeing while on watch was common practice, as was using a spray-gun for painting—all without overtime."

The Black Gang was no better off, according to Neill who gave a dismal account of life down below.

30 HRS. 5 MOS.

"The Engine Room presented still another picture," he said, "as the highlight of the entire trip was the overtime of 30 hours for a Wiper. Just 30 hours overtime for a trip that lasted five-and-a-half months."

"Of course," Neill pointed out, "the fact that the Wipers worked constantly, Saturday afternoons too, without receiving overtime might have had something to do with it."

Things were just as bad in the

Stewards Department. Perhaps they were worse when you consider everything, including some pretty dreary chow.

"With the exception of Sunday at sea, overtime was not paid in the Stewards Department," Neill told me. "On one occasion the Chief Steward, the kingpin and a company stiff, refused to prepare extra meals. But after seeing the money that would be involved, he cut himself in well after the job was under way and received his cut."

FIVE FOR ONE

"The money was originally meant for five men, but he took it strictly for supervising."

"As for food, there was certainly a variety—of sorts. On Tuesday it was oxtail soup, Thursday roast beef, Friday, the bright spot in the week, we had fish, but Saturday it was roast beef again."

"The fruit juices, which were served on the average of once a week, were diluted with water so that everybody would receive about three quarters of a glass. When we did reach a port where fresh vegetables could be had, an epidemic of cholera was prevalent and consequently none could be taken aboard."

"To further illustrate my point regarding the food stores, diarrhea afflicted every one of the crew. One AB had dysentery so bad that he had to be hospitalized in Bombay."

"None of these conditions would have existed had the food been adequate and proper. The well-known practice of the Steward getting a kickback on all he saves on foodstuffs, even at the expense of the men's health, was certainly much in evidence."

SEMI-PAYOFF

"The rate of pay is comparable to the union scale only because the company, in an effort to keep the employees out of unions, grants raises whenever the union gets raises for its members," Neill continued.

"But inasmuch as Union men receive overtime, the actual take-home pay of this unorganized crew was just about half what it would have been had they been organized."

"Moreover, the company's general attitude is typical. It condones any and all actions that benefit the company at the expense of the comfort and welfare of the crew. And oddly enough, while this might not have been the company's policy, the caste system still existed in full measure on this ship. The officers were forbidden by the Captain to associate or in any way consort with the unlicensed personnel. Such a democratic man!"

That's the picture as Neill Cairns painted it. That's the portrait of an unorganized ship. Pretty grim, isn't it?

Guess you all will be glad to know that Neill is back sailing SIU ships. I know he must be much happier anyway.

Chief Steward Responsible For Condition Of Stores

By JAMES R. PORTER

NORFOLK—Running short of stores is the one thing every Steward dreads.

It is a situation that haunts the sleep and fosters ulcers upon the hardest of them.

It's awful and so unnecessary, I believe.

The other day, for example, a ship made this port for cargo after signing on up the coast. The Steward wrote ahead stating he was short of stores. He was short of stores and the real voyage hadn't even begun.

A Stewards Department Patrolman does all he can to see that these ships are adequately supplied, but he cannot do everything. The Steward has certain obligations to fulfill on this score and, if he falls down on the job, he alone is to blame.

Before signing on, regardless of the circumstances, the Steward should make a complete inventory of all stores. He should be certain he has enough, plus 10 percent.

Do not accept the inventory of the former Steward. You, old man, are responsible for any shortage after the ship sails.

When asking for more stores, after discovering a shortage, give the Stewards Patrolman a copy

of your inventory so he will have something to substantiate your claim.

If there is a shortage after the sign-on—this is the ulcer-provoking gimmick — it is due to your negligence and, as our constitution states under Section 20, Article 9, you may be tried before a Trial Committee in regard to your incompetence as a Steward.

LIST 'EM ALL

There are approximately 250 different food items used to store a cargo ship or tanker and about 85 items of cleaning gear and miscellaneous sundry stores. They should be inventoried—at least two days before arrival in port.

My suggestion is: In order to eliminate any dispute on arrival, turn over to the payoff Patrolman a list of stores on the vessel. This he can file in the Hall for reference in case of a beef.

Bear in mind always, and impress upon your department, that the SIU put you aboard that vessel to see that the crew is properly fed. The Deck, Engine and Stewards Departments are all of the same status.

We have no big-shots. We are all for one and one for all.

Final Dispatch



Francis T. (Frank) Valley died in Bremerhaven, Germany, November 9, 1947. He was stricken with diphtheria aboard the SS James M. Gillis and was taken to the 319th station hospital ashore.

Only 21 years old when death took him, Valley joined the SIU last September in Galveston. He sailed OS. His fellow crewmembers on the James M. Gillis are urged to write to his mother, Mrs. Marry Valley, 259 Columbia Avenue, Cliffside, New Jersey. She is anxious to hear from them.



QUESTION: A resolution recommending the installation of recreational facilities in the Boston branch hall was adopted at last week's membership meeting in that port. What benefits do you think would result from such a step?

E. A. OLSEN, Bosun:

Since we have had such severe weather here in Boston with snow up to your hips and the temperature outside below zero, the coffee pot on the third deck is a handy and welcome thing. With the addition of such conveniences as pay phones, pool tables, and cigarette, candy and coke machines, a guy won't have to go outside to get these things. It will also help the members in the hospital as the profits will go to them. While on the beach, a guy likes to feel that the Union hall is a comfortable and convenient place to relax. These improvements will help make it that way.



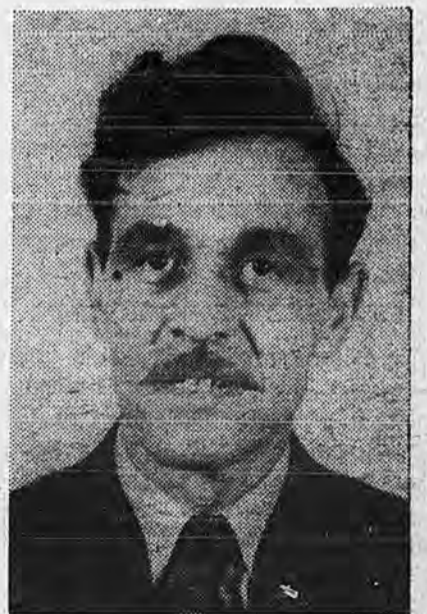
GUS CALLAHAN, Chief Cook:

Up 'til now the Boston Hall has had no recreational facilities but it looks like things will be improved considerably in this respect. Even as small as the Marcus Hook Hall was, it had a television set, etc. and there is no reason why the boys on the beach here cannot have the same conveniences. By having recreational facilities in the Union hall, the membership takes a greater and more active interest in the affairs of the Union. It gives them the feeling that they are part of the Seafarers International Union, instead of just being part of one branch. That's how I feel about it.



D. J. TORANO, Bosun:

I have been shipping out of Boston for a number of years and I have often wondered why there were no recreational facilities in the branch hall for the convenience of the membership such as there are in other SIU halls. This lack of facilities made it necessary for the members to go outside for relaxation. There were not enough easy chairs and tables for the guys who wanted to play cards. Now we have some and are going to get more. The new coffee pot on the third deck has warmed many a chilled man and waiting for a ship is becoming a pleasure.



JIM BENTLEY, Pumpman:

I believe that installing recreational facilities here in the Boston Hall is an excellent idea and would be very convenient for the Brothers on the beach here. For one thing it means that the Brothers can get cigarettes, candy, etc., without going outside the Hall. The coffee pot has already been a great asset, and we are looking forward to having additional facilities installed, such as pool tables, etc. By setting up the Boston Hall facilities along the same lines as in other SIU halls, the Brothers who ship from Boston will feel they are part of the SIU in all respects.



Seafarers Answers Cities Service

(Continued from Page 3)

6. To remand the proceeding for a further hearing.

7. For other relief.

Your deponent will chronologically take up the above numbered seven clauses:

1. There is no necessity for extending the voting period further than January 30th, 1948. In view of the Company's past performance not only with this Petitioner but with the National Maritime Union, this would serve the Employer's ends and delay the election as much as possible. The Employer is notoriously known to be anti-union. In the recent Isthmian case, the voting period was extended several times to permit all of the fleet to vote. When the final extension was up, one ship had not voted. Despite that, the ballots were counted. The Board itself has set the precedent to permit the voting period to end without all the ships voting.

2. The grounds for this clause is that since the eligibility date, the Employer has acquired seven additional vessels and wants the employees on these vessels to vote. Again in the Isthmian proceeding, the Employer had acquired additional vessels after the eligibility date. These were held by the Board "not entitled to vote" because they were acquired after the eligibility date. It would not be too far fetched to say that the crews of these additional vessels that the Employer has acquired, has been hand-picked because of possible anti-union sentiment. Assuming that a shore-side employer after the eligibility date had been set in an election, enlarged his plant and employed additional help, would the Board set aside the original order of election wherein the eligibility date had been fixed, to permit these new employees to vote? In this fashion the voting would continue ad infinitum which would also serve the purposes of the Cities Service Oil Co. to delay the inevitable date when they would be required to deal with the Union.

3. This clause needs no comment other than to say that it is a delaying tactic by the Employer.

4. This clause was inserted for the purpose of giving the Employer an opportunity to project new issues into this proceeding which they have not thought of at this time.

5. The Employer knowing that its employees have chosen the Petitioner as their bargaining agent, is seeking to throw the entire proceeding out to give it the opportunity to pack its ships with anti-union seamen and then to conduct a new election.

6. There is nothing unusual in the change of circumstances. Many elections have been held where vessels were acquired after the eligibility date or new employees were hired after such date. The eligibility date is an arbitrary one set by the Board and in your deponent's opinion, the only fair means of determining who should vote. It is of equal benefit or detriment to both parties.

7. It is likewise a catch-all clause to permit the Employer to inject extraneous matters into this proceeding when and if its attorneys can think of any.

Your deponent was informed by Benjamin B. Sterling, Esq., the attorney for the Petitioner that, in a conversation had between himself and the Employer's attorneys, he was told that even if the Petitioner were certified, the Employer would never enter into a bargaining agreement with it and as proof of that fact, it was pointed out that the National Maritime Union had been certified by the Board as Collective Bargaining Agent for the Employer's seamen and that that Union had never had a contract with the Employer.

The attitude of the Employer was so anti-union that it refused to even issue passes to the representatives of the National Maritime Union and it was only upon the order of the Circuit Court of Appeals for the Second Circuit that passes were issued to these union representatives.

As further indication of the Employer's attitude, it refused to permit the Board to conduct the election on the SS French Creek, despite the fact that it was assured by the Board that the voting period had been extended. Its attorneys stated that even if the Board sent a telegram notifying the Company of the extension, it would refuse to honor the telegram and would absolutely prevent voting aboard the vessel.

This motion is made for the sole purpose of delaying the eventual certification of the Petitioner. Not only is that apparent by the fact that this proceeding has taken well over sixteen months to reach its present stage, but also by the Employer's tactics in the voting aboard the SS French Creek and in its relationship with the National Maritime Union.

WHEREFORE, your deponent respectfully prays that the motion be denied in its entirety and that the ballots that have already been cast, be counted as soon as possible.

Lindsey Williams

Sworn to before me this day of February, 1948.

Tampa Has Its Best Week Ever; Joins Machinists On Picketline

By **SONNY SIMMONS**

TAMPA—Besides having the only decent weather in the United States in these stormy days, this port also had its best week last week. We shipped 153 men, including full crews to the SS Gateway City, Waterman, and the SS Robert McBurney, Overlakes.

Prospects for the coming week look good, with three ships definitely set to hit Tampa. Ships in transit have been calling for replacements, so, all in all, this port has been right in the swing of things.

On the McBurney we were able to collect more than 1200 hours overtime for watches broken in Spanish Morocco when the ship was in quarantine.

There was a bit of a beef over this one, but we had the contract to back us up and so the company had to pay up and like it.

ON THE LINE

The Seafarers' reputation of being ready, willing, and able



to come to the aid of other unions was recognized by the International Association of Machinists, Lodge 1901, this week.

This outfit is on strike against National Airlines and came to the SIU for assistance on the picketline. Within a few hours a special meeting was called and the members voted to back up the IAM.

Signs were quickly manufactured and a dozen Seafarers volunteered to walk the lines with the strikers. According to a national representative of the IAM, who is down here directing the strategy, the presence of the SIU men has been proving to be a big boost to the strikers' morale.

We had some pictures taken and will send them in time for the next issue. By that time also we hope to be able to report that the strike has been won.

BIG NEWS

Everyone knows that Tampa is the best port to be on the beach in, and the cold weather throughout the rest of the United States has fortunately missed this spot.

Quite a few oldtimers are around here and they are in no hurry to leave for the snow and ice of other sections. Among the oldtimers are Al Ortega, Pop Williams, Ralph Seckinger, and Charley Varn.

Flash! Flash! — We just shipped a Stewards Department man as a replacement on the Florida, and that's real news.

The Florida is known down in these parts as the "lollypop" and when we ship one replacement that makes news for the SIU.

If we ship two replacements, the whole city of Miami has something to talk about.



Hospitals On Waterman C-2s To Be Shifted

By **JOE ALGINA**

NEW YORK — Those long suffering souls aboard Waterman C-2 type ships are in for relief. The quarters beef on these ships is being taken up with the company and changes are expected shortly.

The beef, for those of you who haven't been aboard these ships, pertains to the location of the ship's hospital. At present the hospital is located aft on the poop deck.

When a man is hospitalized on one of these ships he usually ends up in rougher shape than when first taken ill.

In foul weather the sick crewman gets tossed around like a medicine ball, and when the



ship is running light with the screw out of the water half of the time, the poor guy finds it almost impossible to stay in his bunk.

