

SEAFARERS LOG



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No. 23

SIU Brief Asks Full CS Representation

Tanker Co., 'Lucky Thirteenth,' Signs Seafarers Contract

NEW YORK — Announcement was made this week by Lindsey Williams, Director of Organization, that the Seafarers International Union had signed another tanker agreement, the thirteenth in the past twelve months. The contract is with the Tanker The Cabins Company, Incorporated, headquarters in Philadelphia, Pa.

Included in the contract are the standard working conditions and the recently won higher wage scale. This new scale has been okayed by all tanker companies under contract to the Union.

The first ship of the new outfit, SS The Cabins, has already been crewed up and is on the high seas, bound for Europe. Other vessels will be added to the T-2 already in operation.

Negotiators of the agreement were Robert Matthews, Assistant Secretary-Treasurer, and the Philadelphia Branch officials.

THIRTEEN NEW

Since the SIU tanker organizing campaign commenced, thirteen companies have been enrolled under the Union flag. This has added close to fifty ships, with 1,500 more jobs available to SIU men.

At the start of the drive, not one tanker company was under contract to the Union. Today there are thirteen, and many more are in the process of being organized. For strategic reasons, the names of these companies cannot be divulged at this time.

In addition, an intensive cam-

paign in Cities Service has borne fruit, even if the National Labor Relations Board has ruled weirdly that the Union can only represent the men on the seven ships which voted. For more information on this matter, see the lead story on this page.

NEW YORK—Pointing out that in the Isthmian case the National Labor Relations Board included in the bargaining unit all the unlicensed personnel employed aboard all the Isthmian Company ships, whether or not those ships were owned by the company prior to the date the collective bargaining election commenced, the Seafarers International Union this week petitioned the NLRB to amend its decision regarding the Cities Service election dated May 24, 1948, "to include all the unlicensed seagoing personnel as set forth in the original petition for an election." The brief was filed by Attorney Ben Sterling, in the name of the Union.

This action followed close on the heels of the precedent-shattering decision rendered by the NLRB, in which it ruled that only the men aboard

the seven Cities Service tankers, which voted in the election, be included in the unit eligible for representation by the Seafarers.

Since eight ships were acquired after the election began, and since the crew of one ship did not have the opportunity to vote, this would deprive more than half the unlicensed seamen in the CS fleet of Union representation.

The full brief follows:

The Seafarers International Union of North America, AFL, petitioner in the above entitled proceeding, respectfully requests that the Supplemental decision and Certification of Representatives dated the 24th day of May, 1948, be reconsidered.

The petition for an election in this proceeding was filed in the office of the Regional Director for the Second Region, in October 1946. At that time, the Employer owned or operated the following vessels:

- SS Lone Jack
- SS Kathio
- SS Oklahoma
- SS Wolf Mountain
- SS Kansas
- SS Chiwawa
- SS Council Grove
- SS French Creek
- SS Hadnot
- SS Wahoo Swamp
- SS Canyon Creek

The petition did not specify the names of the vessels but included all the unlicensed personnel except radio operators and pursers, who were employed in the fleet of the Company.

ELECTION HELD

A formal hearing was held in the offices of the Second Region on July 20, 1947. At that time the names of vessels were not specified and it was stipulated between the parties in interest as shown on page 19 of the Minutes of the hearing as to the appropriate unit, as follows:

"Hearing Officer Reitzman: Now, can we stipulate with respect to the appropriateness of the unit, Mr. Wolfe? Can we stipulate that the unit appropriate for purposes of collec-

A HELPING HAND BY THE SIU



Quick to come to the aid of a brother union in trouble, the SIU this past week donated \$100.00 to the embattled strikers at the Di Giorgio Farms in California. The money was contributed by the crew of the SS Clyde Seavey. Left to right, Riley Watson, of the National Farm Labor Union, Local 218; Seafarer Bob High; W. A. Swearingen, Secretary-Treasurer of Local 218; Brother A. S. Cardullo, SIU West Coast representative; and Seafarer John Gillio. For more details of the strike, see pages 3 and 4.

Greedy Employers Snarl Unemployment Payments

By JOSEPH VOLPIAN
Special Services Representative

NEW YORK—The problem of unemployment compensation for seamen is as snarled up as ever in this State and elsewhere. The result is that some of the companies are still doing their best to welsh on their payments, by claiming that a seaman who goes ashore on termination of articles has quit his job without just cause.

If the problem is still snarled, one or two things are clear. The companies are seizing a chance to make some extra millions, and they are trying to build up crews of "company stiffs."

You remember how it works. Unemployment insurance is financed by payments by employers into a State fund. New York State recently began giving back to the employers the money that wasn't used.

Naturally, the employers saw an opportunity to add still more to their profits if they could cut down the amount of money paid out to compensate unemployed workers.

They were more than willing to take the profits in the form of rebates, letting the unemployed go hang.

It wasn't long before employers in States other than New York grasped the essential point—more

profits—and seamen everywhere began having a hard time.

However, no matter what some of the companies contend, the law in New York still says that a seaman can collect unemployment compensation, provided he can show that he quit his job on termination of articles for a good cause.

So if you go to collect, and the company sends a letter to the insurance people claiming that you refused to sign on for another voyage, and are therefore not eligible for unemployment compensation, it's up to you to show you left the ship for a good reason. There are good reasons, plenty of them.

If someone in a seaman's family is sick, that fact should be brought out. It might be a good reason for staying ashore.

If a seaman himself has been exhausted by a trip through the tropics or through the winter cold, he should say so. In many cases that might be accepted as a good reason.

In this connection, it should be mentioned that if a seaman thinks he is sick when he pays off, he should get a Master's certificate and take treatment at a Marine Hospital.

After the treatment, he can collect unemployment insurance and no question about it. The

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Still At It

There's a saying that there are only two things in life that are certain—death and taxes. Well, that old saying has to be amended to include "SIU Organizing."

Since the start of the Union, there has never been a day when some type of organizing campaign was not under way. In peace and in war, in good times and in bad, in fair weather or in foul, the men of the SIU have steadily pursued their objective of organizing the waterfront.

It has never been an easy job. In some cases the Union tackled companies which had been given up by other unions. Take Calmar and Isthmian, for instance. Take Cities Service, for another.

All these companies were at one time or another the targets for organizing drives put on by other maritime unions. But the drives failed, and the companies remained unorganized. It took the dogged persistence of the men of the SIU to turn the trick.

One after another, the hold out companies were organized. In quick succession, the arrogant "open-shoppers" were forced to allow collective bargaining elections, and these all resulted in overwhelming victories for the Union.

Now, because of the militant work of the Seafarers International Union, the merchant seamen of the United States are enjoying wages and conditions which were not thought possible even a few short years ago.

Instead of slop, the men are served decent food; instead of dirty sheets and bedding, the men are furnished clean linens; instead of curses and beatings, the men are treated as human beings.

And the work is not over. As long as there is one unorganized seaman in the United States, he represents a threat to the security and living standards of all the organized seamen. One rotten apple can spoil a whole barrel, and one unorganized seaman can spoil things for all the rest.

So the organizing drive continues. In slightly less than twelve months, the SIU has organized and concluded agreements with thirteen tanker companies. Others are now in the process of being organized.

Dry cargo companies have been organized. The wage question has been reopened a few times in the past year, each time resulting in a pay boost for SIU seamen.

All these advances are a tribute to the men who have been elected to lead the Union, but they are even more a tribute to the courage and trade union militancy of the men who make up the Union.

Today, after the hard work of the Isthmian and Cities Service drives, there are men who, before even registering to ship out, first speak to the organizers about trying for jobs on unorganized vessels.

These men know that they are going to have to work harder, for less pay, than they do on SIU-contracted ships. They know also that conditions are not anywhere near those enjoyed on ships under contract to the Union. But those considerations do not deter the men who want to volunteer.

It is this type of spirit that has brought the Seafarers to the high position it now holds in the American labor movement. There is still more work to be done, and the men of the SIU are doing it, and will continue to do it.

STILL AT IT!



Men Now In The Marine Hospitals

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

MOBILE HOSPITAL

TIM BURKE
 J. B. McGUFFIN
 A. C. McALPIN
 J. W. MACKIE
 T. HENDRICKS
 A. M. McDOWELL
 H. K. WORM
 A. V. TOLBERT
 R. A. YEAGER

STATEN ISLAND HOSPITAL

GUS A. JANAVARIS
 ANTHONY SEAY
 C. L. RITTER
 P. LOPEZ
 E. WILISCH
 J. GORDON
 P. FRANKMANIS
 E. OLSEN
 G. FINKLEA
 S. HEIDUCKI
 J. W. McNEELY
 A. JENSBY
 J. L. ROBERTS
 G. R. MITCHELL
 F. NERING
 T. J. KURKI
 P. R. WAGNER
 J. QUIMERA
 W. J. WOLFE
 J. OVERTON
 H. CHRISTENSEN
 J. PACHECO
 R. M. KYLE

J. BLONGREN
 I. B. GRIERSON
 C. NANGLE
 W. H. RHONE
 G. VECCHIO
 H. CORDES
 P. SYRAX
 M. F. MORRISON

SAVANNAH MARINE HOSP.

J. J. FERGUSON
 G. R. ANDERSON
 J. H. FUSSELL
 TROY THOMAS
 J. NEELY
 J. WOOTEN
 S. F. ALLEN
 B. KELLY
 J. A. KING
 J. CHAFFIN

NEW ORLEANS HOSPITAL

R. BUNCH
 J. DENNIS
 E. J. VOREL
 E. IBARRA
 E. E. GROSS
 C. GREEN
 J. KENNAIR
 J. R. TUNNELL
 R. J. CHASE
 D. SCHOENROCK
 E. C. PHELPS
 J. HEWITT
 W. LARSEN

Hospital Patients

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

L. J. GUICE
 C. KERRIGAN
 C. TAMBORELLA
 E. DUNLOP
 S. BURKE
 J. DeMARCO
 J. ODOM
 T. DAILEY
 S. LeBLANC
 A. MANG
 A. LOOPER
 C. MASON

GALVESTON HOSPITAL

W. IVINS
 J. M. WALSH
 WILLIAMS
 J. B. NORRIS
 J. COLEMAN

BALTIMORE MARINE HOSP.

MICHAEL R. BAAL
 G. F. COBBLER
 O. E. YOUNG
 E. J. CARANON
 C. FOWLER
 PAUL R. SUHR
 WILLIAM H. KUMKE
 LOUIS E. LOWE
 JAMES G. JOUT
 R. N. FILLOON
 N. J. LUCAS
 CHARLES M. PAYNE
 WILLIAM T. ROSS
 JOHN W. ALTSTATT
 CHARLES L. ATKINS
 B. DOUGLASS
 GEORGE T. FRESHWATER
 THOMAS S. JOHNSON
 THOR THORSEN

SAN FRANCISCO HOSPITAL

DONALD P. GELINA
 ERLING MELLE
 J. HODC
 W. WATSON

The Old Days — And The New

By AUGUSTUS H. COTTRELL

(The writer of this article was the author of "Does The Sea Beckon To You?" which appeared in the LOG of January 23. In that article he described the nature of seafaring and what it takes to be a good seaman. In the paragraphs which appear here, he discusses the responsibilities of Union members.)

Many men who are going to sea today take entirely too much for granted. They seem to think that the conditions they find aboard ships today are matter-of-fact things that have always existed. This is, of course, an utter fallacy. Nothing could be farther from the truth.