FORWARD SHIFT

The hospital will now be moved midship where a guy will be able to recuperate in peace. At the same time oilskin lockers will be put aboard. By moving the hospital forward, the congestion in the aft quarters will be relieved.

This will take a little time to effect on all of Waterman's ships, but it will be done.

The harbor here in New York remains stone cold, but far from dead. We had a good week of activity with shipping holding its own. There was plenty of work for the earmuffed Patrolmen.

The Fort Christina, Pacific Tankers, came in for a payoff and, like so many of our ships, was turned over to another company.

Before the payoff was complete

the men found themselves shorted on the overtime. Patrolman Purcell held up the payoff and transfer until the beef was squared away. The beef was won, but we lost another ship.

A couple of ships which paid off, and remained in the SIU fold, were the Southland and Benjamin Goodhue, South Atlantic. They were in good shape, reported the Patrolmen.

These two, plus the Billings Victory, Waterman, were the clean payoffs for the week.

Not so smooth was the beef aboard the Montauk Point, Moran. Like most Maritime Commission-built ships, this tug was all screwed up.

The company was not at fault in any way—the ship just wasn't built to supply enough heat for cold days.

REACHED LIMIT

When the mercury took a big dip the other day the crew decided they'd had enough. They all paid off and piled off. A couple of days later the company secured heaters for the ship and with all cozy once more, the men went back aboard.

Here on the beach, at the last membership meeting, a recommendation was made and concurred in requiring all aliens eligible for citizenship to take immediate steps toward becoming naturalized. Those who don't will be placed on the "Do Not Ship" list.

Before any misunderstanding arises over this, it is best to quickly make clear that this is aimed at the men who have been in the United States for as long as ten, twelve and more years and, although eligible, have not taken any steps toward citizenship.

Men who have not sufficient seetime or are ineligible for other reasons have nothing to worry about. This does not pertain to them.

Really, it is for their benefit that this motion was adopted. As was pointed out here last week, every alien who becomes a citizen opens one more job for our alien Brothers who are allowed to constitute but 25 percent of a crew.

Eligible aliens coming in from long trips will be given sufficient

time to start citizenship proceedings.

They will not be denied shipping rights until they complete the process, they need only show the Dispatcher proof that they have started the ball rolling.

Just one more item before locking up for the week: It gives me pleasure to announce that Morgan Hiles is back and Customs has him.

The infamous Skipper of the Maiden Creek, Waterman, ran smack into the arms of the law when he brought his ship in from a four-months trip to the Far East. He was picked up with a few undeclared items in his possession.

The Customs has allowed him to take the ship along the coast to discharge its cargo, but he will have to answer to them later.

DIRTY DEALER

We'd like to see him, too. During his trip he pulled every dirty deal possible. One of his orders given the crew prohibited an OS from cleaning Deck Department foc'sles. He told the Deck men to do their own sanitary work and put the OS to work on deck.

We got a cable from the crew on this. A quick call to the company and a return cable to Hiles put on the brakes.

At the payoff the man collected overtime for the time Hiles had him working on deck.

Another chisel job capable of being perpetrated only by Morgan Hiles happened when the Maiden Creek crossed the International Dateline on the return trip.

They hit the line on a Sunday and gained a day. Presto! Two Sundays. Hiles told the Mate not to let the crew know of the extra Sunday so he could save on overtime. This twist was for naught,



as at the payoff the deal was exposed and the men were paid overtime for the extra day worked.

WANT MORE?

Then—if you want to hear more—while in Japan on a holiday he denied the crew launch service by saying the water was too rough for the launch to put out. The next day, when the seas were rougher, workmen came aboard the ship.

When the crew beamed he went ashore and secured a letter from the Army saying launch service could not be supplied on holidays. This, too, did him no good—the men were compensated for the lost liberty.

That's enough on Morgan Hiles. He really doesn't deserve the space. He always suffers at the payoffs but it does him no good—the men always collect.

Baltimore Says, Shipping Fair But Enough Men Are Available

By **CURLY RENTZ**

BALTIMORE — Shipping has been very fair here during the past week and should stay that good or perhaps even be a bit better in the immediate future. But we can't make long range forecasts.

However, there are still too many men coming here because they think Baltimore is the place to ship these days. As a result, the Hall is overcrowded.

Our advice: Better stay away from here for a while. We'll let you know when things really pick up, and when there are jobs enough for everybody.

We had only four payoffs, one Waterman, one South Atlantic, one Bull and one Robin. There were plenty of beefs on these ships, but we got all of them settled successfully right aboard the ships as usual.

One good thing was that all the ships came in clean. Incidentally there wasn't even a beef on the Robin Sherwood which always comes in here that way.

STUDY CONTRACTS

However, there have been too many phony beefs recently, and the only reason is that not enough men are studying the agreements. Everything is in the agreements clearly stated in black and white. A little study and phony beefs would be eliminated.

We signed on seven ships, but there were some others that went to other ports to sign their

crews. They have coastwise runs before going across.

Everyone is asking about the overall shipping situations. "What is happening?" they wonder.

What can you tell them but the truth? The big shots and the politicians are sending the ships to the other side—for others to sail. We're being knocked down.

It wasn't so long ago that we heard we were going to keep the biggest fleet in the world going. It was going to sail all oceans. That turns out to have been just a little phony talk.

Philly Gives Short Shrift To "Forgetters"

By **E. B. TILLEY**

PHILADELPHIA — Shipping remains fair here, but that does not mean that it is any too good.

However, if you really want to make a trip and work, you can get a job out of this port.

It seems that a lot of fellows take jobs, pass the doctor's examination, sign on articles—and then "forget" to appear at sailing time.

Naturally, it makes it bad for all concerned if a ship leaves shorthanded, especially when we are trying to negotiate a pay increase with our contracted companies.

During the past week there have been three such instances of "forgetfulness." Two of the

men had the pleasure of having 50 dollar fines hung on their books. The third man will be taken care of when he shows up at the Hall.

Let the above be a tip to you. You can't get away with this sort of thing in Pepperpot town. And a second offense will mean suspension temporarily, if not permanently.

Blackie Gardner, the newly elected Philadelphia Agent, dropped by the other day to say hello. He also said that he expects to take over the driver's seat this coming week. He certainly has our good wishes with him.

TOO COLD

A lot of ships have returned to outports, and the men have

Shipping Takes Turn For Better In Savannah-Charleston Area

By CHARLES STARLING

SAVANNAH — Things have picked up here in the past three weeks, but most of the ships actually were up the line in Charleston.

We paid off the SS Alger, SS Davee, SS Southport and SS Grandy, in Charleston.

The SS Aldrich also paid off, right here in Savannah for a change.

The beefs on the Davee and the Aldrich were settled easily right aboard ship, but the rest of them gave a little more trouble.

The crew of the Alger held up the payoff for two whole days on a beef. The Bosun was broken down to AB during the trip and the Old Man couldn't find anyone who wanted to take his place. Finally, he just pointed to a man and said "You are Bosun."

GOOD BEEF

After two days of discussion, the company said it would pay the old Bosun wages and overtime for all work off his day watch (about 150 hours), but would not pay the new Bosun.

The crew said for us to take the beef back to the company in Savannah and, if the new Bosun was not paid to take the matter before a port committee.

We met with the company once on this issue, but did not get anywhere as we had to hurry away to payoff another ship. However, this is a good beef and we don't think we will have to go to any port committee to get it squared.

We have been getting a lot of beefs on these ships running to France and back. It seems that some of the Skippers and Chief Engineers won't take the time to study the agreement, especially the clauses about breaking watches. They cost the company money.

A case in point was the SS Davee. The Captain did not break watches on the Deck, but the Chief Engineer did break them in the Engine Room. As a result, the company had to pay 400 hours overtime to the Black Gang.

The Chief Engineer also had each Wiper getting about 85 hours because of his ignorance of the contract. He got hot about it at the payoff and shouted to the Port Captain "Don't pay that! Don't pay that. I never turned anyone to."

THE SHADOW

Then he said that one of the stowaways was his "shadow," that as soon as he got up in the morning the shadow got right on his heels. He added that he kept telling the fellow not to do any work, but it was a funny thing the way we heard it.

According to the story we got, the Chief was at his shadow's door every morning at 8 o'clock waking him up so that the guy would know where he would be all day until 5 in the afternoon. So you fellows be on the lookout for these monkeys with shadows. That's easy money, watching a shadow working for you.

When the Aldrich paid off in Savannah, there was only one beef of any importance. This one concerned the Bosun's right

to as much overtime as the highest man in his Department, as long as he never turns down any overtime. We got it squared all right.

The Port Captain for South Atlantic has ordered all Mates to let their Bosuns work Saturdays and Sundays to bring them to high overtime rating.

If that doesn't do it, they are supposed to find another way. However, some Bosuns like to rest on Sundays. If this practice were stopped there would be an end to these beefs about Bosuns' overtime.

Incidentally, Brother Tindell was Steward on the Aldrich and his department was as clean as any you ever saw. In fact, the Aldrich was a very clean ship, and a good SIU ship.

Organizational And Recreational Activities Hold Chicago Stage

By HERBERT JANSEN

CHICAGO — During the last couple of weeks, things have been quite active around the Hall with the boys coming in off their respective ships, and getting down to the business of the usual winter card sessions. Also, the handicappers are busy with their scratch sheets and pencils with erasers.

This activity is broken up once in a while by boarding a few jobs that come in for our Brothers who had tough luck on the SS Milwaukee Clipper.

We shipped four ABs, one Oiler, one Fireman, three OSs, two Cooks and three Porters in the last couple of weeks.

It does our old heart good to see a number of new faces coming into the Union Hall, and making use of our facilities. Many of these Brothers took out their SIU books during the past season, and are making use of the union hall for the first time. That's the way it should be.

Organizational activity at this time consists mainly of answering numerous questions from unorganized seamen whom we contact, and distributing LOGS to their usual haunts. NMU activity is practically nil, and most of the seamen are fed up with this outfit as well as with the phony Lake Sailors Union.

Most of the unorganized Lakes seamen realize that any gains which they secure this year will be spearheaded as usual by the SIU Great Lakes District.

You just have to talk to these men for a few minutes, and they start asking you, "What is the SIU demanding from the shipowners this year?" and "What does the SIU expect to win for the Great Lakes seamen?"

SUCCESSFUL DANCE

On January 20, the Chicago branch held its annual dance as previously advertised in the pages of the LOG. According to reports from the satisfied attendees, the dance went over in good shape. There was plenty of food and refreshments for everyone along with some good entertainment and music.

Plans are already in the hopper for our second shindig of the winter season. Details of

Mobile Tugmen Who Are Awaiting SIU Representation



Crew of the tug Humrick, Terry Smith Company (left), eating breakfast one morning last week before showing off. From left to right: H. Richards, Deck; T. Harry Cook; J. Huer, Deck; John Barichivich, Ch. Eng.; Walter Dunn, Wiper, and Stanley Huber, Skipper.

Below is the crew of the Patapsco, another Terry Smith tug. Around the table, from left to right: Lucien Ahysen, Ch. Eng.; William Laughlin, Deck; H. L. Thomas, Deck; Abel Trosclair, Deck; Lee Cook, Cook; Sam Carubba, Wiper, and Wilbert Talbot, Oiler.

With election pending in this fleet, men are anxious to cast votes for SIU representation. Most of them already carry Marine Allied Workers books.

this affair will be printed in the LOG in the near future.

Currently in the Marine Hospital are Brothers Michael Hughes, Paul Byrd, Harold Lamrock, Joe Nowicki, Steve Schulgit, Harry Collins, Carl Hardrath, and Bill Strahon. They'd appreciate it if their friends would drop them a line, or stop in and see them when in Chicago.

And we have some checks here for the following: Brothers Fred Staible, J. V. Moran, and Carl D. Martin.



First Sugar Cargo Leaves From San Juan

By WOODY LOCKWOOD

SAN JUAN—The SS Kathryn, Bull Line, left here with a full load of sugar to start the sugar shipping season.

Now that the sugar has begun to move, there should be plenty of activity in and out of San Juan and all the other ports on the island. The sugar ships will load a lot of cargoes in Jobos, Ponce, Mayaguez, Fajardo, Humacao and Guanica as well as here.

There have been several other Bull ships in recently, including the Jean, the Angelina, the Arlyn as well as the Carolyn on which we reported last week.

We have also had the Ponce of the Ponce Cement company, the Monarch of the Seas, Waterman, and the Christopher S. Flanagan, a Pope & Talbot liberty.

No bad beefs were reported on any of them. The Jean has old-timer Clarence Wright as Chief Steward, who says he still has the same old gang with him in his department.

That means that the Jean is feeding well, unless Clarence has changed his policy since the days on the SS Cape Nome.

The Flanagan, of course, had an SUP Deck, an MFOV Engine Room and an MC&S Stewards Department. They were a swell crew, and all hands had a good time over at the Texas.

The Ponce sailed last week, and things must be good on her,

for Vic Suknick and Bob Bellevue are making another trip. She took on eight men and the jobs were filled as fast as they were called.

LAUDS RIDER

Almost every ship hitting here has somebody piling off. That means that we can thank our negotiating committee for fixing things so a man can payoff in Puerto Rico on 24 hours notice.

No other union running in here has this rider on the ar-

Hall. We may call him clerk, but he does more than any job title can cover. He gives Sal Colls and R. Ortiz more time to settle beefs and other things they have to do.

Among the boys around town are Charley (Slim) Hawley of Worcester, Mass.; C. W. (Red) Jordan of Savannah; Bill Frenitis of Greensboro, N. C.; Tommy Chambers of New York; C. Nieves; Julio Torres; A. Perez; N. J. Pieche; and P. Barbosa.

Incidentally, we had an unorganized tanker in, carrying a Canadian crew. They seemed mighty interested in the SIU.

The Patrolman Says

NEW YORK—On several ships recently men have gone ashore without their foc'sle keys, come back gassed up and hacked their way into their foc'sles with fire axes.

There is no excuse for sheer wilful destruction of this sort. If you find you do not have your foc'sle key, ask the Mate or the Chief Engineer for a pass key. You don't have to break in the door with an axe.

What happens is that when a ship with a busted door signs on a new crew, the boys naturally demand that the door be fixed.

The company has a pretty good answer. All its man has to say is, why should we repair the door only to have it broken in again with a fire axe?

Jimmy Drawdy



Duluth Unions Busy Planning '48 Activities

By EINAR NORDAAS

DULUTH—Looking out over the Duluth-Superior harbor during the months of January and February, one would never realize that this is the busiest port in the world for eight months out of every year. At present, all you can see is ice, ice, and more ice.

When the weather is clear, it is possible to see the two ships docked in the Superior shipyard. Other than that, all other docks are empty.

If you leave the harbor area and go out into Lake Superior, it's possible to see some activity. Yes, the hardy fishermen are out gathering their nets, and emptying the day's catch into their tiny vessels.

Over in Two Harbors, the work on the breakwall has been temporarily stopped, due to a current lack of material. In addition, the severely cold weather prevalent in this region makes it quite difficult to do any work of this type at the present time.

Now, don't get the idea that everyone crawls into their respective holes for the winter months up here in Duluth. We do pride ourselves on being hardy enough to take the most severe weather that Mother Nature can toss at us.

BUSY UNIONS

Currently, the various labor unions are busy drawing up their new contracts for coming negotiations, and getting prepared for union elections.

Other unions are busy installing new officers, and the central labor bodies are up to their ears battling vicious anti-labor laws such as the Taft-Hartley Act and some of the state labor laws.

Various AFL State Federations and central bodies are working night and day to get out the labor vote. Now that big business has gone into the political field against labor with a vengeance, it's up to organized labor to get busy in the field of political activity.

The future existence of our unions are at stake unless organized labor goes to the polls in the coming elections and defeats all of those candidates who are the paid servants of big business.

MEMBERSHIP MEETINGS

It may seem a little bit early to start talking about fit-out at this time and conditions aboard the ships during the sailing season. However, we can never say enough about the importance of holding shipboard meetings every couple of weeks or so.

Be sure to elect your departmental delegates as soon as possible after going aboard your vessel at fit-out, and then hold your membership meetings regularly.

Just pause for a moment, and compare conditions existing between two ships: one with departmental delegates and the other without any shipboard representation to take up your beefs.

Those ships which have delegates and hold regular meetings settle their beefs at the point of production and in short order.

Other ships which have no elected delegates are forced to muddle along in the best way possible, and bring their beefs to the shoreside union representatives, sometime long after the beef has actually occurred.

THE SIMON BOLIVAR'S DECK DEPARTMENT



Back on U.S. soil and ready for the payoff, the men of the split Liberty smile for the LOG cameraman. In the rear, left to right—Jack Wise, AB; Douglas Treatway, AB; Richard Daniels, OS; Frederick Burrows, AB, and Lester Finley, OS.

Down in front—Tom Blevin, AB; Rex Ethridge, AB; John Martin, Carp.; Houston Wood, Bosun; and George Montague, OS. Coming through the door to speak to the crewmen is Joe Algina, New York Port Agent. The cooperation and quick action given the crew by the New York Branch was roundly applauded by the men, none of whom had been in that port before.

Bolivar Crewmen Spend Eight Days On Reef

For suspense, the men of the Simon Bolivar have had it. Eight days of expecting their ship to go to pieces on a reef, where it lay split up to the mid-house, gave them all the excitement they want to encounter for a long time to come.

Their ship, a Pope and Talbot Liberty, draped itself across a reef seven miles from Antwerp when the Pilot got off course.

A heavy scraping noise and the sound of parting plates as she went aground was enough for the Skipper to ring the "abandon ship" signal and send the men scurrying for the lifeboats.

That was not to be the wind-up of the Simon Bolivar, however. The Captain, after an examination of the gaping hole in the ship's side, had a change of heart and called the crew back from the lifeboat stations.

Then began the long wait. With every high tide the ship strained and the gap widened.

The steam and lights were off from the first impact and life aboard ship was made extra difficult by the knowledge that the steam pipes might burst at any time.

Do Not Forget

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

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

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

Once during the night it looked like she was finished. The ship stretched out a bit and ripped off a few more plates. The men once again headed for the boats, but no dice.

To add to their discomfort and anxiety the flour cargo became water soaked and the odors from the holds made the men ill. In this they were given a little aid when lighters put out from Antwerp and removed the cargo.

After seven days of labor, the cargo was all out and with a few patches to the side and steam plant she dragged herself the remaining miles to Antwerp.

Commenting on the accident, Lester Finley, OS, who was on

the wheel when it happened, pointed out that the Pilot was really off base.

He put the ship on another reef before the coup de grace but managed to get it off. The guy claimed he couldn't see in the fog, but he was the only guy who noticed any fog—it was a nice clear day to the rest of the crew.

Now resting in an Antwerp drydock, the Bolivar is scheduled for repairs. The Deck Department, completely SIU, flew home and paid off in New York this week.

Originally out of Norfolk, she hit Trinidad, Rio and two Argentine ports before reaching Antwerp.

CLEVELAND HALL AFTER THE FIRE



Taken the day after a five-alarm fire swept through the block housing the SIU's Cleveland Hall, Old Man Winter shows his artistry in ice. Arrow points to the gutted Hall. No Seafarers were in the building at the time of the fire but all office equipment was totally destroyed. Temporary headquarters have been set up in the Dredgemen's Club, 26 Carroll

SIU Meeting In Port Alpena Great Success

By MAURICE DOLE and CLYDE BETTS

ALPENA — Our first meeting in this town was quite successful, and we had twenty-three present—some members and several non-members. Brother Lloyd Oliver, delegate from the SS Crapo was elected chairman of the meeting, and considerable discussion followed regarding conditions aboard the organized and unorganized ships.

Considering the fact that this was our first meeting in Alpena, we had a very good turnout. However, now that we have broken the ice, (and there is plenty of ice in Alpena) we expect to have larger meetings.

Just to refresh your memory, meetings are held every Monday night at 7:30 P.M., and the location is 105 Chisholm, third floor.

All Great Lakes seamen, both organized and unorganized, are invited to attend these meetings.

If you have a problem, bring it up, and we will do our best to solve it. If you have a question, just ask it, and we will do our best to answer it.

After enduring conditions which prevail on the unorganized ships and comparing them to conditions on SIU contract ships, Great Lakes seamen are beginning to realize that their only salvation lies in complete organization.

Conditions cannot continue to exist on the Great Lakes as at present, with approximately 1/3 of the Great Lakes seamen organized, and 2/3 unorganized.

In order to win union conditions for all Great Lakes fleets, Great Lakes seamen must unite behind the militant program of the SIU Great Lakes District.

WINTER CARNIVAL

Recently, Alpena held its Annual Winter Carnival. Skaters, skiers, and sports enthusiasts from all over the U. S. flocked into this town to participate in and view this annual spectacle. According to all reports, this year's Carnival was a smashing success, with participants and spectators alike having the time of their lives.

Miss Mona Donnelly of Alpena won the Junior Girl's Division Championship and will go to St. Paul, to compete in U. S. Championships being held there.

Book-Holders Ready

Black leather holders in which Seafarers can keep their Union books and seaman's papers are now available at SIU Branches in all ports. Stamped in gold on the holders is a wheel, insignia of the SIU.

The holders are approximately three and a quarter inches wide by four and three-quarter inches deep. They are being sold for \$1, slightly above cost. First proceeds will be used to pay off the initial expenses borne by the Union; thereafter any profits derived will be turned over to the hospital fund.

In New York, the leather holders may be purchased in the baggage room, on the fourth floor.



SHIPS' MINUTES AND NEWS

Consul Upholds Crew Of Aitken — Bucko Removed In Belfast

The crewmembers of the SS Samuel R. Aitken, Arnold Bernstein Steamship Company, were given a rough time by the Master and Chief Mate all the way from Buenos Aires to Belfast in northern Ireland. When the Mate radioed ahead to have Belfast police and firemen meet the ship, alleging that he had a mutinous crew, it was just too much.

Fortunately, it was the American vice-consul not the cops who came aboard when the Aitken reached port. By that time, however, the Master and the Mate had thrown Charles Moss, an Oiler, in irons, handcuffing him to a metal brace in the forward ammunition magazine which was described by the delegates as "a damp, dank, foul enclosure without heat or ventilation."

CONSUL OKAY

This consul, regardless of what seamen have thought of consuls in certain other instances, proved to be a first-rate joe. He ordered Moss released, and ordered the Mate off the ship. What was more, he dug up another Chief Mate who was a good man as later events proved.

The upshot was that the crew prepared a detailed statement of charges against the Captain, signed by the Ships Delegate and the three departmental delegates. As matters stood after the pay-off in Baltimore, the crew planned to press the charges before the proper maritime authorities.

One of the principal complaints against the Captain concerned the confinement of Oiler Moss.

According to the detailed statement signed by the delegates, Moss was ordered handcuffed after defending himself against assault by the Mate. After the Captain and the First Mate with some help from the Second Mate had Moss in irons, the Chief Mate shoved a gun into Moss' side and said, "Don't try any funny stuff now," it is reported in the statement.

MATE WAS BASE

A number of other charges were based on the central charges that the Captain allowed the Mate to assume what amounted to full command of the ship, and also allowed the Chief Engineer more latitude than he should.

Several of the charges already had been fully discussed in shipboard meetings presided over by veteran seafarer John (Bananas) Zieries, who sailed the Aitken as Bosun.

Those signing the detailed statement of charges were Al Gordon, Ships Delegate; A. C. Bailey Jr., Engine Delegate; Robert G. Long, Stewards Delegate; and H. Cook, Deck Delegate.

Ace Fisherman



ANTHONY E. HARTMAN

Seafarer Anthony E. Hartman may be an Ordinary Seaman but he's no ordinary fisherman, as the photo above will bear out. He's shown with two prize catches he hauled in off the Florida Keys.

The big baby—all 5 feet 2 inches of him—is a king mackerel the smaller one a Spanish mackerel. Brother Hartman lost no time in pinning an SIU button on his larger haul—just so he could keep the old boy in the Brotherhood of the Sea.

Hartman, who hails from Baltimore, recently shipped on the SS Mae, whose home port is Hartman's home town.

Delegate's Finesse Saves SIU Prestige On Advocate

Diplomacy is not an art confined solely to the striped pants and portfolio school of the Washington and international scene as was proved by the Steel Advocate's Deck Delegate Augie Lazzaro.

With admirable finesse Brother Lazzaro smoothed over a thorny situation and saved face for his fellow crewmembers and the union.

The situation under which Lazzaro brought his ability into play came about when during a coastwise trip, a tried and true performer decided to go into his act.

Throwing all caution to the winds the gashound-crewman, sitting in his foc'sle, brought forth his private stock and in short quick gulps emptied the bottle and put himself in shape for the performance.

With jaundiced eye and clouded mind he thirsted for more of the stuff—a shipmate's locker was the answer. With ease he snapped the lock and partook of what lay within. Then, fortified for come what may, he lurched out on stage, the deck, rather.

OVERTURE, PLEASE

There, before the eyes of unamused spectators, including the Skipper and his wife who were watching from the wheelhouse, he wobbled through his routine of profane jokes, insults and distasteful pantomime.

Before reaching the finale—where he would pass out cold on the deck—the crew shouted him down and with not too gentle hands shoved him back into the wings.

But this ham was not to be put off so easily. Out he came for an encore but the audience was not receptive. He then decided to play to the balcony. Straight-arming his way past the not appreciative deck crewmen he made his way to the wheelhouse where he put on a special act for the Captain and his wife.

There he redid his act, finale and all, and was dragged back to his foc'sle and dumped on his sack. He had been a resounding success, he thought, but the crew felt otherwise.

The whole crew through his performance had been discredited. Most painful to the crew was the fact that the voyage was the first trip of the Isthmian vessel with a complete crew from the SIU Hall.

A quick conference was called and forth stepped the man of the hour to save the crew's face: Deck Delegate Augie Lazzaro. With determined steps Brother Lazzaro approached the Captain. Salvage what you can, he had been told by the others, and that was what he intended to do.

UNION HARMED

In the wheelhouse where the Captain was still contemplating what had taken place Brother Lazzaro took the floor in behalf of the crew.

The Captain spoke first: "What kind of a Union are we going

to have aboard this ship? That man's conduct was disgraceful."

"Captain," began Lazzaro, "your feelings are those of the crew completely. We are ashamed of the brother's conduct and wish to apologize for him.

"However, we are sure you will understand and appreciate the fact that he is far from being representative of the Seafarers International Union.

"We have gone on record at our meetings condemning the actions of men such as this, but in an organization of 62,000 members it is not always possible to see that these men are kept from ships.

"In any large organization there will always be a few bad apples in the barrel and it is unfortunate that one of them had to make his appearance on this the first voyage of the SIU aboard the Steel Advocate.

UNION'S FIGHT, TOO

"We of the crew hope you and your wife will understand the situation and bear in mind that the SIU is just as strongly opposed as you to this sort of activity."

The Captain, his wrath abated considerably by the sincerity of Lazzaro's plea, told him that the man would be logged for not being able to turn to but the best of the crew, in his eyes, was completely exonerated, and he did not intend to bear any ill-will toward the Union or the crew. The position of the crew and the Union was plain to him thanks to Brother Lazzaro's skillful defense.

Kid glove diplomacy pays dividends thanks to Seafarers like Brother Lazzaro.