Your Union is responsible for these improvements in the seaman's lot. The sooner every Seafarer wakes up to this fact and gives his Union his full support, the stronger the Union is going to become.

As the old saw says, a chain is no stronger than its weakest link. By the same reasoning, a Union is no stronger than its members make it, and no Seafarer should forget this.

If any Seafarer does forget, and if he keeps bellyaching and grumbling over every phony beef, and resorts to splitting hairs over trivial matters, he will discover one day that he is a very weak link himself in an otherwise strong chain.

OLDTIMERS

Your Union will back you with all its resources in any legitimate beef. However, you do not have "carte blanche" to ride herd on the Union representatives and others who are doing all in their power to protect your interests and see that you get a square deal.

Remember that the picards you elected are human, too. Moreover, keep in mind that many of them were going to sea in the days when coffee time and overtime were only pleasant dreams that might sometime become realities.

The point is that the dreams of these men and others like them did materialize because they worked to make them ma-

terialize. There are a few men at sea today who will do it everytime, however, or at least they will try to. When you run across one of these jerks, don't sympathize or agree with him.

Above all, don't let him put words in your mouth. Do your own thinking. If you are in doubt about anything he says, get in touch with your Delegate or with the Union ashore.

Always remember this: A lot of these chronic squawkers are as phony as a three-dollar bill. With few exceptions, they are the phonies who in the really tough days were playing a nice game of "shipowner's boy." They got militant, oh, they got mili-



tant, all right—after the SIU won its toughest beefs.

These characters are a menace to the Union. Yet they expect the Union to bring all its resources to bear to support them in all their phony beefs.

As the Union supports its members, so must the members support the Union.

We want all the ships under contract that we can get, and the way to get those ships is to provide the best damned crews that ever crossed a gangway. Make the shipping companies come yelling for contracts, for a change.

It can be done and it will be done, when they know that the seamen of the Seafarers International Union are seamen through and through, not a motley crowd of fair-weather sailors aboard ship for a spree.

Quite naturally, the shipping companies want crews aboard their vessels who are going to protect their property. We can furnish such crews.

THEY'LL PAY

The companies are going to pay for services rendered. The SIU is going to see that the companies pay well. What is more, the SIU will see to it that the companies live up to the letter of their contracts.

Instead of disputing overtime, the companies will be glad to pay it, when they find out what kind of crews the SIU places aboard their ships, and what kind of support the SIU gives its members.

But we've got to show them that—first, last and always—we are men who can be charged with the responsibility of taking their million-dollar investments to the far corners of the world and bringing them back.

Let the shipowners relax in their tooled leather chairs in their sumptuous offices, as long as they meet our wage requirements and live up to every paragraph of their agreements.

Show the companies that the men of the Seafarers Interna-

tional Union are outstanding in the maritime world. Let other maritime unions squabble and beef.

Let the charges and counter-charges fly like the salt spray of the sea, as is the case today in the NMU. But let's keep our own seaboots clean, and continue to unite into the strongest maritime union in the world.

MURKY FOC'SLES

To do this we must have implicit faith in the policies we ourselves set for our Union. If we abide by those policies, the members of the SIU will not be fed into the hoppers of the hungry shipowners. The SIU will protect every member, and will continue to obtain the best damned contracts obtainable.

Too many men going to sea today can't visualize what conditions were aboard ship not so very many years ago.

In those days, seamen lived in black, murky foc'sles. Occasionally there was a skylight overhead—so coated with grime that what daylight did manage to get in was sick and anaemic. At night there was one weak light bulb.

The bulkheads were lined with double and sometimes triple deck bunks. In the middle, anchored to the deck, was a table where

the seamen sat to eat. Chow was lugged from midship in buckets, and it arrived cold and greasy, liberally filled with spray if any kind of sea was running.

Then there were the rats. They did most of the cleaning up in



the foc'sles. Not only did they eat the scraps of food, they also had a startling appetite for seaboots and oilskins.

One could hardly see the bulkheads because of the dirty dungarees and oilskins that were hung on them.

Sometimes a company would provide one sheet, per man, per voyage. Blankets were changed when they would hold together no longer.

Added to all this, the seaboots and oilskins gave off an aroma that mingled with the other foul

odors in the ill-ventilated, evil-smelling foc'sle.

CLANK, RATTLE

Every rivet and floor plate in those old scows screeched and screamed with each lurch of the ship. It was as though they were crying out in protest against the agony being endured by the crew.

Rusty, leaky hawse pipes ran through the forward foc'sle. Water always dripped on the bunks crammed under the hawse pipes, and at night the slack anchor chains clanked and rattled, making rest almost impossible.

On some of the ships you turned to at four in the morning, fair weather or foul. At that hour you holystoned the boat deck and bridge which always were kept shining. At six you had your first coffee, if the muddy stuff could have been called coffee.

Occasionally, a bucko Mate would let you holystone your mess table in the foc'sle, but this was rare indeed.

In those days there was no heat in the foc'sles. The excuse the Skippers gave was that heat in the foc'sles caused colds among the crew. Better for a man to stay cold, than shift from a warm foc'sle to a cold deck.

The real reason for the lack of heat was, of course, the trifling expense of running steam lines to the crew's quarters.

Drinking water was suspended

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Violence And Terrorism Are Used Against The Di Giorgio Strikers

By A. S. CARDULLO

West Coast Representative

At the time we read the story in the last issue of the LOG describing the shooting in Bakersfield, California, of James Price, President of the Arvin Farm Labor Union, Local 218, we were in Los Angeles to pay off the Lafayette and the Seevey.

Immediately we headed for Bakersfield, as it is only a short distance from Los Angeles. After a survey of the situation, we concluded that the most rotten expression of hoodlumism, gangsterism and dictatorship that ever existed was in evidence in this area.

It is almost impossible to believe that these things do exist in America. We thought that we were seeing a movie scene from some dictatorship abroad.

The story starts on the Di Giorgio farm where the farmhands are on strike.

Picture to yourself a farm which is 19 square miles in area, so that when you ride down the highway both sides of the highway consist of the Di Giorgio Empire.

It includes oil wells, refineries, all kinds of fruit, and so on. Fifteen hundred scabs are working on the Di Giorgio ranch at present.

CONVENIENTLY BLIND

Among these scabs are hoodlums who every once in awhile make forays against the pickets while the deputy sheriffs are conveniently absent.

On one occasion a truckload of gangsters came out to beat up four pickets. The deputies' hang-

out is a trailer with all the comforts of home, which was bought for them by Di Giorgio.

Nothing was done by the deputies when the pickets were attacked, but when a couple of pickets were accused of a misdemeanor they were held on a misdemeanor charge and the bail was set at the unheard of figure of \$15,000 a head.

Mr. Di Giorgio pays the grand and glorious sum of \$6.40 a day to his farmhands. Out of this princely amount they have to pay for the upkeep of their "shacks," another term for what he calls their homes.

(SEE PICTURES ON PAGE 4.)

Everything in that county is controlled by Di Giorgio, and his roving goon squads are assisted by the deputy sheriffs.

Sheriffs, judges — in fact the whole county set-up—is designed to help the Di Giorgio bosses.

The picketlines extend for 19 miles. You can very well see that this presents a problem for the union to patrol such a large area.

Climaxing this whole affair was the shooting of James Price by some unknown gunman. The executive board of the National Farm Labor Union held a meeting in the home of one of the members on the night of May 17 around 9:30 P.M.

As the meeting went into session a blast of bullets came through the house. As these homes are constructed of very thin wood, several bullets penetrated both walls and hit the stoves. Several women present at the meeting were missed by a very narrow margin.

James Price was badly wounded. In order to carry out their deed, these gunmen cared very little whether they hit women or children.

The nearest doctor to the scene of the gunplay was a Dr. De Smet. He was told that a man had been wounded and was asked to assist him while the ambulance was on its way. His answer was "There is nothing I can do."

This doctor is the Di Giorgio ranch doctor.

Gunmen also fired on their little union office situated on the outskirts of town.

This is the story to date. These people have a long battle on their hands. They have been at it for 8 long months, and still their morale is high. In fact it is at its peak right now.

ONE WAY

There is only one way to beat a character like Di Giorgio, and that is through his pocketbook. If every union man and pro-labor man refused to buy Di Giorgio products, he would soon come around.

Many a sailor can well remember the old blackball list which is being used by Di Giorgio now. Any one going out on strike against Mr. D-G has been unable to get a job elsewhere for employers are furnished with a complete list of strikers.

At a later date we'll furnish a complete list of Di Giorgio products and also advise every union publication so that his products can be avoided by trade unionists everywhere.



terialize. There was no magic about the process. They gave sweat and blood fighting for you and you and you.

The result is that today your life aboard ship is relatively comfortable, or at least comfortable enough to allow you to work efficiently. In other days, everything was different.

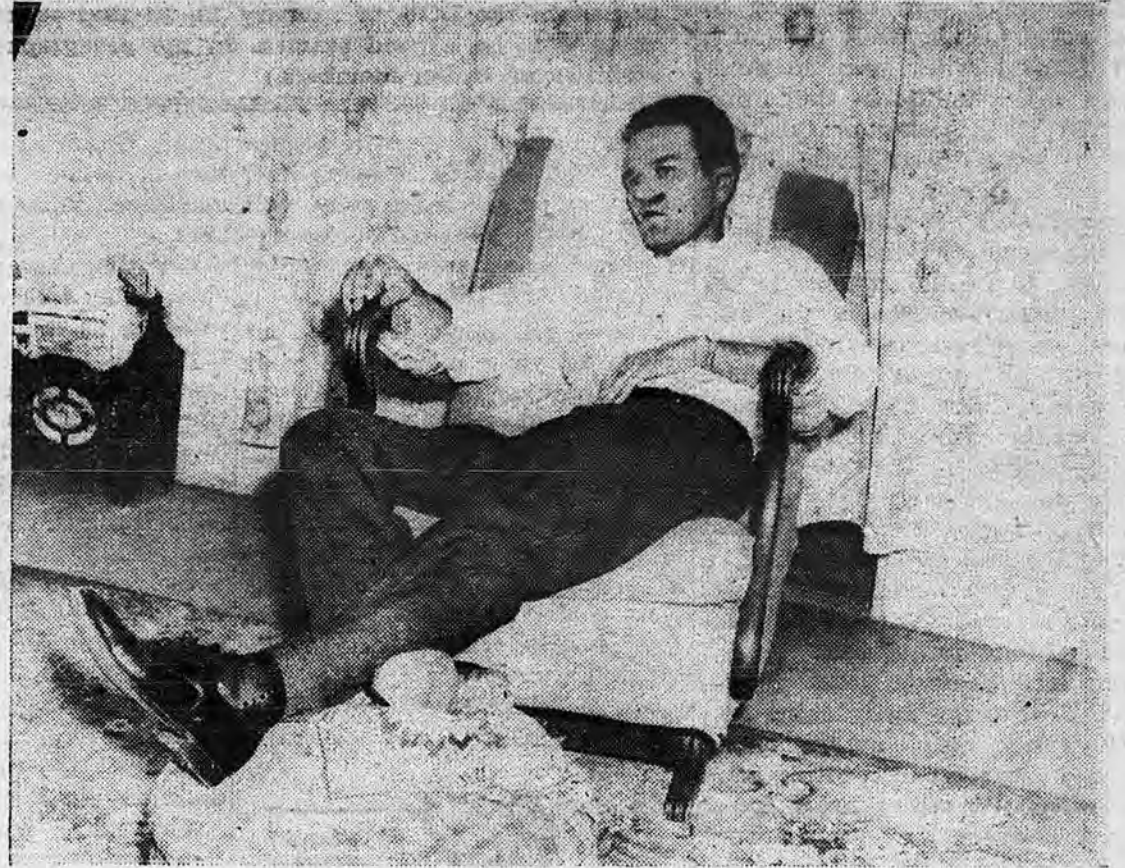
There are some men who always must try to take advantage of a good deal. Perhaps it is because for the first time in their lives they have someone to carry the load for them.