The Advocate incident was taken from a report delivered by Deck Delegate Lazzaro to a shipboard meeting held at sea on January 10.

Third Blaze Hits Moline Victory; Cargo Damaged

DURBAN, Natal—For the third time on the current voyage, fire broke out last week aboard the SS Moline Victory, a Robin line ship. The latest blaze struck in the after hold while the vessel was in Durban harbor, damaging the cargo and blistering the hull plates.

The two earlier fires on the Moline Victory, which is loaded with sisal and hides, were of a less serious nature.

One broke out in the paint locker and the other in the engine room. Both were extinguished before any appreciable damage was done.

MEET THE GANG ON THE NIANTIC VICTORY



Aboard the Waterman vessel on a recent run to the West Coast were the men shown above. In the life ring row, left to right: R. Drobish, Deck Maint.; W. Weidman, OS; S. Orloff, Deck Maint.; H. Wing, 2nd Eng., and Clarke, Wiper.

Second row: C. Skakun, AB; J. Broaddus, Oiler; C. Putney, Bosun; C. L. Moody, Deck Maint.; and J. Griswold, Ch. Electrician.

Rear Row: B. Comeau, AB; F. DeVries, 2nd Mate; W. Adams, Ch. Eng.; A. Brenna, 3rd Cook; M. Deo-Tiska, Night Cook and Baker; R. Pope, AB; C. Saunders, Wiper; B. Newbury, Oiler and L. Stephenson, Oiler. Photo submitted by Ships Photographers of San Pedro. For more about the Niantic Victory see Page 11.



SIU Ships' Minutes In Brief

Francisco M. Quinones, Nov. 23 —Called to order by David Nunn; Chairman Allen Kramer; Secretary A. J. Kuberski. Carried motion by J. Hayes that stovedores and other shore workers be kept out of messrooms, heads and passageways since they could use heads aft. Carried motion by D. Nunn that anyone caught leaving laundry room messed up should be dealt with. Steward L. Garabedian asked crew to turn in excess linen so that it could be sent ashore for laundering. Chairman Kramer asked all hands to read the fo'c'sle card. Bosun A. Khatzis asked all hands to keep all doors secured. One minute of silence for Brothers lost at sea.



of things not done. Also voted that the delegates see the Captain about getting the general alarm repaired in Trinidad. Delegates to see Chief Engineer about who is to give orders to Deck Engineer. Burns elected permanent secretary.

LIVINGSTON, Nov. 30—Chairman Joseph Bourgeois; Secretary Bill McGranaghams. Departments reported smooth sailing except for some disputed overtime on the Deck and in the Stewards. Voted that ship needed fumigation. Also voted to recommend Thomas Thompson and Roberto Pell for full membership. Motion carried that men getting off must give 24-hours notice so that replacements could be gotten through the hiring hall. Noted that Captain claimed Steward was feeding too well. One minute of silence for Brothers lost at sea.

JOHN FISKE, Sept. 14—Chairman Bob McCulloch; Secretary Jack G. Smith. Motion carried to have William Meehan act as Engine Department Delegate. Motion carried to have Frank Cullison act as Ships Delegate. Motion carried to have Ships Delegate with witness go to Captain to have minor repairs attended to as promised by port captain before ship sailed. Good and Welfare: Steward asked crew to cooperate in handling soiled linen. One minute of silence for Brothers lost at sea.



JOHN W. MACKAY, Nov. 17—Chairman W. H. Harrell; Secretary F. Rouser. Deck Delegate Dennis reported that a few minor grievances would be ironed out within department. Rouser named Engine Delegate after Harrell's appointment as Second Ass't Engineer, and Stewards Delegate Summerlin reported no beefs at all. Russell Simmons, H. R. Summerlin and C. L. Potter recommended for books. List of fines reviewed and found in order. Men coming off watch were asked to be quiet for benefit of those sleeping. Crew to be in good shape for payoff. Baltimore Patrolman G. H. Masterson later endorsed minutes, saying payoff good.

SS WARRIOR, Sept. 26—Chairman C. Ridge; Secretary Charles Bush. Delegates reported no beefs. New Business: Regarding Ships Delegate, Bush reported that the job of Ships Delegate has been done away with as per desire of rank and file. Good and Welfare Suggestion by Yadon that another light be placed in deck head. Steward pointed out that any three full bookmen may go up to see the Captain as a committee appointed by crew.



JOSEPH N. TEAL, Nov. 10—Chairman Wade N. Cobb; Recording Secretary J. Jilka. Delegates, T. Zembruzuski for the Deck, R. Joplin for the Engines, and G. Dail for the Stewards, reported no beefs. Good and welfare: Voted soiled linen be piled in designated place, not thrown into lower passageway. Ships Delegate instructed to arrange for new shower gratings.

JEAN, Dec. 8 — Chairman George N. Ehmsen; Secretary Bill Williams. Deck Delegate Bill Millison reported everything shipshape, as did Stewards Delegate Alfred Author. Engine Delegate Shorly Menendez moved that department head be painted, and motion carried. Louis Toris and Rosado excused for watches



FAIRLAND, Oct. 8—Chairman C. L. Deemer; Recording Secretary Jack Dolan. Deck Delegate reported too many men taking off, and that any more would be logged. Need for better night lunch discussed.

BERTRAM G. GOODHUE, Dec. 14—Meeting called to order by Frank D'Amato. Chairman Johnny Spahn; Secretary D'Amato. Elected Robert Gans Ship Delegate. Discussion under good and welfare of various matters including slopchest price list, mess room cleanliness, and placement of mirrors in Deck and Stewards departments. One minute of silence for Brothers lost at sea.

ELI WHITNEY, Sept. 18—Chairman Bill Thompson; Secretary George W. Burns. No beefs reported by departmental delegates. Voted to send a letter to LOG and inform Baltimore Agent

FRANK NORRIS, Nov. 9—Chairman J. W. Schmidt; Recording Secretary Murray. Voted to strip linen from bunk and clean rooms before payout for next crew, Ship Delegate to notify Patrolman if this is not done. Discussion of water which

was believed to be making men sick. One minute of silence for Brothers lost at sea.

EDWARD RICHARDSON, Oct. 26 — Chairman James D. Veira; Secretary William R. Hughes. New Business: Motion made that a black mark be placed against entire crew of previous voyage for the terrible condition of the ship. Motion carried. Discussion was held as to possibility of injuring the efforts of a few who might have been good men but personnel from each department stated that all of the quarters were in deplorable shape. Galley was only exception, it was clean and in good shape. Education: Copies of the latest agreement were displayed and made available to all of the crew.

MARINA, Nov. 28—Chairman Reynesa; Secretary R. Rodriguez. New Business: Motion to find out in San Juan if a man who works in someone's place is entitled to get wages plus overtime. Amendment to motion: Three Delegates to contact San Juan Patrolman for clarification of certain sections of agreement. Motion by Carbone that no painting be done until the Engine Department toilets and showers are painted. Motion by J. S. Aidd that the three departments take care of recreation room and laundry.

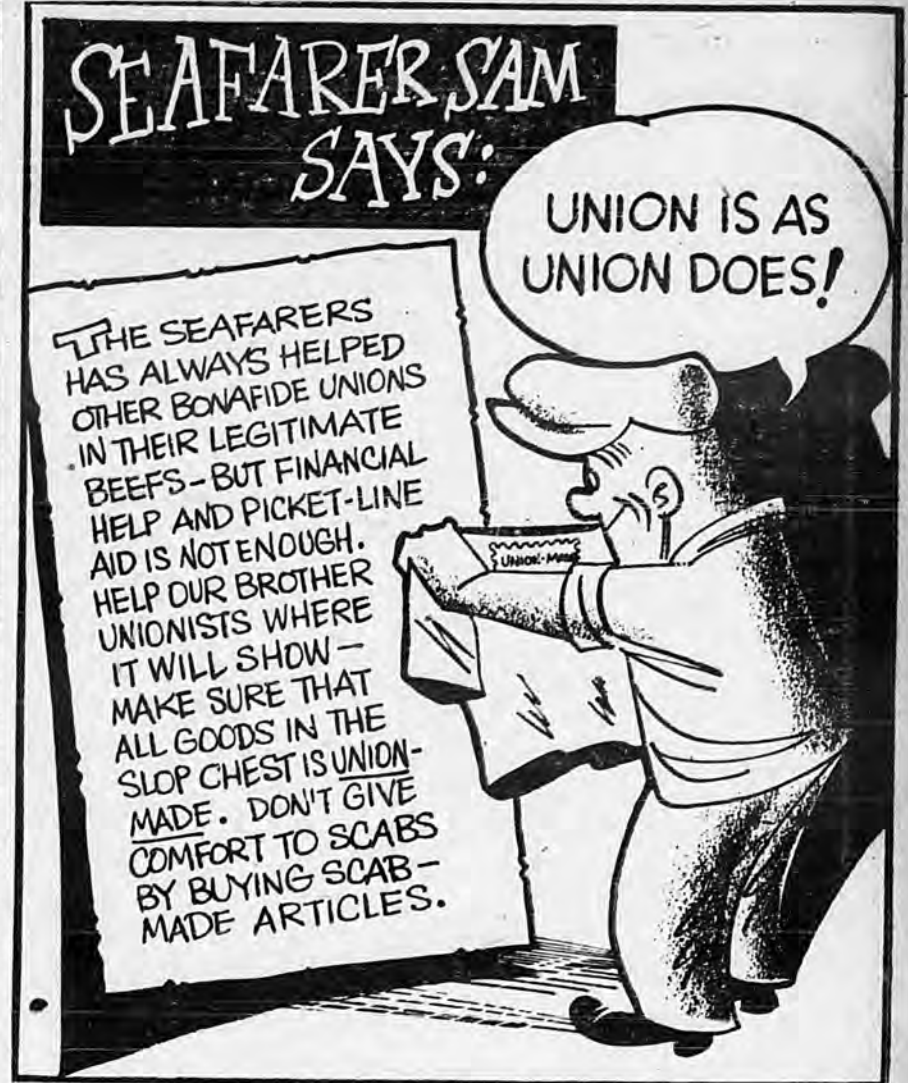


BENJAMIN BOURN, Dec. 7—Chairman Nicholas A. Genovese; Secretary Louis Finger. New Business: None. Good and Welfare: Motion made that W. Smith not be allowed to sail above rating of Third cook until he proves himself capable otherwise. List of repairs made up and approved. One minute of silence for Brothers lost at sea.

FAIRLAND, Sept. 13—Chairman C. E. Turner; Secretary J. V. Dolan. New Business: Motion carried for passengers to stay out of crew's quarters and messrooms. Good and Welfare: Several suggestions for improving cleanliness of ship. Delegates reported all smooth in their departments. One minute of silence for Brothers lost at sea.

BEAVER VICTORY (date not given)—Chairman James Agnew; Secretary Gerald Lonski. New Business: Motion by Vic Cover that \$5 fine be imposed on members who refuse to attend meetings; proceeds to go to LOG. Good and Welfare: Comments by Goodwin on shortage of milk. Rennalo commented on horsing around during meal hours. He claimed meal hours are like a three-ring circus with Messboy as master of ceremonies.

NIANTIC VICTORY, Sept. 7—Chairman John Przelecki; Secretary George Marcin. Stewards Department Delegate Arthur Kavel reported all okay in his Department; Deck Delegate Giove reported a few disputed hours of overtime; Engine Delegate Arthur Smith reported no beefs. Good and Welfare: Discussion over keeping performers in line, also a decision was reached to approach the Captain in regard to increasing cigarette ration. One minute of silence for Brothers lost at sea.



CUT and RUN

By HANK

Shipping is rather slow again. What's keeping the brothers feeling good otherwise is the need for a wage increase which has to be sweated out of the shipowners. A sailor nowadays really feels the high cost of living (more so than the landlubbers do) while he's waiting, unemployed, for those jobs to happen. It really isn't an easy way of life when you have a few hardships hitting you—slow shipping, weeks and even months on the beach and the high prices for food, rent, etc.

To the right kind of an SIU man a job means a lot. And when he gets his job he keeps it going in good old SIU style. We haven't much brotherly news this week. Gulf oldtimer Brother Jack Kelly of Texas, is getting the LOG every week. How's everything, Brother Kelly? Down in Mississippi, Brother David Casey Jones, the oldtimer, will be getting his LOG weekly, too... We notice that Brother Dutchy Bolz is aboard the Virginia City Victory. That should be good news to his shipmate, Pete McCoskey, who may be still in New York since he came in several weeks ago.

The following Alcoa ships have bundles of LOGS due them every week in the company office in Trinidad: Alcoa Ranger, MV Capstan Knot, MV Snakehead, Hawser Eye, Alcoa Pegasus. These requested bundles are sent to the Alcoa office and they stay there. The company doesn't send these bundles along with the ship's mail to the ship. Therefore, don't let these LOGS go to waste. One of two crewmembers should go ashore, take their bundles or some of the copies back to the ship and pass them around. Easily said and easily done... Brother Emil J. Cipar, Gulf oldtimer, dropped in for a visit and asked to have the LOG sent home every week, amongst other things. Brother Cipar has been sailing with the gold dept. down below for some time, by the way.

The following oldtimers probably are still in town: J. Novak, J. Wing, A. Lavagno, I. Echavarria, S. Dall, M. Confusione, G. Van Thillo, W. J. Conner, S. Duda, G. Petroff, J. Slemen, Bosun O. Morgan, J. Sharp, S. P. Henry, R. Quinn, H. Proudfoot, C. Berg, T. F. Shea, Deck Engineer F. L. Fowler, R. Collins, G. Nunez, I. Valles, F. Bock, J. Hopkins, R. Bonich, J. Rios, R. J. Sigler, Joe Arras, S. Cruz, Carpenter F. Mulder, H. Englehart, J. Michael, M. Murphy and Steward M. Gordils... Brother William De Long, Oiler, just came in from a trip on the SS Robin Hood.