These characters always demand the impossible—at someone else's expense. They go out of their way to find things to beef about, and they burden the Union with problems so bewildering that Einstein himself would not attempt them.

THREE-BUCK PHONIES

Because a Seafarer with a serious, legitimate beef can get the Union to tie up a ship, it does not follow that some crackpot has the privilege of calling for job action simply because he doesn't approve of the way the red lead is mixed, or of the way the Mate parts his hair.

Di Giorgio Strikers Face Guns, Eviction



On the night of May 17, 1948, the violence that had been brewing in the National Farm Labor Union's strike against the Di Giorgio farms flared out into the open. That night, a peaceful union executive board meeting, in a private home, was shot up, and one of the bullets hit James Price, president of the Local Union 218. The picture above shows Brother Price still on the floor, covered with blood, before medical help reached him.

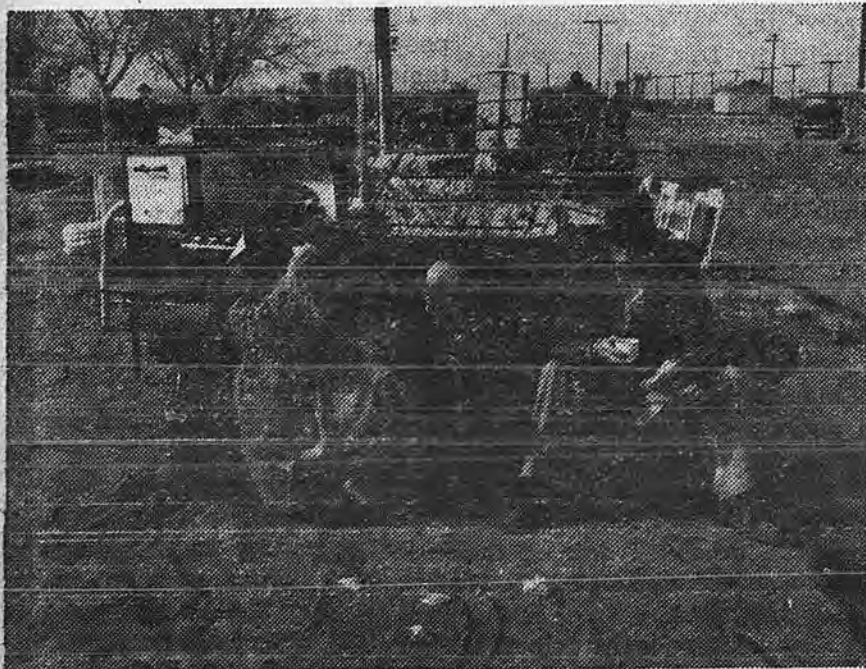
The bullet struck Price and entered his face to the left of his nose, coming out on his lower left jaw. A little farther to the rear and it would have probably taken away part of Price's skull. While thugs and goons terrorized the strikers, police authorities turned their backs and made believe nothing was happening. Many pickets have been brutally beaten, by roving bands of hired strike-breakers. Luckily, Price was not killed, and on May 25 was able to sit up.



Here's where the bullets entered the house, thundering through the thin walls. Sister Hattie Shadowens, Recording Secretary of Local 218, is pointing at the hole through which went the bullet that hit Brother Price. William Swearingen and white-capped Seafarer Bob High point at other bullet holes.



It's a good fight against Di Giorgio, and the whole family joins in. The line above is made up principally of women, and the signs they carry tell the world why they are on strike. Lower picture shows the mass picketline which formed after a truckload of Di Giorgio goons beat up four lone pickets.



As if goons and police weren't enough, Mr. Di Giorgio has conspired to have strikers evicted from their homes. Picture above shows the family of Denis Ford, one of the first families to be evicted, sitting on their furniture after the police and the thugs threw everything out onto the sidewalk. At the right are some of the families that have been evicted.

Conveyor Breakdown Hits Mobile; Shoreside Contract Soon Ready

By CAL TANNER

MOBILE — Shipping slowed down here last week, there being fewer than 100 men shipped.

We had only four payoffs and four sign ons, plus four ships in transit. Possibly, however, the picture is not as bad as it looks at first glance.

One thing that slowed us up last week was the breakdown of a big conveyor machine that loads and unloads bulk cargo. While it was out of commission, five ships were diverted to other ports. It has been repaired and we can expect our usual run of mud tankers coming in with bauxite.

Shipping for the seven days to come looks a little better. While we have no exact or final schedule as yet, we expect about seven payoffs and about as many sign ons. We'll let you know how sharp our prediction turns out to be.

THANKS CREW

The four payoffs we actually had were exceptionally smooth, there being only a few minor beefs that were easy enough to square to everybody's satisfaction.

In fact, the Skipper of the SS Alcoa Planter gave the ship's crew a letter of thanks for their cooperation during the voyage. What was more, the crewmembers themselves had a good word for the Skipper whose name was O. F. Poche.

The other payoffs were the SS Hawser Eye, also Alcoa, and two Watermans, the SS Ponce de Leon and the SS Morning Light. The Ponce de Leon and the Morning Light along with another Waterman, the SS Antinous, signed on as did the SS Alcoa Pioneer.

The only sign on which gave any trouble was the Pioneer. She had a Chief Engineer aboard who had it in mind to give everybody in the Black Gang a very hard time.

When we got wind of the situation we contacted the local

MEBA representative. The result: that Chief Engineer is making one more trip on the Pioneer on probation.

CONTRACT COMING

The SS George Gale, a Luckenbach vessel, was here in transit, and when we learned of a beef concerning the Mate we sent for the SUP Agent in New Orleans. He and the company squared matters. The remaining ships in transit took a couple of



replacements apiece but the Mobile beach is still overcrowded.

Actually, the big news around Mobile is the pending contract with the Mobile Contracting Company, an outfit that specializes in ship cleaning and related shoregang work. This agreement will mean a lot to the membership here.

This company has a lot of business, and calls for anywhere from 10 men to a ship to 40, depending on the size of the ship and on just what is to be done. Of course, this is fluctuating work. One week there will be three or four ships serviced and the next week there won't be one.

The contract for this work, which is being negotiated through the Marine Allied Workers, the SIU affiliate here, will call for wages as high as or higher than anywhere else in the Gulf area.

CHALLENGE TO N.O.

The Mobile branch expects to gain full possession of its building by the first of October. At present we are occupying the second floor, the ground floor being a furniture store whose lease runs out at the end of September which is when we'll take over.

We may as well throw down the gauntlet to New Orleans. We expect to have the finest Hall on the Gulf Coast when we're finished and we're making no bones about it.

If anyone has any suggestions on how to rig up a first class Hall, let him submit them to the membership. The Mobile Hall will belong to you so tell us how to fix it.

Last weekend some of us were the guests of the SIU Fishermen over at Bayou La Batre, Alabama. We did a little fishing ourselves, and believe it or not, between the lot of us we caught a hell of a lot of fish.

The SIU Fishermen of Bayou La Batre are a live-wire outfit and are 100 percent Union. Anybody who plans a deep sea fishing excursion down this way better be sure to contact our boys there.

See if you know any of these oldtimers now in port: J. W. Miller, H. Fouche, J. George, J. Clarke, W. E. Collins, C. Willard, H. R. Grey, S. Piner, J. Thaxton, A. Danne, W. Sullivan and A. J. Boy.

AROUND THE PORTS



Shipping In New York Maintains Good Pace

By JOE ALGINA

NEW YORK—The upswing in shipping, which started last week in this port after a prolonged slow period, continued steady this week. All Departments are reaping the benefits of the shipping boom.

Contributing to the satisfactory state of shipping here was the fact that Eastern's SS Evangeline took on a crew Tuesday, giving the Stewards Department a big lift.

Payoffs were plentiful and the few minor beefs brought in were settled satisfactorily.

Alcoa had three of her vessels paying off, these being the Snelling, Rice and Isaac Singer. Waterman likewise had three ships paying off. They were the Loyola Victory, Governor Kirby and the Robert Ingersoll. Joining these was the Alleghaney Victory, an Isthmian line scow.

FIRE! FIRE!

Isthmian's Steel Designer finally departed after a delay caused by the company's arbitrary attitude on firings.

The dispute arose when the Designer's Chief Engineer fired an Oiler, without any sound reason for his action. No attempt was made by the company to check to see if there was justification for this move.

Isthmian simply backed the Engineer and showed no concern for the facts or the injustice committed.

Following the lead of the Engineer, the vessel's Skipper then tried to dismiss the Assistant Electrician. The Union obviously cannot go for these indiscriminate firings. SIU policy is based on fairness and justice. If a crewmember is wrong, the Union will not condone his actions nor will it make a dispute of his case.

If, on the other hand, company

representatives show bias and fire a man wrongfully and without any reason whatsoever, the Union will most certainly not stand for it. Our members are entitled to a decent, straight deal and the Union will continue to move with that end in view.

BANG! BANG!

The payoff on the Governor Kirby was a clean one, as was mentioned above. There was one individual aboard, however, who wildly did his best to foul up the voyage. The character referred to was the Chief Mate, who is a throwback to the old cowboy and Injun days.

He was more a walking arsenal than a Chief Mate. Toting two pistols and two rifles, this wild and woolly menace to the se-



curity of all hands, thought the ship was a floating target.

Crewmembers tell stories of screaming slugs and ricocheting bullets. They very convincingly produced some smashed slugs, which they picked up after the Mate got through with one of his artillery barrages. They also showed us holes in the crew's nest, which the shooting Mate had tried to convert to a sieve.

The company agreed to get rid of this trigger happy guy before the crew signed articles in Baltimore. He should spend his time

out on one of the target ranges in Coney Island.

CHECK! DOUBLECHECK!

Here's a little reminder for the alien members. These men should make sure to check the expiration date of their passports to avoid trouble with the Immigration and Naturalization Service, so they can renew them before they run out. If the passports should expire, that's when the trouble arises. The Union is not in a position to attend to these things as they are purely individual matters that must be closely watched by those personally concerned.

Patrolmen in the Port of New York continue to keep pace with the port's booming activity. They're kept hopping to payoff the ships, attend sign-ons and then visit the vessels here in transit.

The final item in this week's report deals with a point raised by mutual consent payoffs. Fellows who payoff in this manner before the voyage is completed, or who payoff in an outport, should bear in mind that it's practically impossible to have Patrolmen always on hand for that kind of work.

NO! NO!

As much as we'd like to do it, it just can't be done. Normal, routine activities of the port don't allow us time to assign Patrolmen to each man paying off individually. The crews naturally come first.

Incidentally, it is a wise thing for these men to go to the port of payoff so they can be around in the event of beefs.

In spite of that, however, we'd be glad to comply with these requests for Patrolmen on individual mutual consent payoffs, but we think all hands will agree that this would be almost impossible to handle, and still give the membership the service to which it is entitled.

Prospects Cool For Galveston

By KEITH ALSOP

GALVESTON — Shipping dropped off here and we don't know for certain when it will pick up again. The result is that a lot of the boys are taking shoregang jobs and doing other kinds of shoreside work.