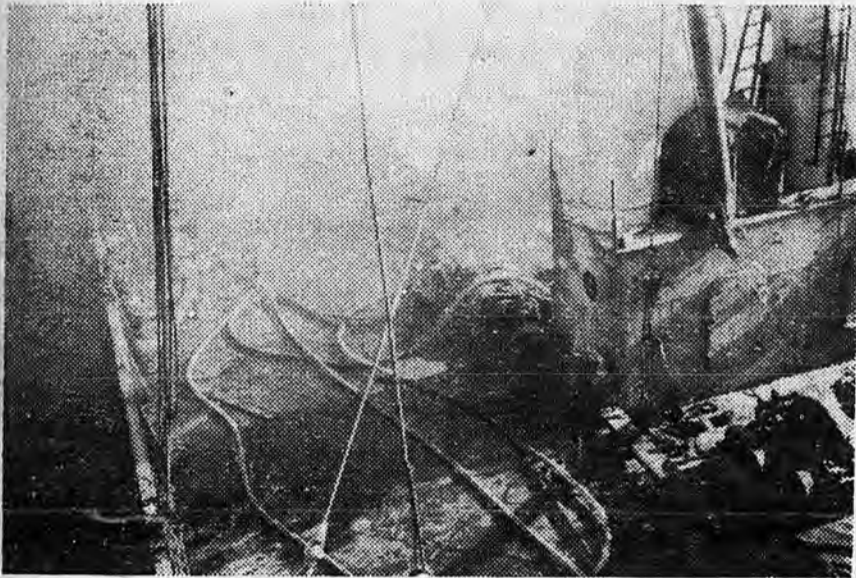
It sure would be a good thing to hear from the SIU Brothers when they hit the foreign ports in regards to whether or not they can pick up the LOGS in various bars, USS Clubs and the well-known Seamen's Institutes. SIU LOGS are sent to many of these places every week, but the question is whether they arrive and are in turn picked up by SIU men. If certain brothers could check up on this, and send in their reports about what places are getting the LOGS or what places aren't, plus the correct addresses of these places where SIU brothers spend their time.

News Item: Speaking for various steamship companies, Francis S. Walker, stated that the average earnings for unlicensed ship personnel today are \$285.16 per month... Our opinion is that this guy doesn't know what he's talking about and doesn't care how much he distorts the situation. For his information, none of the sailors makes anything halfway near his estimate—and even the Stewards and Bosuns aren't paid the figure he claims. Of course, there is the possibility the sailors are charged for the coffee and water they drink and the sea air they breathe.

THE MEMBERSHIP SPEAKS



FIRE STRIKES THE SS ELI WHITNEY IN ARGENTINA



Smoke haze hangs over hose-lined deck of the Alcoa vessel as crewmembers and local firemen fight blaze that broke out in the No. 2 hold during stay in Rosario. Flames were confined and no serious loss was suffered. Repairs, necessitated by the fire, however, caused delay in the ship's departure.



A crewmember and Rosario dock police leave the smoke-filled area after fire was brought under control. Photos submitted by George Hatgimisios.

Crew's Generosity Speeds Brother To Mother's Burial

To the Editor:

I have a human interest story that I would like to have published in the LOG, as I am certain that it would be of interest to all Seafarers, and will surely show the readers of our publication how we of the Seafarers International Union can and will stick together whenever one brother or another needs assistance.

While our vessel was in Rosario, Argentina, I received word that my mother was very ill and that the worst was to be expected. I went right away to our Captain and told him the whole story, and asked him if he could pay me off here so I could go home to see my mother.

He informed me that if I could get a relief he would be glad to let me go home. The American Consul in Buenos Aires promised full cooperation in agreement with the Captain's consent.

Unable to obtain relief in Rosario, I tried once more in Buenos Aires but was again unsuccessful. This morning, my wife called me all the way from Philadelphia, and informed me that my mother had passed away. So I went again to talk with our Captain, explaining what had happened. But still no relief.

FINE GESTURE

I went to the Ship Delegate, Bill Thompson, and asked him if he would get the Department Delegates together and see what could be done to help get paid off and fly home.

After the Delegates talked with the Captain, the Brothers got together and made up enough money to make \$600, which is what it costs to fly home. I want the rest of the Union Brothers to know how much I appreciate this wonderful gesture of friendship.

The Brothers who aided me in this manner were Bill Thomp-

son, Michael Ralph and James Kennedy. These three Brothers alone made up a sufficient amount, although many others offered their aid in the event I either needed or wanted it.

It is true that we have had some trouble mechanically and a fire in the No. 2 hold (Ed. note: Must have been quite a fire according to the pictures) which resulted in delays on this vessel. But when it comes to one shipmate needing assistance while in a foreign port, the way these Brothers speedily offered to help me in my particular case makes me very proud to say that I am part of the Seafarers International Union.

Before closing, let me repeat that it is with heartfelt gratitude that I wish to thank these Brothers aboard the SS Eli Whitney for their sincere and generous assistance. And I want to wish them "bon voyage" and a speedy return.

George G. Hatgimisios
SS Eli Whitney
Buenos Aires

LOG Reader Thrills With Photos of Son

To the Editor:

Just a few lines to express my appreciation for your fine paper. I've been getting the LOG for about two years and every copy has been enjoyed very much. Your Nov. 14 issue has some fine pictures of my son Henry on the back page. It was quite a thrill to see them.

Will you please accept the contribution enclosed with my sincere thanks for the splendid work you people are doing and the prompt delivery of the paper every week.

I wish you all a very happy holiday season.

Mrs. William Clemens
Chicago, Ill.

(Ed note: Many thanks and the season's best to you.)

James Island Men Got Xmas Bonus From Carras Co.

To the Editor:

We, the crew of the James Island, Carras Shipping Company, wish to express our appreciation to the owners for their thoughtfulness on Christmas Day.

Upon arrival in Aruba, Captain C. W. Herin received a letter from the owners to the effect that every member of the crew was to receive a Christmas bonus. We think that if more shipowners would show as much fellowship it would be a better world to live in.

We wish to pass the word on through the courtesy of the LOG that this is the best company any of us has ever sailed with. Also we have a Skipper who is tops. Many of us agree that is the best feeding ship we have ever been on.

We wish to thank Lindsey Williams, director of organization, for the splendid job done. We hope this will help the men aboard the Cities Service tankers see the advantage of sailing under the Seafarers banner.

We close hoping our Brothers will keep up the good work being done.

Crew
SS James Island

Suggests Arrangement On West Coast Payoffs

To the Editor:

In regard to the letter of Brother William J. Jones in the January 9 LOG in regard to the SUP taking all crews off west coast ships coming in from the east coast under contract to the Seafarers, I would like to suggest that the Seafarers try and make some agreement with the SUP in which crews of SIU ships can remain aboard their ships on the west coast.

Robert F. Kennedy

Sound Intra-Departmental Good Will Held Important

To the Editor:

An unlicensed department head is watched closely by his brother Union members and by the company officers and men. He is observed by the company to see if there is any way he can be discharged or belittled at any time and by his brothers for his Unionism.

Many men who travel in these rating wonder why in many instances they become involved with their brothers or with the company not knowing that in most cases they themselves are in the wrong.

Maybe they made too many mistakes, or they were intoxicated or loud-mouthed too often. There are many things outside of a man's ability that can foul him up with his shipmates. Of course, everyone is entitled to make some mistakes. If a man made none he would be equal to God, but when it becomes an everyday experience then that is too much.

SET EXAMPLE

Where there is smoke there is bound to be fire, but in some cases I have seen cliques try to exploit innocent men. It is a fact, however, that anyone sailing in a key rating must be an example and not give these elements a chance to make a hard time for him.

If a Steward keeps drunk and dirty on the trip and starts throwing his weight around, then there is small chance of expecting the best from his men. If the man is incompetent then he can blame no one under him for being the same.

If a Bosun keeps in line himself and knows his business then he has the right to expect his men to be the same, but if he is always laying down on the job, he neither has any right to reprimand the men or sail in that rating. If on the other hand, the men under any unlicensed department head continue to lie down on the job in all ways whenever they have a compe-

tent foreman, then it is time to warn those men that they are also working by an agreement that must be fulfilled. The world owes no man a living unless he tries to obtain it by unholding his rightful share.

If we ourselves can't as department heads progress in harmony with the good members of the crew and if we as workers cannot get along with the good department heads then all concerned on the ship and in the Union will suffer. It is obvious that the companies are trying every day to discredit these men and fights have been going on between the men and the department heads, so that they—the company can be the only victor.

DIVIDE AND RULE

It is also evident that companies do not want any foremen or supervisory workers in the union and if they can do anything to further their aims by robbing our union of membership they'll not hesitate to do so.

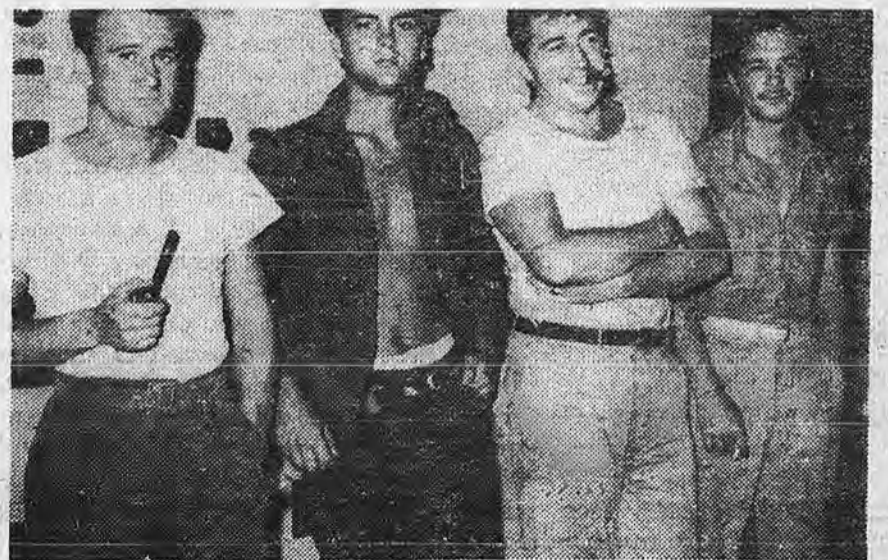
If we fight among ourselves when there is no cause then we ourselves are wrong. But when there is cause to bring a man up on charges, they should be seen through so that we will not be hindered with men that give us black eyes and cause unnecessary unrest and agitation among the membership.

There is, of course, the perpetual griper and agitator who thinks he is a good Union man because he can always find fault and does so whether there is reason to or not. It is my belief that we can use fewer of these.

For everyone's good, whenever an attempt is made to down an unlicensed department head then these things should be looked into carefully by the membership and the officials, so that both sides can be heard without bias. There should be no objections to this by any party who feels he is in the right. I am sure that this way all will profit.

Paul Parsons

FOUR MEN ON A WATCH



Shown here, from left to right, are: Woody Yeager, Bob Polchanis, Wally Cahill and Jerry Schaffer. They made up the four to eight engine watch on a recent trip of the Joliet Victory. Donald Southwood, who took the photo, says: "Something seems to be missing in this picture, namely, the tops of their heads. I'm still trying to figure out how I did it." Anyway, it doesn't happen often with Brother Southwood. He takes some pretty sharp shots.

Log-A-Rhythms Saga Of The Sam Aitken

By AL GORDON

Shakespeare, that immortal wit and sage,
Said that all the world was but a stage.
So here is the cast of one small plot,
Some is comedy and some is not.

The set is a "Liberty," the drop, sea and sky,
With a Mate that aspires to be "Captain Bligh,"
With a figure-head Captain not above shady deals,
Minus guts to set the Mate back on his heels.

The crew approached the Skipper with a legitimate demand
To straighten out his Mate and assume his command.
But the thought of a beef with the Mate left him quaking,
So we leave him to lie on a bed of his making.

Loaded coal in Norfolk for B.A. via Brazil,
Was short a Third Assistant which an Oiler had to fill.
Refueled in old St. Thomas, but the Old Man would not give,
So, it's do "a little business" for the girls have got to live.

Next morn we sign a Fireman, and shove off right on time,
And head for port of discharge, old B.A. in Argentine.
Now it's drink wash water, and it's thick enough to strain,
For they've tampered with the water lines and the Chief's the one to blame.

So it's discontent and argument, all topside does is bicker.
Then it's two and three, then five for one, the log book's getting thicker.
And it's bell to bell on deck, yet they do not seem to care,
The water's bad, the food is poor, the head's are seldom bare.

Draws are few and far between,
It's rationed, claims the Skipper.
We would like to see the law
on that,
You fight old honey dripper.
He cuts the stores down to the bone,
And says there's too much waste.
After all the foreign scows he's sailed,
Must be too rich for the taste.



Then up the creek to San Martin
to take a load of grain
To the Emerald Isle of Pat's and Mike's, Belfast Ireland.
With lookout in the crows nest and standby in the bow,
It seems these summer clothes are out of place somehow.

Well it's Christmas spent in Belfast and we'll celebrate New Year's,
So we're lapping up the Guinness till it's running out our ears.
'Cause they're sort of short on whiskey, but we're making our
all right,
'Til Charley tangles with the Mate out on the dock one night.

Well there's Jesse James and Dillinger and then Machine Gun
Kelley.

The Mate steps up to Charley and pushed a gat into his belly.
This happens in the morning, being treated like a con,
As Dillinger, the Second, snaps the handcuffs on.

Now the ammunition locker is cold, damp and airless.
'Tis there they locked the Oiler up, and 'twas there the Mate
got careless.