However, we did have two payoffs, the SS John Burgess of South Atlantic and the SS Iberville, a Waterman ship. Fortunately, both vessels crewed right up again.

The Burgess was in pretty good shape but the Iberville was another story, although there weren't any beefs of a serious nature. We settled what beefs there were right at the payoff, the SIU way of doing things.

Here was the trouble with the Iberville: The crew left the foc'sle in foul condition. Their outright neglect was no credit to the Union, a fact which you can be sure the company noted.

Companies remember things like dirty foc'sles when they sit down with your Union Negotiating Committee. So it behooves all crews to keep their ships clean.

Shipping Picks Up In Port New Orleans

By EARL SHEPPARD

NEW ORLEANS—Shipping in this port picked up this past week after somewhat of a lull.

Five ships paid off, and six signed on. Moreover, 12 more are scheduled to payoff in the week coming up. We can stand a little run of business like this with men coming in from other ports to ship out.

Last week's five payoffs were accomplished in good Seafarer style, all beefs being settled right aboard the ships. There were three Alcoas, the SS John Ringling, the SS A. M. Hulbert and the SS Edward Scripps, plus a Waterman, the SS Fairland, and a Bernstein, the SS Peter Minuit.

The port of New Orleans is in good shape after the opening of the new Hall.

The boys really are proud of this new Hall which all of you read about in last week's LOG. There isn't any need for us to say that it is the finest Hall the

Union has. Any members hitting New Orleans will be able to see for themselves and make up their own minds.

Nevertheless, there is no point in our modestly trying to deny that we have a first class rig every way you look at it. What is more, we are putting in some finishing touches that make the place look better day by day.

BEAT THE HEAT

Various people are now submitting bids for installing an air-conditioning system. This will cost the Union a few bucks, but they will be well invested. Anyone who has been in New Orleans through a stretch of summer humidity will testify to that. You might just as well be sitting around in a wool blanket.

The way we figure it, why draw the line after putting up as nice a place as we have here now? Why not sail first class all the way?

Secretary-Treasurer Paul Hall and Director of Organization

Lindsey Williams have left here after spending a couple of weeks helping with the last minute rigging and the opening of the new Hall, and giving us a hand in educating the New Orleans membership in the problems facing the SIU this summer and the



coming year. Their assistance came at the right time.

There is an old saying "seeing is believing." That is why we want every Seafarer who can make it to come to New Orleans to see this Hall of which we are so proud.

The SIU Contracted Companies: P&O

To better acquaint the SIU membership with the ships they sail and the SIU contracted companies behind them, a series of short articles on these companies and their ships is being run in the LOG.

Some of the companies have long and interesting records in American maritime history—some of that history was made with SIU crews aboard the ships.

If it were ever possible for a week layoff and began her Havana run once more on May 28. That ship would be the SS Florida, Peninsular and Occidental Steamship Company's sole vessel. Things haven't always been so routine for the Florida. Like most other ships in the U.S. merchant marine she got a change of scenery and a few thrills twice weekly she makes the round-trip between Miami and Havana, never varying her run, never changing her departure and arrival time.

Crewmembers of the Florida are convinced that, like the homing pigeon, if left unmanned, she would course the waters between the two ports and tie herself up on schedule without deflecting from her regular course a single degree.

Every Monday and Friday at 6 P.M. she pulls out of Miami for Havana. Fourteen hours later she ties up in the Cuban capital. Two days later, on Thursdays and Sundays, she departs for the return trip to Miami.

The schedule is always such. The Florida runs uninterrupted except for the semi-annual inspections when she lays over in Florida for a fortnight. Last week she completed another two-

week layoff and began her Havana run once more on May 28. Things haven't always been so routine for the Florida. Like most other ships in the U.S. merchant marine she got a change of scenery and a few thrills when she was put into war service on January 1, 1942.

ENTERED ARMY

Under the Army Transport Service she was taken from the hands of the company and, of course, the Seafarers International Union. Quite a few SIU men stayed aboard—the faithful homesteaders—but the SIU contract was put in mothballs for the duration.

In her wartime role she wasn't destined to wander too far from home. Due to her short cruising range, she spent the war running coastwise between the East Coasts of North and South America.

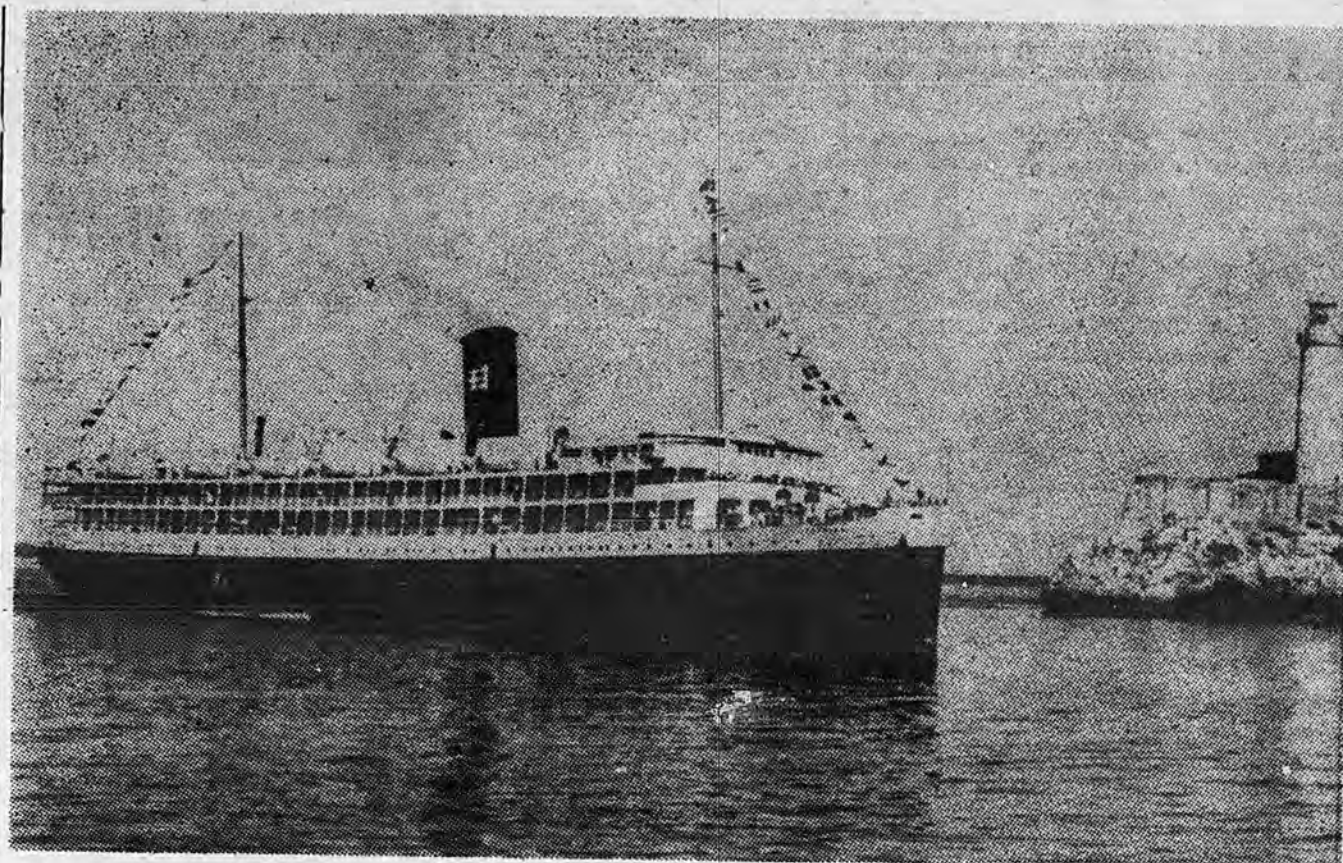
In spite of its proximity to the U.S. and South America, the Florida couldn't have chosen a more dangerous spot for its operations. The Caribbean, and all points along her route, were infested by U-boats anxious to stop the flow of goods from the Gulf and along the coasts between North and South America.

They chose this as their hunting ground, because of the tremendous amount of ocean commerce traveling along and across these waters. The toll of ships lost here is testimony to the correctness of their strategy.

The Florida, however, was not to be theirs. Sailing principally out of New Orleans she made 48 voyages through these dangerous waters and though it seemed the law of averages would eventually catch up, the end of the war found her still afloat and without major damage.

Her service wasn't without its close moments and near brushes. Almost every trip she was called upon to maneuver out of a tight situation.

Three times she was attacked by German submarines and once,



With pennants flying, the Florida enters Havana harbor after another crossing from Miami. During her recent lay-over for semi-annual inspection, the Florida's 100-passenger deck was air-conditioned. Photo courtesy—"The Compass."

zigging when she should have zagged, she was struck in the hull by a torpedo, which, fortunately, glanced off without exploding.

CALLED 'CHARMED SHIP'

Her narrow escapes and tight squeezes were fast gaining her the reputation as a "charmed ship." And, after the incident in Aruba, she had every right to that claim.

She had carried Dutch and British troops to Aruba and was ready to leave for New Orleans, but someone suggested postponing the sailing another day as it was Friday, the 13th. The superstitious were outvoted and the ship sailed. The next day Aruba was subjected to a terrific bombardment by German submarines which destroyed the shore refineries and most of the ships lying off-shore. That ended the superstitions of the Florida crewmembers.

After her exciting career as a troop carrier, the Florida was once more placed back in har-



ness to carry carefree tourists back and forth between Havana and Miami.

Her reconversion, which took six months in the Newport News Shipbuilding and Dry Dock Company yards, found her shipshape and ready to go again. The after-end of her boat deck was extended, allowing more outdoor space for passengers' relaxation.

She also got a good going over mechanically. Her hull was scraped, plates were faired, boilers rebricked and a new evaporator placed aboard for the fresh water system.

All staterooms were modernized and fire proofing made complete. Even a new maple dance floor was laid in the ballroom. Five years after entering army service, almost to the day, she resumed operations to Havana.

The Florida, however, is not the complete story of the P&O Steamship Company. Before the war the company operated another passenger ship, the Cuba, and three car ferries, the Estrada Plama, Joseph R. Parrot and Henry M. Flagler. The car ferries were operated by P&O for the Florida East Coast Car Ferry Company.

None of these ships is now with the company. The Cuba was sold to a foreign government and the Henry M. Flagler and Joseph R. Parrot are now operating under foreign flag between the Port of Palm Beach, Florida and Havana by the West India Fruit and Steamship Company. The Estrada Plama was lost in a Pacific typhoon shortly after the war.

The Florida can handle 570 passengers and carries a crew of 160, 94 of whom are in the Stewards Department. Her overall length is 387 feet, has a beam of 56 feet, a deadweight of 1,280 tons and displacement of 5,880 tons.

Built specifically for the run between Florida and Cuba, she first went into operation in 1931.

The present SIU contract with P&O goes back to 1940, although a temporary contract had been signed in 1939.

In April, 1939, the SIU pulled a strike against the company for Union recognition. Six days later, the company capitulated and signed with the Union guaranteeing the hiring of SIU men only.

The company, however, didn't believe in living up to the contract and refused to discontinue contract violations.

It was seen that another strike was necessary, so a strike fund was established and on July 26, P&O ships were struck. The young SIU, engaged in its first major strike, dug in for a long battle. The company, seeing the determination of the Union, decided to operate its ships in spite of the picketlines.

The strike wasn't won, however. Police intimidation and scabberding forced the SIU to call off the strike in September. But the Union didn't give up its attempt to organize the company because of losing the strike.

Immediately the Union began reorganizing, and won an NLRB election early in 1940.

When the SIU won the election by a resounding 90 percent, the company, ordered by the NLRB, bargained with the Union and a full contract was signed. Relations with the company have been good ever since.

Philadelphia Spurts, Then Falls

By LLOYD (Blackie) GARDNER

PHILADELPHIA—Shipping in the Port of the Quakers has been very good for the past week. In fact, it's been so good that a rated man stood a better than even chance of being shanghaied if he came within two blocks of our new Union Hall. (Ed. Note: See pictures of new Philadelphia Hall on page 7.)

But, before too many of you get ideas, let me warn you that so far as we know now we are in for an immediate slump. In fact, there is only one ship lined up for the coming week.

We paid off the SS W. Seaton, an Alcoa ship, last week, and she paid off in good SIU style except for some minor beefs that gave no trouble. One of these was a

small transportation dispute, but we squared that easily.

Another ship paying off was the SS Mostank, a tanker belonging to Federal Motorships Corporation. She turned out to be one of the finest, and again we had no problems beyond the minor beefs that most ships have.

There was a Cities Service ship, the SS Royal Oak, in this port. Although she is not one of the vessels covered by that very confusing NLRB decision, we are pleased to report that she is very solidly in favor of the Seafarers International Union.

There's not much from here in the line of scuttlebutt. We have been too busy for that, but perhaps next week we'll have the time to spin a yarn or two if we hear some.

Port Baltimore Sees No Break In Sight For Its Slow Shipping

By WILLIAM (Curly) RENTZ

BALTIMORE—Shipping in this port during the past several weeks has been variously reported as being "on the slow bell," "in the doldrums," and "at a standstill." This week it is just slow, and there is no other way to describe it adequately.

There must be a break in the shipping tempo here sometime, but when it will come is not known. Nothing promising is in sight for the coming weeks, so we'll probably continue to report slow shipping here for some time to come.

Slow shipping doesn't mean that the port has closed down entirely. We are still paying off and signing on a few, but far from the pace of a couple of months ago.

We had several payoffs: the Chilore, Ore; Evelyn, Bull; Topa Topa and Thomas Haywood, Wa-

terman; Moline Victory, Robin; Evistar, Intercontinental Steamship; and Thomas Sim Lee, Isthmian.

Sign ons numbered but five. Venore, Ore; Evelyn, Bull; Pennmar, Calmar; Thomas Haywood, Waterman; and Evistar, Intercontinental Steamship.

Some of those that paid off will not sign on again for quite awhile, and perhaps never: A couple of Waterman ships, a Robin Liner and an Isthmian vessel are going to the boneyard.

Just a word on a beef that crops up here occasionally on the untidy condition of a ship when a new crew goes aboard. What usually happens is that the departing crew has left the ship clean and tidy—but the watchmen, longshoremen and shipyard workers leave their stuff around on the decks.

New Philly Hall Center Of SIU Activity

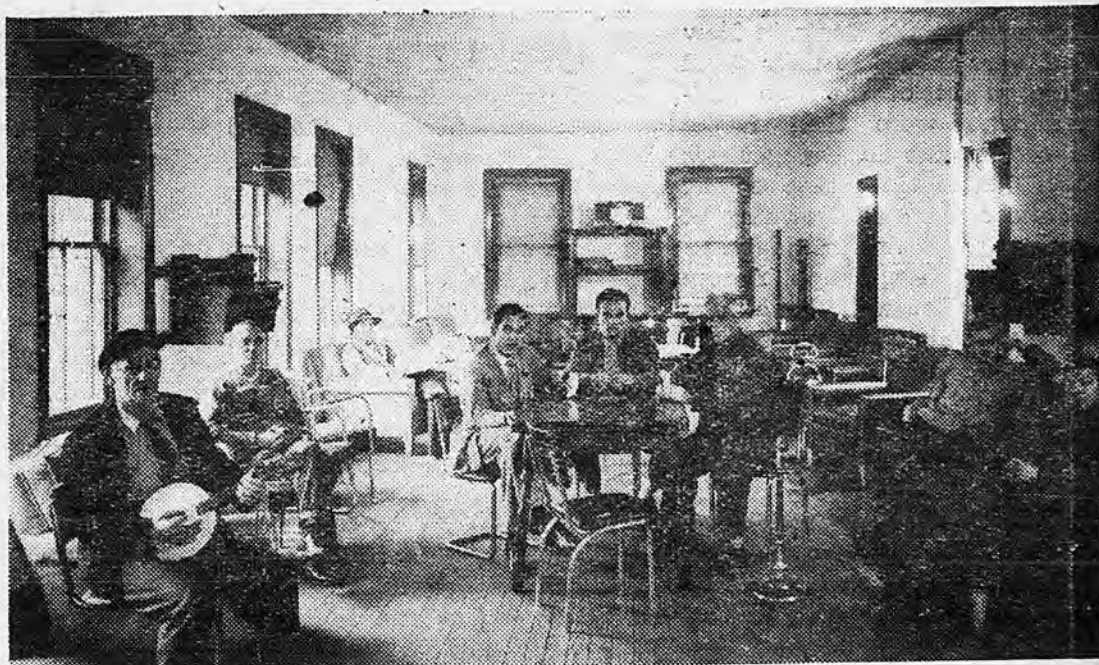


From the outside, the new Philadelphia Hall doesn't look like a business structure. It stands at a corner, 614 North 13th Street, where it is easily accessible by all forms of Philly transportation and is not far from the waterfront. The new Philly headquarters is also close to the amusement and business center, and so should prove to be a gathering spot for Seafarers in the City of Brotherly Love.

The new meeting Hall is a far cry from the old one, which was too small to accommodate the membership at regular Branch meetings. Now more than one hundred men can be seated, and the business of the port can be carried on more smoothly than heretofore. Acquisition of the new Philadelphia Hall is in line with the new program of expansion, undertaken by the Seafarers International Union this year. The \$10.00 Building Assessment, which was overwhelmingly approved by the membership in the Referendum vote, will be used to buy new Halls in SIU ports. Last week the LOG carried pictures of the new Hall in New Orleans.



The above picture shows the recreation room, fully furnished and ready for use, but before it was put into actual use. Note the comfortable seats, the smooth-topped tables, and the television set at the far end of the room. Writing paper is available, and so are copies of the LOG, Technical books are on hand for men who want to advance themselves by study.



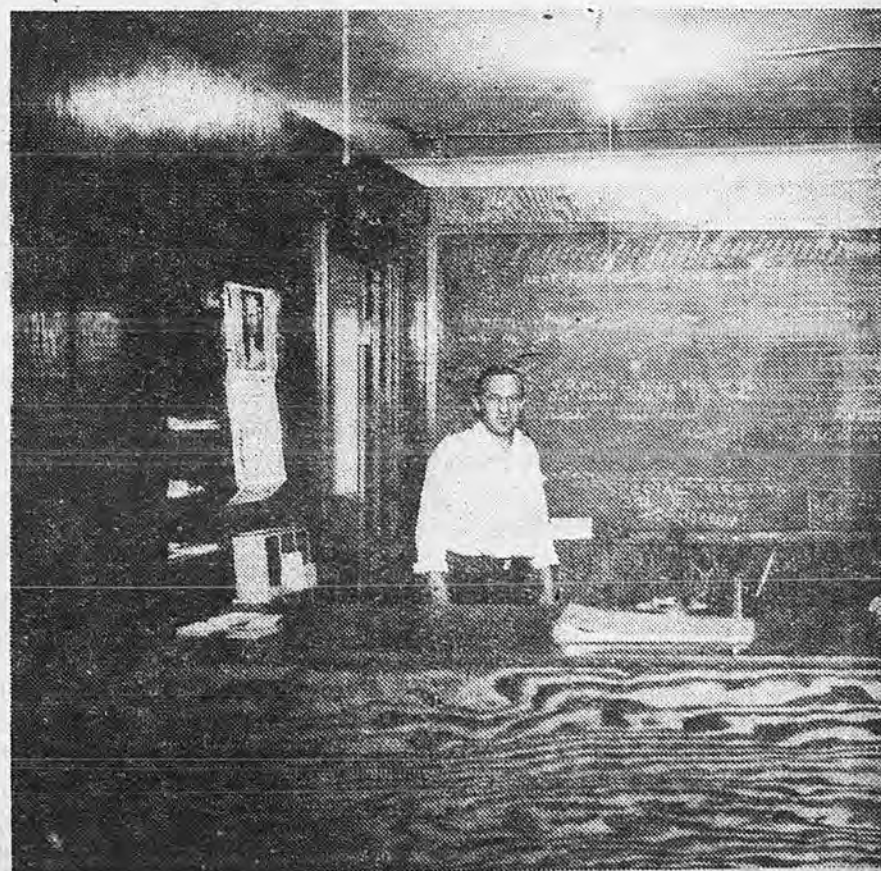
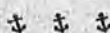
Now we see the recreation room with SIU men enjoying all the comforts. We understand from the Philadelphia Brothers that the television set gets a real workout on days when the baseball games are telecast. Now that the Athletics are up there, and the Phillies are making a race of it, the Philadelphia Seafarers are becoming red-hot baseball fans.



On the left is Philadelphia Agent Lloyd Gardner, pictured in his new office. Blackie, as he is known to many SIU men, is a real oldtimer, who took office this year. Under Brother Gardner's direction, the Philadelphia Branch is functioning smoothly, with all beefs being settled right at the point of production.



Right, the core of the Union, the Dispatch Board, with Dispatcher Bill Luth in front. Here the jobs are posted for hourly calls, and the man on the beach longest gets first crack at the jobs.





SHIPS' MINUTES AND NEWS

Leacock Crewmen Back Defense Fund Plan To Aid Brothers In Need

A Seafarer in trouble is a man who should have all the help his Union Brothers can give him. He should be able to obtain that help fast and it should be the best kind of help there is.

That was the way it looked to the crew of the

SS Stephen Leacock, South Atlantic, at a shipboard meeting on March 28. Feeling that all the kind thoughts in the world were sorry stuff unless they were backed by action, the Leacock boys went on record as favoring establishment of a voluntary fund to aid SIU members in need of legal assistance.

The Leacock crew was following the example of the men on the SS Seatrain New Jersey who passed a similar resolution in February, and came up with a plan for an administered fund. The boys on the Leacock endorsed the Seatrain New Jersey plan in full.

SAW NEED

The men on the Seatrain New Jersey were moved to their stand by the plight of the two Seafarers who were then facing trial for murder in Georgetown, British Guiana, in a case arising from the accidental drowning of a Georgetown launch Captain.

These two men, Ralph Youtzy and Robert Boutwell, have now been acquitted, Boutwell several months ago and Youtzy just this past week. A substantial part of their heavy legal costs were offset by voluntary donations from their Union Brothers.

The crews of the Seatrain New Jersey and the Stephen Leacock declared in their resolutions that a voluntary fund should be on hand at all times to back up Brothers in difficulty. Then dan-

gerous delays in getting legal machinery in operation could be avoided, they said.

Under the Seatrain New Jersey Plan, such a fund would be administered by a five man committee composed of elected or appointed officials at headquarters, the Secretary-Treasurer serving as chairman. This committee would study the merits of a case and make a detailed report to a headquarters membership meeting.

Then, in an open vote, the meeting would order the defense of the case if the case were found worthy, or order that no action be taken if the case were found unworthy.