At sea we couldn't do a thing when he threw his weight around,
He forgot the U. S. Consulate was a bit of U. S. ground.

The Mate still wasn't satisfied, for all that he had done.
To top the Oiler's misery off, he logged him twelve for one.
The crew then got together and declared they'd had enough,
So we'll start a beef and not give up 'til we throw this phony off.

We notified the Consul of the Chief Mate's foul behavior.
The Consul was a square one, decided in our favor.
He told the Mate to pack his gear, who acted peeved and rattled,
But he tucked his tail between his legs and very soon skedaddled.

We signed a Mate in Belfast and the Skipper seems to bear
Hard feelings toward this new Mate, we think he's on the square.
So, while on the beach if you should meet this Skipper looking
blue,

The reason's this: He's searching for a new company, ship and
crew.

Gives Friends Bound Logs

To the Editor:

I am now a retired SIU man. I have been home since July 1947 when I came in from Venezuela to New Orleans.

I received the LOG every week and my wife and I enjoy reading it very much. What's more, all my friends enjoy reading it too and it's hard to keep the copies around the house long enough for all to read them.

The LOG is the only true labor

paper I have been able to get to read.

So in order to keep the LOG on hand, I would like to receive the three bound volumes. Enclosed, please find money order for seven dollars (two dollars for January-April, 1946; \$2.50 for May-December, 1946; \$2.50 for January-June, 1947.)

Curtis Southwick
11 Phillips St.
Jamestown, N. Y.

(Note: The volumes have been forwarded.)

Niantic Vic Crew Hails 'Pleasant' Trip; Departmental Cooperation Smooths Run

To the Editor:

We have just completed an inter-coastal voyage on the SS Niantic Victory, Waterman, and we the crew wish to proclaim unambiguously that it has been a very pleasant trip. What made it so was the cooperative attitude of the departments heads and especially the attitude of Captain Damian Hillseth whose consistent and successful efforts to promote good feeling between licensed and unlicensed men should be set up for all Masters of U. S. vessels to shoot at.

At no time was there any petty bickering over draws or the time of draws. If you had it coming to you you got it.

He was not above going out of his way to do a favor for any man aboard the ship. Needless to say this was highly pleasing and satisfactory to all hands, and was deeply appreciated.

It was Captain Hillseth who, with Chief Mate Anthony Reale, Jr., spent a half day in the woods getting Christmas trees for the messrooms.

On Christmas Day he furnished cigars and cigarettes as well as the most important ingredients used in making eggnog. With our dinner, he along with Chief Engineer Jack Adams and Second Mate Frank De Vries con-



The record high in relations between topside and foc'sle that existed aboard the Niantic Victory was consistently in evidence. Christmas was no exception as photo above bears out.

In front row, left to right, are: Utility Mess (dark shirt), Jr. 3rd Mate, 3rd Mate, 3rd Assistant and the Messman. Second row: Captain Damian Hillseth, who, according to the crew, set a record for all masters to shoot for; Ch. Engineer, Ch. Mate and 2nd Electrician. Rear Row: 1st Assistant, Steward, 2nd Mate and Sparks.

tributed several boxes of chocolate candy.

After dinner, the Captain and most of the officers and crew took taxi cabs to the hospital to bring cheer to one of our Brothers who was sick. We took

along cigars, cigarettes and candy.

Captain Hillseth left on New Years Day for Minnesota to visit his family. We were all sorry to see him go but take pleasure in writing this endorsement to show that there are Skippers who, while being efficient, can still be "Good Joes."

While we are writing, we would like to list Burch's food shop and tavern at the corner of Second and Washington in Vancouver, Wash., as being a good place to stay away from. The proprietor had us all tossed out for no justifiable reason that we could see.

On the other hand, the St. Elmo one block up the street is a much cozier place. Welcoming 1948 in the traditional manner, the proprietor put out beer on the house and we enjoyed ourselves in spite of being having been kicked out of Burch's a few moments earlier.

The Crew
SS Niantic Victory



On a trip such as they had, no wonder all hands were smiling. Seated at left side of table in crew's mess, going from front to rear, are: Jerry (no last name given), Leo Stephenson, Bill Kalinkas, Jack Arthur, Bob Pope and James Johnston. On right side, front to rear: Charles Sanders, Bill Newbury, Bosun Putney, Vernon Weidman and B. Comeau.

Two Views On Voyage Of Lahaina Victory

To the Editor:

I see in the December 19 LOG that the Black Gang Delegate of the Lahaina Victory has a lot of beefs about the Engineers.

The editor's note at the bottom of the page says that this could not have been on the Oct. 6 pay-off, but I know different as I was in that crew and was the first one to see the Delegate's letter.

Everything he said about the Engineers was true and then some, but what has been done about it? A lot of talk, that's all. The editor also said it was a clean payoff. That also is a lot of malarkey.

There were a few of us with disputed overtime. (I was a Wiper doing plumping work which the Chief had the gall to say was a Wiper's regular job.)

MONKEY BUSINESS

This could go on forever, but the point is if we're going to let guys like these keep on shipping and getting away with all this

monkey business, it won't be long till every rule in the contract will be broken by them. Incidentally these same Engineers are on another trip on this same ship. Needless to say, there's a whole new Black Gang.

I'm only a permit man, but when men like these who are book members (retired) act like this, what am I to think?

I would like to hear from some fellows on that trip. I owe some money to some of them, and although I have a broken leg I still intend to pay them.

Donald T. Fisher
New Orleans Hall

(Ed. Note: According to the report of the Patrolmen who handled the Lahaina Victory payoff, she was smooth and clean. The headquarters records show that when Brother Fisher applied for reinstatement recently, he admitted not being present at the payoff. For another view of the trip see following letter.)

To the Editor:

Most of us are looking for the perfect ship and I think that we have found it, or damn close to it.

After taking it over from the NMU, we went to work right away and got her cleaned up so she looked as an SIU ship should look.

No one could ask for a better skipper than Captain Anderson, and the three Mates have done everything possible to make this a pleasant trip.

We have had no disputed overtime during the voyage. Two of the Mates are former SIU members and all three are tops in our opinion.

We have just completed a trip to South Africa on the good ship Lahaina Victory so, if you are looking for a good one, here it is—jump aboard.

I will close now and hope that we get more skippers like Captain Anderson and more Mates like Babbitt, Larchey and Hirschey.

Bill O'Connor
Lahaina Victory

Borrows Big, Skips Scow; Trio Sore

To the Editor:

In addition to several crewmembers, the Patrolman who visited this ship suggested that this letter be written so we do hope you can publish it in an early issue. We are writing it in behalf of the Black Gang of the SS Clyde Seavey, Isthmian.

At our first Black Gang meeting after leaving New Orleans recently, we learned we had only one full bookman aboard so we elected him Black Gang Delegate by acclamation. Then this character proceeded to borrow money from several men in the Engine Department. No one who loaned him money knew the others had also done so.

Upon arrival in New York early in the morning, he went to two guys and got 10 dollars from each of them so he could "go to the Hall and straighten out a couple of beefs before she paid off." Long after the payoff, he sneaked on board, got his dough and scrambled.

A couple of days later, at 10 o'clock at night, he sneaked on board again and started packing his gear. When discovered, he said he had sent a wire to square his debts, but he was unable to produce any telegraph receipt.

All Brothers should watch out for this 100 percent phony and others like him. He did all the aforementioned stunts while perfectly sober, his only intention evidently being to slip his shipmates.

Now everyone knows it's no trouble to borrow money on an SIU ship. But guys like this one make it tough on the legitimate seaman who needs a few bucks for laundry and so forth.

We the undersigned hope that this letter serve to save other Brothers. We lost a total of 60 bucks.

Charles S. Ross (SUP)
James R. Brown
Ruben L. Humphrey

(Ed. Note: The name of the accused man has been withheld in accordance with LOG policy on personal beefs. While the LOG believes that all members should be warned against men who victimize their Brothers the beef is purely a personal one.)

SEAFARER'S WIFE HITS 'GRABBERS' OF CREW'S GEAR

To the Editor:

I thoroughly agree with you that "gear grabbers" are not good members. Not only when they take the ship's gear but too, when they pilfer the personal belongings of the crew.

I had given my husband a wedding band shortly before he shipped out on the Horace Greeley, Alcoa, in July. When the ship, docked here in September he got off as soon as it was cleared by customs.

When he went back the next day, his locker had been entered and everything he had was gone, including his shaving gear, work clothes and the wedding band.

I hope it doesn't happen to many members because some wives aren't as good-natured about such things.

Mrs. Jack Procell
New Orleans, La.

A PREVIEW OF THE LATEST SALTY STYLES



HARRY DAWSON
Alcoa Cavalier



G. HAMMARSTRAND
Steel Navigator

No slouches when it comes to snappy attire, Seafarers in general and these four in particular, are old hands at adapting their seagoing wardrobe to fit the hour and the mood.

The boys shown here unknowingly model the correct ensembles for the occasions described.

~ ~ ~

At left we have modeled the cruise costume specially designed for crew wear in the Islands. This number is very popular with the men of the Alcoa cruise ships. As you see, it combines the desirable coolness of short sleeves with the more formal blue of dungarees. Note the new six-inch cuff length.

~ ~ ~

On our right is a number expected to revolutionize payoff attire. The three-quarter length burlap coat contrasts exceedingly well with the grease-spotted pants. The hat, a jaunty panama, is included for paying off in tropical ports. Completing the costume is a green shirt and gravy smeared tie. Bag is for payoff money.

~ ~ ~

At left we have the answer for the sun-hungry. Cut-off pants, sun glasses and a wool cap make sun bathing sheer delight. Especially recommended is the wool cap for those with sensitive scalps. The book is optional.

~ ~ ~

At right again we have... Zounds! This guy's working. We draw the line when it comes to suggesting attire for such as this.



PETE D'ANNA
Andrew Jackson



JOE WRIGHT
Joliet Victory

Ed Says: 'Pictures We Love But Clips Are A Bit Rough'

Dear Brothers:

To the LOG's request for photographs we've had first-rate response. Those Brothers who have sent in those black and whites you see in the LOG every week can stand up and take a big salute from the Editor.

Several of the Brothers, in place of photographs, clipped from newspapers and submitted to the LOG pictures and cartoons having a salty slant. We'd like to reprint them but, unfortunately, for several reasons, we cannot.

The photographs and cartoons reproduced in magazines and newspapers are the property of those publications and are covered by newspaper codes and, in some cases, copyrights. These we have to observe.

TICKLISH TASK

Moreover, attempting to reproduce photographs from a newspaper is a difficult job and usually gives poor results. By the time a copied picture from a newspaper appears in the LOG it has gone through at least six photographic processes and in each process has lost much detail.

Those of you who have sent in such clippings can now readily understand why they haven't been used.

Brother Constantine Alexandris, who sent us a page of pictures from the Baltimore Sun showing the activities of the Baltimore Hall, was right when he suggested that we shed a bit of light on the activity of that port, but, as was pointed out above, "no can do."

(The pictures he enclosed showed the Baltimore Seafarers voting, playing cards, shooting the breeze and registering—all scenes worthy of space in the LOG.)

To Brother Alexandris and the others, we say, "Thanks." The copy was Seafarer-appealing. Like Life magazine we like plenty of pictures but we can't use these.

Get out that old Brownie, dust it off and snap your own scenes. Those high-paid cameramen can be bested by a \$2 shut'box. Better than that, we have a place waiting for your handiwork.

The Editor

Replace Assistant Electrician With Second Who Holds Chief's Papers, Brother Says

To the Editor:

Having read Brother Wiley Parrott's suggestions in the LOG of January 30, I agree that we are in need of clarification of what is specifically expected of an Electrician aboard ship.

However, I disagree with his suggestion regarding the rating of Assistant Electrician. He suggests that anyone sailing as an assistant have three years in the engine room.

Let us consider the case of an Oiler, for example, who actually

situation upon returning. Usually, in such a case, he gets a verbal blast from the Chief Engineer because cargo operations have been held up.

In effect, the Assistant Electrician is "taking a ride" on the Chief Electrician. Situations like the above put the Union in a bad spot.

For this reason, the suggestion is offered that the rating of Assistant Electrician be changed to Second Electrician in our contracts, and that anyone desiring to sail in that capacity be required to have an Electrician's endorsement. In addition, he ought to be paid at a rate comparable to the Chief Electrician's pay.

Anyone interested can attend one of the many schools in the

country either private or maritime.

For the information of resident aliens and others who for one reason or another cannot or do not wish to attend a maritime school, Coyne Electrical School in Chicago charges a tuition of \$284 and is considered a good school. It is the opinion of this Brother that the money spent is a good investment.

James Johnston (SUP)



has put in his three years in the engine room. This man ships as Assistant Electrician.

Has he, in any probability, ever had occasion to repair a winch controller? No.