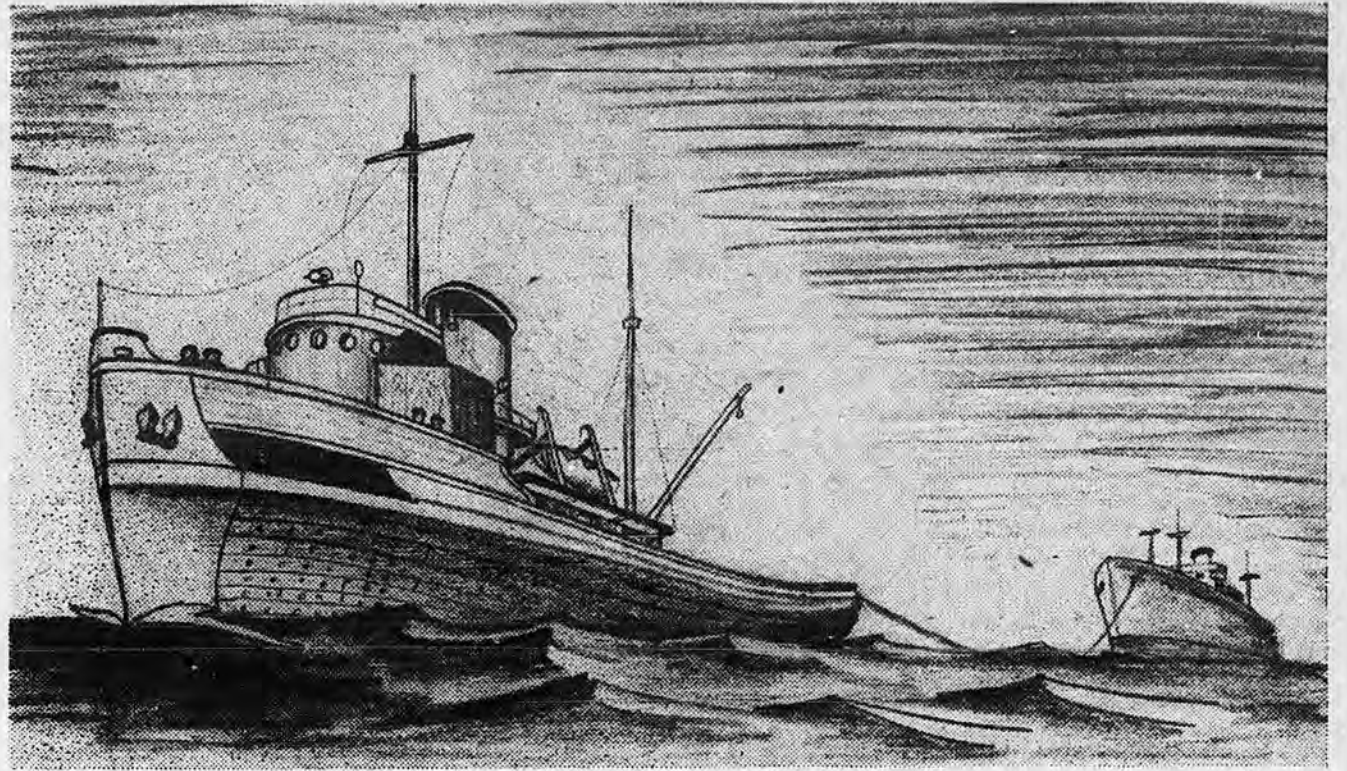
JUSTICE THE AIM

The fund would be used only for cases in which those involved would be defending themselves under unfavorable conditions, and where the ends of justice would be served by bringing the fund into play.

Incidentally, it was the SS Stephen Leacock which arrived in Reggio Calabria, Italy, the first week in March with the 400th cargo of American relief supplies for the war-torn Italian people.

Members of the crew participated in a heart-warming ceremony ashore along with the Mayor of Reggio, the Bishop of Reggio and the United States Ambassador.

AS A SEAFARER SEES HIS CHUGGING TUG



A pencil sketch of the Meseck tug Dorothy Ann and her tow by John A. Bensen, Engine Utility.

Log-Inspired, Brother Breaks Out His Talent

Back in his high school days in Union, N. J., John A. Bensen used to rate the envy of his classmates when it came to drawing. But when he packed off for the sea, he forgot all about his talent. There wasn't much use in bothering with that stuff now, he figured.

He's changed his mind, however, thanks to the inspiration he got from a series of sketches he saw in the LOG by Brother Norman Maffie, whose detailed and realistic drawings are familiar to most Seafarers.

So Brother Bensen is at it again, with his shipmates admiring his work now. The sketch above, which he did while a crewmember on the Dorothy Ann, is his second to appear in the LOG and Bensen says there'll be more.

A Seafarer for two years, Brother Bensen, who is 20 years old, saw his first big Union action in the 1946 General Strike.



SEAFARER JOHN A. BERSEN

Foxworth Fishermen Caught And Ate Two



The able anglers aboard the SS Percy E. Foxworth labeled the day's operation "a huge success" when they hauled two prize 50-pounders out of the Atlantic waters as the ship was heading for Germany. After some careful processing by the Galley Gang, the fish wound up on the mess tables, where all hands reaffirmed their satisfaction with the day's haul. In photo above, crewmen wait for camera to officially record size of one of the catches.

Crewmember Chris Karas, an efficient cameraman, took these photos just to make sure no one later could say that Foxworth fish tales were fish stories.



"Ain't he a beauty?" ask these Foxworth Seafarers as they proudly display the second of their prize catches. Around the fish, from left to right, are Billy De Lapp, Carpenter; Fred Jones, AB; W. Austin, OS, and Andy Anderson, Bosun.

Digested Minutes Of SIU Ship Meetings

RICHARD MOCZKOWSKI, Mar. 21 — Chairman W. W. Scudder; Secretary R. Rife. Delegates reported no beefs. Good and Welfare: Member pointed out that crew has not been cooperating in keeping messhall clean. Suggestion made that library should be enlarged with more up-to-date books. One minute of silence for brothers lost at sea.



SEATRAN TEXAS, April 5 — Chairman T. Plunkett; Secretary S. Harwood. New Business: Motion carried that repairs be attended to when ship hits port. Good and Welfare: Ship's delegate to make up list of departments to clean laundry. Sanitary man instructed to get on the ball. One minute of silence for brothers lost at sea.

turned in last trip be taken care of on arrival in U.S. One minute of silence for brothers lost at sea.

AFOUNDRIA, Mar. 30 — Chairman Arthur Kavel; Secretary Byron Faanes. Good and Welfare: Brother raised point of captain dropping all logs incurred during voyage. Question was raised whether or not this gesture should have any bearing on the matter of claims for launch service. Majority agreed that claim should be pressed in spite of any action captain might take.

JOHN BARTRAM, April 27 — Chairman J. E. Winderweede; Secretary C. S. Kowalski. Delegates reported on books—all in order. New Business: Motion carried that ship's delegate speak to captain to have bunks and lockers repaired and crew quarters painted. Good and welfare: Suggestion made that all delegates see that permit men are off when 60 day period has expired. One minute of silence for brothers lost at sea.



GOVERNOR MILLER, April 25 — Chairman Bankston; Secretary Ballard. Ship's delegate reported that all delegates contacted captain and adjusted all minor beefs, other beefs to be straightened out by Patrolman. New Business: Motion by Bankston, carried that everyone be in good condition at payoff so there won't be any delay. Motion by Bankston, carried unanimously, that all stick together to get repairs made. Good and Welfare: Brother Tuckfield advised that men watch themselves going on and coming aboard as the gangway is very dangerous. Brother Bankston gave vote of thanks for fine cooperation crew showed during trip. One minute of silence for brothers lost at sea.

GOVERNOR O'NEIL, April 25 — Chairman L. Russell; Secretary R. Decker. Delegates reported no beefs. New Business: R. L. Garriss moved, carried, that next trip all checkers are to use ship's office and accompanying heads. Repair list made up and approved.

JAMES WETMORE, April 23 — Chairman William Kane; Secretary George Barnes. All delegates reported disputed overtime in their departments. New Business: Motion carried that letter containing details of Houston Wood's death in shipboard accident be written for LOG. Motion carried that repair list be made up and medical supplies be checked. Slopchest to be checked before signing on again. Motion carried that vote of thanks go to Brother Fred Wiechert for his excellent aid in matters concerning the late Houston Wood. One minute of silence for brothers lost at sea.

HOWARD A. KELLY, April 8 — Chairman Tommy Taylor; Secretary Lee De Parlier. Delegates Blizzard, Robert McNatt and Carl Woodward reported no beefs in their departments. Good and Welfare: Discussion on needed repairs for ship. Understanding that men on or going on watch get first chance on slop chest. Beef on prices of slopchest. Suggestion that that this matter be turned over to Union upon returning to States. One minute of silence for brothers lost at sea.



KNOX VICTORY, April 11 — Chairman Joseph McPhee; Secretary Duke Livingston. New Business: Motion carried that a repair list be drawn up by department delegates and be turned in to ship's delegate before next meeting. Motion carried that crew go on record to see to it that the repairs which were

DEL MUNDO, Mar. 28 — Chairman M. L. McCarty; Secretary A. J. Pontiff. Delegates said all departments going smoothly. Motion by C. C. Treuil, Bosun, that crew thank delegates for cooperation in making trip pleasant passed. Rutledge and Callahan moved Steward should see that stores for next trip sufficient, passed. McCarty and Valentine moved that Firemen and Oilers be assigned foc'sles on watch and watch basis. Minute of silence for Brothers lost at sea.

GOVERNOR O'NEAL, Mar. 14 — Chairman T. W. King; Recording Secretary J. L. Bourgeois. Deck Delegate R. L. Garriss moved to find out why laundry was shut off, motion passed. Reported back from Chief Engineer that ship was short of water. Chief Cook asked that latch be put on pantry, gangway watch to

have key. Crew to make as little noise as possible as men off watch are sleeping. Voted new cigarette schedule. Deck to keep laundry clean, Stewards to keep spare mess clean, last standby on Deck to pick up crew messhall. Night Cook explained how he was going to work night lunch.

HURRICANE, Feb. 29 — Chairman W. D. Tracy; Recording Secretary R. G. Slater. No beefs in any department. Patrolman to bring to ship copy of latest agreement to prevent use of old agreement provisions conflicting with new ones. To order electric percolators for watches' coffee. Repair list to be drawn up for presentation. Messhall to be kept more shipshape.

CHOCTAW TRAIL, Mar. 18 — Chairman Donald P. Stafford, who also served as Secretary. No beefs in any department. Through discussion of food situation with Prock, D. Brown, J. Robinson and others taking part. Voted that Pumpman and Messman have their cards signed by bookmen. Repair list to be made.



SEATRAN TEXAS, April 18 — Chairman William E. Pepper; Recording Secretary W. J. Fitch. No beefs in departments. Voted to see why blowers can't be used to cool Engine Room. Voted reprimand for men failing to stand watches. Bookman scored for making permit man serve as Engine Delegate. Minute of silence for Brothers lost at sea.

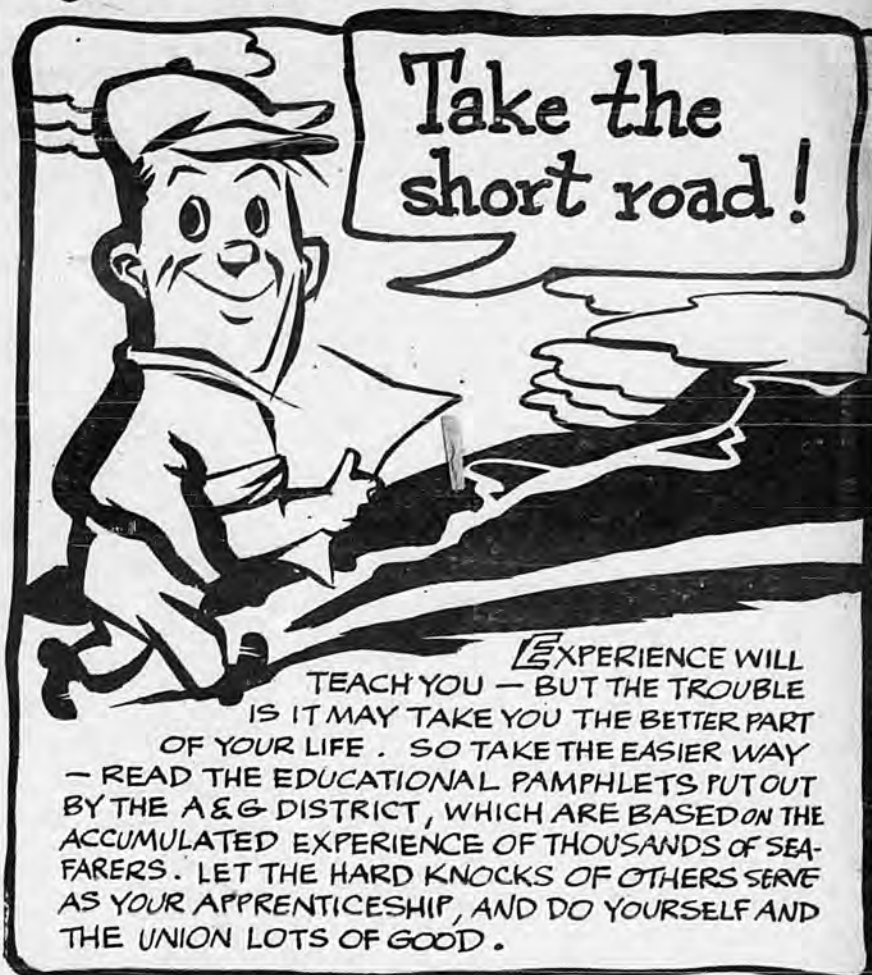
SEATRAN NEW ORLEANS, April 8 — Chairman Phil O'Connor; Recording Secretary Adolphe Capote. Ship's Delegate McQuillen reported food situation now okay, that Chief Engineer would replace fans, that foc'sles would be repaired in drydock. No beefs from departments. Voted motion by Cox, seconded by Cobb, that Black Gang refuse to use hoist until repaired. Minute of silence for departed Brothers.

ALCOA PLANTER, April 25 — Chairman W. Tracy; Secretary Ervin Anderson. Ship's Delegate Tracy reported that Master had promised that repairs would be made. Department Delegates had no beefs to report. Men to do all work they are supposed to do and do it well, and to get overtime for anything else. Bosun suggested that slopchest prices be checked in Mobile. Voted fines for men leaving dirty cups. All fines to go for UFE, or to Special Services.



SEATRAN NEW YORK, April 11 — Chairman R. Sweeney; Secretary Parsons. Sweeney reported that money donated to UFE had been delivered. To have new bulletin board and new shelves in messhall, and to get clapper valves for toilets. Voted second donation for UFE. Laundry to be kept clean. Minute of silence for Brothers lost at sea.

SEAFARER SAM SAYS:



CUT and RUN

By HANK

To protect the contracts and prevent ships from sailing short-handed unexpectedly some brothers should stop the practice of taking all kinds of jobs in a period of a week and quitting them just as fast. On the other hand, shipping can't be tough if you're in the hall every day but you pass up certain jobs for various reasons. If you need a job bad that's the best reason for grabbing any job—regardless of the type of ship, the length of the trip or the ports she's heading for. Every job when placed on the board should be immediately taken. There's no reason for a man to take a job, then quit the job four hours or three days later for various reasons—or because there were beefs aboard. Beefs can be quietly settled without one man or three men quitting their jobs. As long as the ship isn't sinking at the dock—every man can do his job, cooperate in sensibly settling small beefs and what's more important—sail the ship. A man who is a good sailor and a serious union man can make a clean and happy home out of any ship, tanker or freighter.

Brother Arthur Thompson, the oldtimer, just gave us bad news about "Old Chile." Brother Dusan De Duisan, now dry-docked in the Staten Island Marine Hospital after being injured by a car going the wrong way on a one-way street. Quick recovery to you, "Chile"... Harvey Hill came in recently from a trip... Franklin Smith sailed in last week from a voyage. There's a new look on his face—the look of approaching marriage. Congratulations and a long voyage of happiness.

From Le Havre, Brother "Red" Braunstein, aboard the tanker Fort Bridger (which by the way, is one of the ships belonging to one of the many new SIU-contracted tanker companies) writes: "Having a swell time. A swell skipper aboard and the Chief Engineer is tops. John Bananas shaved his beard and "Bing" Miller is still singing all the time. We should be back in a year"... Here are some oldtimers who may still be in town: F. Miller, Bosun G. Hermann, J. Porter, Gulf, C. Karas, F. Borst, J. Hassin, W. Gonzales, J. Kemitch, H. Kretz, W. Church, J. L. Ward, Ole Jensen, G. Ontai, J. Hopkins, Electrician O. Kala, P. Pringi, L. Van Schaik... Oldtimer Larry Moore sailed recently.

The weekly LOG will be traveling all over the nation free of cost to the following brothers: Richard Hodges, of Michigan; Joseph Kelley, of New Jersey; Henry Quirk, of New York; Bernard Marques, of New York; Clyde Keaton, of Tennessee; Ralph Ingle, of Illinois; Florencio Lotie, of Massachusetts; Jesse Coxwell, of South Carolina; Millard Coxwell, of Georgia; James McDonald, of North Carolina; Chester McDonald, of Massachusetts; Robert Mott, of New York; Harry Pollins, of New York; Amos Copeland, of Indiana.

At a time when the cost of living, as reported by the Bureau of Labor Statistics for April 1948, is at its highest point in history, General Motors Corporation wrecked industry's fight against third-round wage increases by granting 225,000 auto workers a 11-cent hourly raise and promising further wage raises if the cost of living continues to rise. This 11-cent hourly wage increase proves one thing, among many others. When a union is strong and every member taking his job and his union seriously such a union can progress, protect its hard won gains and continue to improve wages and working conditions, etc.

THE MEMBERSHIP SPEAKS



Arizpa Men See Elephant—Not Pink, Either; Two-Month Voyage To Far East Was Smooth

To the Editor:

We, the crew of the SS Arizpa (Waterman), returning from a two-month voyage to Japan and Korea, wish to make it known to our brothers in the SIU and SUP that we were blessed with a first-class topside on this voyage.

Special mention should be made of Captain Ecke, Chief Mate O. M. Caswell and Radio Operator Clarence Hancock and First Assistant Engineer Howard Voce. Their cooperative attitude was no small factor in the smooth operation of the ship and we cannot recommend them too highly.

UNPLEASANT NOTE

One unpleasant aspect of the voyage occurred while in Yokohama. The attitude of the military in that port toward seamen is well known. When several crewmembers were returning to the ship shortly before curfew, the M.P. to whom they submitted their passes for inspection was, to say the least, provocative.

He told us that when we met a Military Policeman in Yokohama we were supposed to remove our hats and bow. Of course, we did not remove our hats.

But we did report the matter to the local provost marshal's office. These people may have changed the M.P.'s mind, we hope!

One cannot help, under the circumstances, being skeptical of the ultimate success of teaching our former enemies our system of life with guys like that representing us.

SEE ELEPHANT

When leaving Yokohama in the early morning, we passed an APL on the hook. An elephant was clearly visible on the No.



Conscientiously attending to their Union duties aboard the SS Arizpa, Bud Benson, Bosun (seated) checks overtime sheets while Don Bailey, Deck Delegate, stands by and double checks. Such observance of the rules means less chance of headaches for all concerned later on. Photo was taken in Benson's quarters by crewmember Luis Ramirez.

5 hatch and several of the crew, which included Bob High and Chief Steward Red Benton, who had imbibed rather freely of Doogan's Dew (Pink Label) the previous evening, were momentarily convinced that their favorite drink had been ersatzed by the Japanese.

After a great deal of discussion these befuddled brothers were convinced the elephant actually existed.

Until another voyage, we bid you so long with this last bit of suggestion, and that is:

If you get with this Arizpa gang you will find them to be square shooters in every respect.

Crew of SS Arizpa

Do It Now

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

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

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

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

Finds Rum And Coke Run, Senioritas Too Tempting; Do Your Job First, Frolic Later, He Suggests

To the Editor:

I would like very much to have the LOG sent to my address because I miss some of the issues in between trips. I believe our newspaper is too good for any member to miss a single issue so I want to be sure of getting every one.

At present, I am on the Alcoa Patriot eating bauxite. It is my fourth trip on this old C-1. I have been black gang delegate for two of the trips with clean payoffs resulting each time.

Right now we are on our way to the Islands to see some senioritas and drink some rum and coke. Unfortunately, that's the trouble with this run—too much rum and too many senioritas. Many of our brothers do not realize that shoreside frolicing is all right when off duty, but some forget that we have a contract calling for us to work eight hours a day.

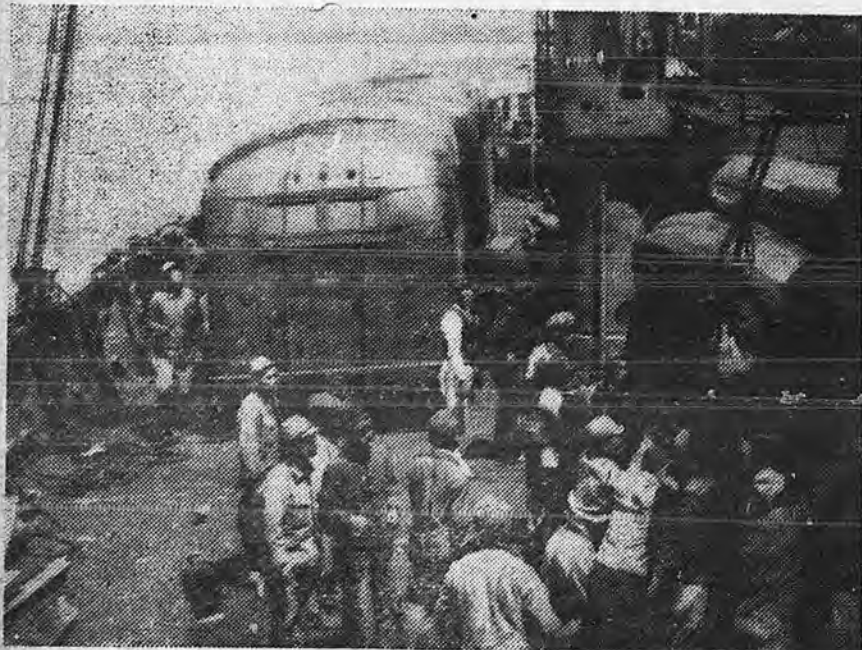
Once in awhile a guy gets logged for forgetting this and then beefs to all who will listen. Remember, brothers, the

contract calls for us to do our job during the work-day so we can't very well beef on that score.

That's enough for now. Here's hoping I'll be receiving my LOG shortly.