FREE RIDE

What happens is that when he is required to stand a winch watch and trouble develops he is unable to do the necessary repairs. The worst of it is that if the Chief Electrician is ashore the latter is confronted with this

Whole Gang Loved Harry's Fine Chow

To the Editor:

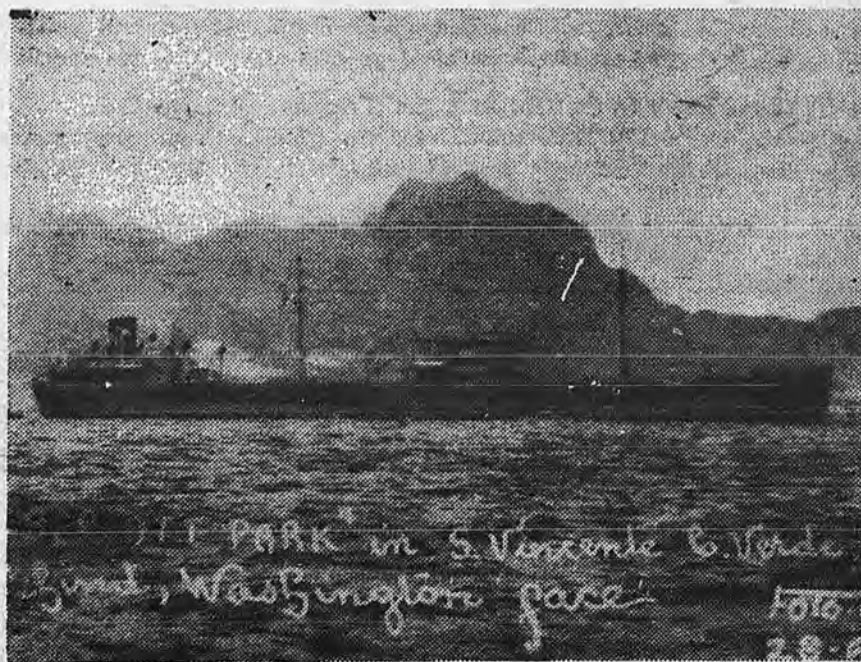
I am writing in behalf of the officers and crew of the SS Bull Run to congratulate and express our thanks and appreciation to Steward Harry Peeler, for the wonderful dinner he served to us on Christmas Day.

It has been mutually agreed that it was one of the finest shipboard holiday dinners that we have sat down to in our days at sea.

Good sailing, Harry, and may we be fortunate enough to sail with you again.

Don D. Brown, SUP

PLATT PARK IN CAPE VERDI ISLANDS



The Pacific Tankers vessel as it passes "Washington's Face" off St. Vincente, Cape Verdi Islands. Ship made a seven and one-half month trip to Far East and Persian Gulf. Picture was submitted to the LOG by Platt Parker Harry Bennett.

Handbook For SIU Ships' Delegates

Sometimes, we forget that shipboard activity is the heart of the Union structure. Practically every phase of the Union's shoreside business is the result of some development aboard ship. Many of our contract provisions are concrete examples. Certain of our working rules and conditions appear in the agreements because the experience of SIU crews pointed out the need for them.

Similarly, our shipping rules and constitution are amended from time to time to strengthen the organizational structures and improve the general welfare of the membership. In many cases, these changes originated in motions adopted at shipboard meetings.

Since the crews aboard the individual ships are the union's right arm, it naturally follows that they should be in A-1 shape. If they are, the Union will be able to push full ahead. If they aren't—well, just imagine what a fouled up situation might result.

In connection with the importance of the shipboard unit, the purpose of this SIU booklet is to show how simply things can function smoothly out at sea. It highlights the role in our Union setup of a very necessary cog—"the Delegate." Although intended as a guide for the three department delegates and the Ship's Delegate, it is recommended reading for all hands. A working knowledge and understanding of the Delegates' functions will not only make their job a lot easier, it will make life aboard ship a lot more pleasant and profitable for every crewmember.

WHAT DOES IT MEAN?

If you're fortunate enough to be elected by your shipmates to represent them during the trip as one of the three department delegates—Deck, Engine, or Steward—or as the Ship's Delegate, you are justified if you feel a bit of pride. After all, it means that besides thinking you're an okay guy, they have respect for your ability to handle situations with tact and understanding and that you know the score.

By voting you into the job your shipmates have made you the crew's and the Union's representative



at sea. And whether you think so or not—it's a pretty important job.

In the old days crews weren't so fortunately represented. They were always on the short end of the stick and were shoved around from stem to stern. But with the coming of the Union—and the Union Delegates—they were enabled to assert their rights and draw the respect they're entitled to.

Without the Delegates shipboard life could be one long stretch of confusion and jumble. Payoffs could be disorganized and possibly take days to square away. Sounds messy, but it's true.

So, Ships' Delegates are a symbol of progress to seamen.

WHAT DO I HAVE TO KNOW?

Answering that question is pretty simple. There aren't many hard and fast rules to worry about. What the job requires mostly is some good old-fashioned common sense.

Of course, you should be familiar with Union rules and regulations, just as all Seafarers should. But if you're a bit hazy on some of them, get some copies—and the Union constitution—from the nearest SIU Hall and keep them on you for reference. Get acquainted with your contract too. All this will come in handy to you personally later on. Meanwhile, they'll make your duties as Delegate much easier.

Anything you do to heighten your efficiency as a Delegate will also improve your standing as a Seafarer. The advantages of getting the old savvy, then, are two-fold: 1) They serve your Union, and 2) they serve YOU.

WHAT DOES A DELEGATE DO?

All Delegates, as well as their shipmates, should realize that the cooperation of all hands at all times has been responsible for the Union's economic gains for the membership. The Seafarers further advance—and the already established gains—can be jeopardized by an irresponsible crewman here and there. Thus our strength is tied in with our enforcement of self-discipline. Subservience is not expected of any man. But the membership has a right to demand a healthy respect for the Union rules it has drawn up demo-

On these pages appears the complete text of the new "Delegates' Handbook" which was prepared by the SIU Educational Department to serve as a guide and advisor to the Shipboard Delegates in carrying out their duties.

The Handbook will be distributed in short order to all delegates on all SIU-contracted vessels.

Because of lack of space in this issue, the next installment of the "Seafarers Organizers' Handbook," the first of which was printed last week, will appear in next week's LOG.

cratically for the good and welfare of all hands. If the membership can almost unanimously accept this code there's no excuse for allowing backsliders to operate outside the rules. Delegates should keep these thoughts in mind where handling situations aboard ship.

DEPARTMENTAL DELEGATES

Since the duties of the Departmental Delegates are pretty much to the point, let's take them up first. Overall the guideposts apply equally to all departments; Steward, Deck, and Engine alike.

Here's a few of your essential duties if you are a Department Delegate (if you're not, it's a good idea to know them anyway):

1. Check each man's book or permit and see that he is in good standing, and that he shipped through the hall. Vigilance must be exercised, particularly in ports where there is no hall. **BE SURE EACH MEMBER OF THE CREW SHOWS A SHIPPING CARD WHEN HE BOARDS THE SHIP.**
2. Keep a dues record of all men in your department.
3. Record all overtime as soon as it is worked. Specify date, hours worked and type of work performed. It should be turned in as soon as possible after the work is done.
4. Instruct members of your department to keep an accurate record of their overtime in duplicate—one copy for them, one for you.
5. Avoid one-sided allocation of overtime; see that the work is divided as equally as possible.
6. Turn over all overtime, whether disputed or not, to the department head. **THERE IS NO POINT IN ARGUING WITH ANYONE ABOARD SHIP ABOUT DISPUTED OVERTIME.** Just give your list to the Patrolman at payoff time; let him settle it for you.

One of your important jobs comes up when you're in a foreign port where shore leave is obtainable. Each department Delegate makes a list of the men in his department and how much of a draw he wants. This list is to be turned over to the department head. However, it is the Ships' Delegate who goes to the Captain to inquire about shore leave and when a draw can be expected.

Each department delegate should see to it that no member of his department quits the ship until his relief is aboard. This is especially important in regards to FWTs and Cooks.

That a "SIU SHIP IS A CLEAN SHIP" has basis in fact. Your department's living quarters should be clean and livable from shove-off to pay-off. Patrolmen have been instructed by the membership not to pay off a ship whose quarters are dirty. See that your



department leaves their quarters as they'd want to find them.

The other Delegates, like yourself, can do a better job if they are assured of each other's cooperation. The Ship's Delegate, especially, needs the aid of the Department Delegates. Give your share.

SHIP'S DELEGATE

There's no use trying to minimize the job of the Ship's Delegate. Anyway you look at it, it's a man-sized task. Upon the degree to which this Delegate carries out his duties depends the real success of the program for shipboard Union activity.

His is also the job of coordination among the various departments. He acts as the crew's representative should involvements with topside arise. In the execution of his duties, tact, timing and a comprehensive knowledge of his Union are good assets to a Ship's Delegate.

A great many of the Ship's Delegate's duties could be

listed but that would give the impression that he is supposed to memorize what he should do and what not to do. Instead the Union feels that flexibility in disposing of problem is superior to a rigid set of rules.

But, as with the Department Delegates, there are a few simple things that require attention on the part of the Ship's Delegate. Some are routine, some call for patience and determination—but they can all be dispatched with success by a man who wants to do the job right.

We'll touch on the highlights, although not in the 1-2-3-4 fashion. In this way the Ship's Delegate can read them over a few times without feeling he has to memorize something, and before he knows it he should have the whole thing in a nutshell.

WHAT HE DOES?

To repeat, if delegates will work together everything is going to be smooth sailing for all. Like when the time comes to check the ship's stores, the linen supply and the slopchest—a job which the Ship's Delegate does with the help of the other three delegates. If after their joint effort, a beef arises and cannot be settled aboard ship, then the Ship's Delegate should **CALL THE HALL**—and pronto. If you wait till you're out at sea, you'll be left holding a bag of blue linen, or sumthin'.

Reading matter is a convenient thing to have on every trip, so a library rates big with the boys. Bound copies of the LOG and other Union literature should be included. If there are no racks to hold the printed matter, a sharp-eyed Ship's Delegate ought to be able to solve the problem easily.

Meetings are good places for the guys to blow their tops when they have something to pop off about. So the more meetings the more good can come of them.



And if you're a hep Ship's Delegate you'll see that the poppin' is plenty aboard your scow.

A good way to discharge your Union educational functions is through the medium of special meetings. Here the guys who know the score can give straightforward Union talks, so that the members may learn what the Union means in maritime. Get all the Union literature you can to use as background material for discussion at these sessions.

The Ship's Delegate's duties comes into play when there are issues about contract observance. Both sides have responsibilities—the crew and the company—and the Delegate should be interested in seeing that both ends of the bargain are met.

Beefs won't provide any profitable experience if accurate records of them aren't kept by the Ship's Delegate. State how they were handled and what settlement was secured.

And on the subject of records, don't forget those copies of the ship's minutes, made in duplicate—one for the Patrolman, one for the LOG. Repair lists and unsettled beefs prepared in two copies, too, and turned over to the boarding Patrolman.

The reference to the Ship's Delegate as the crew's representative shouldn't give the impression he is anything of a sea lawyer. He has to do some talking for the boys, especially in foreign ports, when requests for draws and liberty are in order or if a bit of trouble arises.

"Nix" is a good word for the Ship's Delegate to apply on two occasions: 1) He should not allow performing by any crewmember and he's got 100% backing on this, and 2) He should not permit sign-ons or payoffs without a Patrolman present.

An alert Ship's Delegate will advise the men not to leave the ship if they are on a port payroll—unless they have a signed voucher or cash for the work performed, including wages and overtime.

BEEFS

So long as there are ships sailing the seas, beefs will be a shipboard factor. Settling these beefs to

(Continued on Page 14)

Handbook For SIU Ships' Delegates

(Continued From Page 13)

the satisfaction of the membership is one of the primary functions of the Union. However, plenty of situations result in beefs that are easily avoidable. Keeping down the number of small, petty beefs will give strength to the sound, legitimate ones that will be much easier to square away.

Beefs generally can be broken down into two kinds: 1) Those which involve the operators, over such matters as overtime, grub, quarters, etc. 2) Those that come up among crewmembers.

The latter type beefs are the ones we're concerned with here since this booklet is aimed at making shipboard life sound and as free of unpleasanties as possible.

One Seafarer put it neatly, when he said: "Keep those beefs medium and rare."

KEEPING THEM "MEDIUM AND RARE"

This Seafarer had several specific things in mind when he gave his advice. Like these, for example:

Personal beefs are just that and no more. They don't involve the Union or your shipmates and shouldn't be interpreted that way.

The best way to insure success in your overtime disputes is to be certain they're legitimate. Phony OT is no more substantial than a three dollar bill—and can be just as troublesome. If you have an OT beef get it in at the right time—DON'T wait until the LAST minute!

Sleep is just as much a food for the Delegate as it is for any other mortal. If you wake him up in the middle of the night on some petty beef, he won't be



worth two cents to you in the morning when he might have to act on something more important.

Let's remember that seamen are men—first, last and always. No crewmember should attempt to lord it over his shipmates. Union brothers have a joint purpose. Unrated men and newcomers shouldn't be bullied, or scoffed at for their sincere efforts. "Pro" bookmen and permitmen shouldn't be pushed around. They have the same rights with a few exceptions and are entitled to the same breaks, benefits and protection as any other Union member.

If you're in a crusading spirit, channel your ideas to benefit your shipmates and your Union. Don't allow any crewmember to use his book as a pass for any type of political recruiting. The membership has trans-

lated its sentiments on this score into Union policy. Our aims are economic, not political.

Occasionally, you'll find men who'll try to spread their gospel by saying that some phony political



group or crackpot outfit that wants a union within a union is responsible for every one of our victories. "We won this strike," and "we organized this union," and "we won that wage increase"—these are some of the lines they use as they push their own line instead of using their energies to build their own Union. Be on guard for bums like this.

Keep these type of actions away from the ship, the Union hall and Union meetings. If anyone tries to utilize the Union structure we have all fought so hard to build to its present high position just to advance his personal and political objectives, report the matter to a shoreside meeting.

In the days of the old sailing ships, a big wind may have been used to good advantage. Today, it's a liability. Keep a safety valve on your hot air. Leave the yata-ta-yata-ta to the haybags.

Like thousands of other knowing Union members, the wise old Seafarer referred to above, believes cooperation will carry us all a long way. Delegates should cooperate with the men who have selected them as their representatives. But the crew must also cooperate with the Delegates. Joint effort will bring your ship in good shape. And what's more, all hands will find shipboard life can be damned worthwhile.

HANDLING BEEFS THE SMART WAY

The suggestions outlined above, if followed out, will very often prevent beefs. At least, they can help keep them at a minimum. But supposing you already have a beef. What actual steps would you take in handling it?

Just to show how simple the procedure is, let's take a specific case. One on overtime would be a good one since this type of beef occurs fairly often.

Suppose licensed men—or anybody other than an unlicensed crewmember—goes to work on a job that is normally the work of an unlicensed member of the Deck, Engine or Stewards Department.

Then all hands who witness this violation of our agreements should report the matter to the Delegate from the department involved. If it's the Mate and he's doing an AB's work, it is reported to the Deck Delegate, for example.

The Department Delegate should then make an entry on his overtime sheet. He records the work done as overtime for the man who would normally have done the work. All details should be specified, like the date it happened, what work was performed, who did it, etc.

Then the Department Delegate must turn the overtime sheet over to his department head, WITHIN 72 HOURS at least, as stated in the agreement. And that's about all there is to it as far as the Delegate is concerned.

In this way, the Delegate is in the clear. He has done his duty and he has made it easier for the Patrolman to collect this overtime at the payoff.

Remember this simple and easy procedure at the payoff: Let the Patrolman and the Delegate handle matters. The whole works will be slowed down and confused if all hands start hollering and talking at once. Patrolman and Delegates can do it quicker and with a minimum of time wasted.

SOMETIMES DIPLOMACY PAYS OFF, TOO

You'd be surprised at the results you can get in presenting a beef, if you sail into the situation on an even keel. Remember that you're trying to show that something is logical. The guy that said you can catch more flies with honey than you can with vinegar wasn't shooting any blanks.

If you're heading for the skipper's or a department head's quarters with a beef, show them the same courtesy you'd demand from them if they were coming into your foc'sle. By barging in like an invasion



force you're just chalking up two strikes against yourself before you even open your kisser about the beef.

Knock on the door, if you're entering their rooms. Enter when you get the response. When you get down to the beef, talk in a quiet voice and stick to the issues involved. In 99 cases out of 100 you'll get twice as far as you would by shouting and cursing.

Most licensed guys are union men. And we always treat a union man as a good union man—that is, until he shows he's not.

All of this adds up to one thing—making shipboard life decent, clean, profitable and pleasant. If you will observe what has been said here and combine it with your own good sense, sailing for you and your shipmates will be mighty smooth.

PERSONALS

CREW, SS WARRIOR

The crewmember holding Book No. 102327 is prepared to pay back shipmates from whom he borrowed money. He asks that they get in touch with him.

GEORGE VAGO

Call your home or report to Union Hall in Norfolk for letter in regard to your case.

ISTHMIAN STRIKE DONATIONS

C. A. Russell, \$5.00; B. E. Lumandue, \$10.00; Juan Delgado, \$5.00; J. R. Cahagen, \$10.00; A. Leavy, \$10.00; Paul S. Alonza, \$25.00; G. K. Liebers, \$3.00; Jose Ramos, \$5.00; S. E. Brown, \$10.00; A. Nelson, \$10.00; Jose L. Ramos, \$10.00.

J. S. Donaldson, \$10.00; A. S. Aquino, \$10.00; J. Heyliger, \$5.00; P. Greis, \$20.00; R. E. Aslin, \$10.00; Julian L. Parks, \$10.00; George Wallace, \$30.00; C. W. Benoit, Jr., \$10.00; W. A. Barwacz, \$25.00; A. L. Bennett, \$10.00.

SS TONTO

P. T. DePietro, \$10.00; R. E. Allen, \$25.00; R. Layko, \$20.00; John Livingston, \$20.00; W. L. Jenkins, \$5.00; E. L. Braden, \$10.00; J. Swideraki, \$10.00; J. Klepacki, \$10.00; P. Koenig, \$5.00; Peter Locke, \$10.00.

SS STEEL WORKER

L. Ceperiano, \$10.00; A. Vadell, \$10.00; H. Nicholson, \$10.00.

J. M. BYRD

Get in touch with your mother at Box 206, Shelton 2, Washington.

HENRY KEARNS

Your sister, Mrs. Betty Raynor asks you to contact her at 1706 Brown Street, Philadelphia 30, Pa.

EDDIE D. BURNETT

"Had injury to left hand. Coming along nicely now. Don't worry, but please write to: Snookie, Cinn., Ohio."

ARTHUR SMITH

You are asked to get in touch with Margaret Piggott, Department of Welfare, 602 Broadway, New York 10, N. Y.

JOE or JOHN BOSINOW MALVIN BOSINOW

Mike Rocknic asks you to contact him his new address: 3826 6th Street, Port Arthur, Texas. Phone 8548.

R. GOULET

Your daughter, Miss B. Goulet asks you to contact her at 57 Newton Street, Marlboro, Mass.



BOSTON

SS GRANDE RONDE

E. Norvich, \$1.00; W. McLean, \$1.00; W. MacDowell, \$2.00; C. Oppenheimer, \$1.00.

INDIVIDUAL DONATIONS

B. Brown, \$1.00.

NEW YORK

(INDIVIDUAL DONATIONS)

Paul Gny, \$1.00; W. C. Gestring, \$2.00; J. R. Rodriguez, \$5.00; P. L. Whitlow, \$2.00; E. Raissis, \$10.00; R. J. Zumkley, \$10.00; George T. Lampos, \$2.00; S. C. Mazur, \$3.00; J. Huisman, \$2.00; C. Dichiaro, \$5.00; E. H. Share, \$10.00; Ralph E. Pagett, \$5.00; H. D. McRorie, \$1.00; A. Trevino, \$2.00; E. P. Murphy, \$11.00; L. E. Wallace, \$1.00; Ernie Bucano, \$3.00.

MV GADSDEN

Crew of MV Gadsden, \$58.00.

SS AZALEA CITY

T. P. Tignor, \$2.00; W. B. Loll, \$3.00; F. Jeter, \$1.00; F. Dominski, \$2.00; E. A. Bishop, \$5.00; C. W. Heppding, \$1.00; J. Morawski, \$2.00; E. Rivera, \$2.00; E. J. Kaleta, \$2.00; L. A. Kart-

tunen, \$100; W. Elias, \$2.00; B. T. Wolf, \$3.00; A. Castelo, \$5.00; Chang Davis, \$2.00; E. L. Lee, \$2.00; A. Kej. Chan Olai, \$3.00; C. Ching Maig, \$3.00.

B. Schmitz, \$2.00; R. Hunwick, \$5.00; E. Jeter, \$1.00; E. Marin, \$2.00; G. Mirabueno, \$5.00; J. E. Busalacki, \$2.00; E. DeAngelo, \$5.00; A. Rodriguez, \$5.00.

SS STEEL WORKER

N. B. Cabahug, \$2.00; C. A. Schuessler, \$3.00; S. A. Pires, \$2.00; C. Slaughter, \$2.00; E. Knicklebein, \$2.00; W. Hare, \$2.00; R. C. Wilkerson, \$2.00; P. J. Tice, \$2.00; F. Barlizo, \$5.00; P. Agigon, \$5.00; A. L. Peters, \$2.00; J. G. Fouts, \$2.00; R. R. Rent, \$1.00; E. Sanchez, \$1.00; R. E. Halliday, \$2.00; C. Hanson, \$2.00; J. V. Smoot, \$2.00; H. D. Lafitte, \$2.00; W. Yudovishes, \$2.00; S. L. Woodruff, \$4.00; R. E. Hogan, \$3.00; L. Ceperiano, \$10.00; A. Vadell, \$2.00; H. Nicholson, \$10.00.

SS STEEL KING

D. E. Shields, \$1.00; C. J. Magnan, \$3.00; J. W. Everett, \$3.00; L. E. Eiland, \$3.00; E. P. Nava, \$3.00; P. C. Chu, \$3.00; J. Lambert, \$2.00; J. Ren-tillo, \$3.00; C. Montez, \$3.00; J. P. Lukk, \$3.00; Pete Semar, \$5.00; P.

SS PLATTS PARK
C. C. Frank, \$1.00; M. El Mour, \$1.00; R. O. Smith, \$1.00; W. Hogan-camp, \$3.00; H. V. Benner, \$2.00; W. Keilson, \$2.00; E. A. Gibson, \$1.00.

SS WARRIOR

I. Valles, \$1.00; C. O. Story, \$1.00; G. Gjersteth, \$1.00; J. L. Nusser, \$2.00; J. A. A. Acquarone, \$1.00; A. E. McKinVstry, \$1.00; S. Foscolos, \$2.00.

SS MCCARTHY

A. J. Martel, \$1.00; G. J. Campbell, \$1.00; F. Tonlicie, \$2.00; F. Forte, \$2.00; J. R. Talbot, \$2.00; H. Oliver, \$5.00; H. Kusek, \$2.00; L. Fedine, \$2.00; D. T. Blessing, \$1.00; L. udnlewski, \$2.00; T. A. Pukki, \$2.00; H. W. Girard, \$1.00; F. M. DBowd, \$1.00; W. C. Grohowski, \$3.00; J. Devine, \$3.00; T. J. Luoma, \$2.00; S. J. Nutter, \$3.00; H. Dameron, \$2.00.

SS SOUTHLAND

M. E. Spence, \$1.00; R. Collins, \$1.00; A. E. Panton, \$2.00; W. Woeras, \$1.00; R. G. Pattison, \$2.00; M. C. Wells, \$1.00.

Unclaimed Wages
Mississippi Steamship Company

501 HIBERNIA BLDG., NEW ORLEANS, LA.

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

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

Table of unclaimed wages and deductions for names such as Lentine, W. J., Lepape, Noel Marcel F., Leray, Chas. Theo., Jr., etc.

Table of unclaimed wages and deductions for names such as Lilly, Earl Edwin, Limbaugh, Henry O., Lindberg, Carl R., etc.

Table of unclaimed wages and deductions for names such as McCants, William, McCarick, Robert, McCarthy, Carroll, etc.

Table of unclaimed wages and deductions for names such as McDermott, Joseph, McDermott, Robert, McDonald, Andrew J., etc.

SIU HALLS

Table listing SIU HALLS in various cities: BALTIMORE, BOSTON, BUFFALO, CHICAGO, CLEVELAND, DETROIT, DULUTH, GALVESTON, HONOLULU, MOBILE, MONTREAL, MIAMI, NEW ORLEANS, NEW YORK, NORFOLK, PHILADELPHIA, PORTLAND, RICHMOND, Calif., SAN FRANCISCO, SAN JUAN, P.R., SAVANNAH, SEATTLE, TAMPA, TOLEDO, WILMINGTON, VICTORIA, B.C., VANCOUVER.

Notice To All SIU Members

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

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

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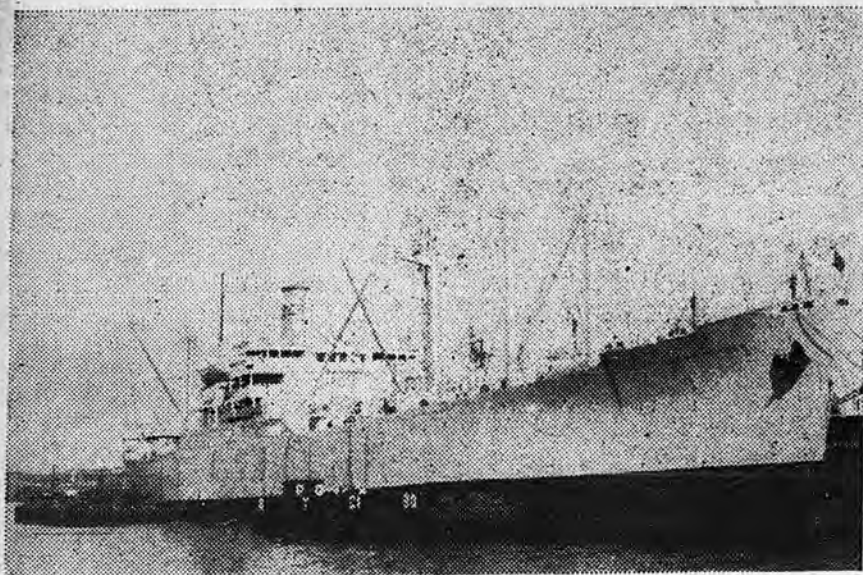
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Book No.

The Roamer Signs Articles In Mobile



The SS Alcoa Roamer, a bauxite carrier, which operates out of the Port of Mobile and like her sister ships on the same run is manned by Union-wise Seafarers.

Scene of the activity pictured at right is the ship's saloon, where new crewmen are signing articles, after Union Patrolmen made certain contract conditions had been observed. This particular sign-on was delayed several hours until company agreed to make needed repairs and install heaters in some of the foc'sles.



Before signing on Seafarers are assured that all provisions of the contract are lived up to. This view of the sign-on in Mobile, aboard the Alcoa Roamer, shows Stewards Patrolman Jeff Morrison carefully watching to make sure that each SIU member makes no mistake about the articles he is about to sign. In this way all SIU men are protected, and at pay-offs a Patrolman is always present to guarantee that each man gets the money that is coming to him. The Seafarers motto is "All beefs are settled at the point of production—right on the ship!"



According to men going out on the Roamer, the Stewards Department was rated A-1. Here are three of the galley gang, from left to right: Alonzo Betts, Night Cook and Baker, who is also Department Delegate; Harry Martin, Chief Cook, and Cecil C. Gordon, Steward.

~ ~ ~

While the crew was signing on, unloading operations were proceeding full blast.

In photo left is one of the giant shovels, which kept digging into the Roamer's hatches for huge mouthfuls of the bauxite which will find its way into most of the world's aluminum supply.

Complicated looking network in photo at right is part of the vast machinery used in removing the cargo.

The Roamer wound up the sign-on and left Mobile last week.

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