William Blanco

(Ed. Note: We'd like to oblige you, Brother Blanco, but you neglected to include your address. Fill out the coupon on page 15, send it to us, and the LOG will come your way.



In the cargo carried to the Far East by the Arizpa was a shipment of buses, apparently United States Army material. Here they are in the process of being unloaded by Japanese longshoremen in Yokohama. Luis Ramirez, who took this photo, reports that the two-month trip was fairly smooth from the day the vessel left New York.

Log-A-Rhythms

Stranded On A Reef

By FRANK BOYNE

He saw dim shadows glide through the lagoon
His blood just seemed to curdle in his veins,
He thought that ere the sinking of the moon,
Sharks would be fighting over his remains.

The coruscating stars hung in the night,
The moonlight on the water softly gleamed,
Oblivious to his helpless, sorry plight
The elements just mocked him, so it seemed.

How could this tropic setting so serene,
With surging waters flowing o'er the reef,
This place of beauty, must it be the scene
Of terror, pain and death to bring relief?

The water now was lapping at his feet,
Blood-warm, yet it chilled him to the bone,
There was no place to which he could retreat,
And yet, he felt that he was not alone.



So down onto his knees he knelt and prayed:
"God give me strength, this solitude to bear,
"I know that from the righteous path I've strayed,
"Please harken to what may be my last prayer.

"If I must die upon this alien shore,
"Take care, dear Lord, of those I leave behind,
"I'd like to ask to see them all once more,
"But it's too late; so bless them all with peace of mind.

"Some would say I've spent my life in sin,
"Tis true I've never worshipped at the church,
"Tis also true I drank my fill of gin,
"So life's caught up and left me in the lurch.

"Please make me brave to face the coming night,
"I won't be here to see the rising-sun,
"My soul from body will have taken flight,
"My days on earth will all be o'er and done."

Alas, the only answer to his prayer—
The shrill cry of a seagull on the wing,
Like the outcry of a soul in dark despair,
That on the brink of hell was wavering.

ON ISTHMIAN PACIFIC RUN



Here are some of the crew and officers of the SS Minot Victory as they were photographed in Wilmington, Calif., Paul Melton, Oiler, who submitted photo said, "They are sure a swell bunch of fellows—all real SIU men."

In first row (left to right): W. Lyons, AB; Rocky Swisher, Bosun; A. Rummel, Ch. Cook; B. Morales, Wiper; Jack Bowman, AB; Hayes, AB; J. Porter, MM; P. Perez, Utility. Second

row (left to right): J. Powell, Oiler; R. C. Arnold, Oiler; Thompson, Wiper; John Tiekarski, 2nd Ck. & Baker. Third row (left to right): M. Reyes, MM; A. White, 2nd Elec.; Max Felix, MM; S. Chapman, Captain; C. E. Lord, Jr. Eng. Last row (left to right): C. H. Lambert, Ch. Mate; Henning, OS; Kenneth, OS; C. Tinker, DM, and Paul Melton, Oiler. How about Pix from other crews?

Steel Fabricator's Pre-Contract Voyage Had Plenty Of Drawbacks, But No Draws

To the Editor:

Here is another instalment in the story of the voyage of the SS Steel Fabricator. (Ed. Note: Opening "instalment" appeared in the LOG recently. Fabricator was under the interim contract.)

We arrived back in Singapore with the Old Man, KO Bornson still doing all he could for us—or, rather, doing all he could to us.

On this leg we were behind in our work due to the fact that we overhauled our topping lift and guy blocks on the way, which is quite a job.

To prove what an SIU crew could do when it had to, we turned to with a will and completed the job in five days, during which period we had numerous rain squalls to contend with.

To make matters worse, approximately one third of the ship was covered with a two-month old coat of fuel oil which had to be taken care of before painting could commence. We also worked below loaded slings, which, of course, was a very unwise thing to do.

Well, a C-3 is not the smallest ship afloat but we finally whipped it. Came our reward: one day off which had been promised us—then back to bell-to-bell.

While painting the side, we requested the Mate to furnish us with a boat to facilitate painting under the counter. It seemed, however, that this was too expensive. Six dollars an hour for eight hours at the most was too much, according to the Mate, who approved a 400-dollar job on the fidly and had the rooms topside done for 27 dollars a room. We rather suspected he didn't like us.

RED-HANDED

During our three-week stay at Singapore and Penang we naturally ran short of funds from time to time. Nevertheless, our requests for special draws met

with little success, although the topside drew almost at will. This was confirmed by one of the delegates who caught the Old Man red-handed.

After the delegates were completely balked, the Purser tried on behalf of the crew to obtain a draw. "What," the Old Man bellowed, "you want to upset my schedules!"

Then came Kantang in Siam. Due to transportation difficulties, the Old Man decided all on his own that nobody even wanted to go ashore. However, he did not commit himself so far as to promulgate any prohibition against shore leave. He tried something else.

When he learned that a few men were planning to go ashore despite the transportation problem, he briefed the agent on how to dissuade them. This didn't work but the Old Man kept trying.

He proceeded to inform the customs officials that the crewmen undoubtedly intended to sell cigarettes ashore since they had no money. This impressed the customs officials profoundly. In fact, they bought the cigarettes themselves. Once ashore, the boys had the kind of a fine time the agent had told them was impossible to enjoy in Kantang. From Kantang we shoved off in the general direction of the good old U.S.A.

NOT SECURED

While running from port to port in the Far East, we put to sea several times without being properly secured. To have done things right would have required overtime which wasn't considered feasible.

The fact that putting to sea in this condition could have had serious consequences seemed to be of little importance to the Old Man. After all, overtime costs money.

Speaking of overtime, let's note

that the average in the deck force, after four months, was just over 150 hours. It was all blood money, at that.

But topside the boys have really been knocking it down with little or no effort. None of them had less than 200 hours and the average was close to 250.

Teamed up with the Old Man we have another beaut in the Chief Engineer. He's out to bust all unions, or so he says anyway. He won't, though.

- Victor F. Bachmura, Ship's Delegate
- Kenneth P. Marple, Deck Delegate
- William J. Smolinski, Engine Delegate
- Andrew Noronha, Stewards Delegate
- Edward N. McInis, AB
- Peter N. Black, Purser (AMMSOA)

THREE MEN ON THE PEGASUS



These Seafarers rode a winner. They were among the crew aboard the Alcoa Pegasus, which recently completed an outstanding run to the Islands. From left to right are Brothers Kelly, Wiper; Regan, FWT, and Harvey, Oiler. Pic submitted by Bill Hope, Deck Delegate.

N. O. Hall Testimony To SIU Progress: Curl

To the Editor:

In view of the opening of our new hall in this port, I think this is an appropriate time for me to express myself, especially since I happen to ship from New Orleans most of the time.

I have been a member of the Seafarers since 1940 and in my opinion the opening of this new hall is one of the most important things that has happened for us Seafarers since that time. I do not mean, of course, that it is more important than the results of our victory in the Isthmian fleet, or the successes of our current organizing drive. After all, these are developments of a somewhat different nature.

CONNECTED

But the new hall is connected to these things, for it is the physical evidence of the way the

tram, and the comparison of our present contract with the conditions prevailing before the Union came into being shows an almost unbelievable improvement and advance.

The point I must stress, in view of the major strides we have made to better our conditions, is that we all must continue to do our part to keep the Union as it is. We must allow no performers to jeopardize any of the advances we have made. If we are to continue getting better contracts, we must protect the ones now in effect by doing our jobs in traditional, good SIU style.

Above all, we should give our full support to the policies of the SIU. In this way we can continue to go ahead, building our Union and thereby improving our own individual lives.

Glen Morris Curl

SIU Forward Drive Stirrs His Pride

To the Editor:

Enclosed find a money order, which I offer as a contribution to the LOG. I am really very glad to be getting it every week. It gives me a great sense of pride to be an SIU member, when I read of the great steps forward the Union is taking.

My book was retired in September 1946 and the LOG has been my only contact with the Union since I left the sea.

By the way, I would like to have a little information about getting seamen's papers for some local boys, who are graduating from high school the end of this month.

Several have asked me how to go about it. I told them I wasn't sure but that I thought they still had to go to the Coast Guard.

ASKS DETAILS

I would like to get verification of this or if I'm wrong I would like to be squared away on the matter. I would like also to know what papers, such as birth certificates and the like, are necessary. I have forgotten the details and procedure.

Again, congratulations to the negotiating committee and the organizers, as well as the active members for keeping the SIU the greatest Union afloat.

Norman Meador
Breckenridge, Texas

(Ed. Note: Thank you for your contribution. A receipt is in the mail. With regard to the procedure in procuring seamen's papers, these are issued by the Coast Guard. Applicants must present their birth certificates, three passport photos and a letter stating that employment exists for them. At the present time, the status of shipping is such that employment prospects in the maritime field are not very bright for new men. However, if you wish further information you might get in touch with the Galveston hall.)



SIU has grown and developed. Our Union has now reached the spot where it has always belonged in the front ranks of organized labor.

If you can't quite realize this as a fact, you only have to observe the local people's reaction to the recent UFE strike in New York. These people here in New Orleans were certainly very much pleased with the part our Union played in that strike. But they were not surprised. They know what the SIU can accomplish when it wants to.

I want to say, too, that we Seafarers can be especially proud of the contracts we have—not only because of the number of companies with which we have agreements, but because of the type of contracts as well.

GREAT ADVANCE

I am now on a coastwise Watterman ship, the SS John Bar-

Steward Found Trip To Italy, Crew Tops

To the Editor:

When I went aboard as Steward on the Frederick W. Taylor she was an ugly looking tub, one an SIU man would be ashamed to take out. She had not been painted or sougeed during the many months she was manned by NMU crews for Lykes Brothers.

Before sailing from Mobile we held our first meeting aboard ship and elected a ship's delegate and delegates for the departments.

We found the skipper was a pro-union guy, Captain W. J. Ravannach. He wanted to bring his ship back nice and clean. Everybody agreed with him and so each department got busy. Day and night the men worked until we cleaned every part of the ship. Overtime was plentiful for all.

In the whole crew there were only about six tripcarders. The rest were all oldtimers and knew the Union contract inside out. I have never seen such a fine bunch of boys as these with whom I sailed during the past two months.

Whenever we had a minor beef, all department delegates would settle it right away.

HIT THE TOWN

We arrived in Civitavecchia, Italy, on Saturday morning so we had our first draw for lires and everybody went ashore and enjoyed himself. Most of the boys went to Rome, which is only twenty miles from Civitavecchia.

I filled all the boys' bellies with plenty of food throughout the trip and never heard any complaints to me directly or at the shipboard meetings.

I had the best cooks and messmen in my department since first going to sea.

We brought the ship back into Mobile on May 3 in first-class condition without any beefs on overtime or anything else. It was too bad for us who wished to stay aboard for another trip, because she was laid up.

Roman Viloría, Steward
SS Frederick W. Taylor

Multiple Ratings Called Sign Of Man's Ambition

To the Editor:

Regarding Joe Algina's idea about the addition to the "no promotion" rule:

I wouldn't want what he suggests to happen.

The great majority of our members always try for a higher rating so that when shipping is tough they can ship in any capacity. I say that this is right and proper.

If those members who lack ambition to go for a higher rating are content to stay that way, let them take their chances.

Personally, I don't like to ship below my top rating, but I can see far enough in the future to realize that times are going to get damned tough later on. When that comes I want to be able to ship.

I say that if you are not prepared for that time, it's your own lookout.

Anyway, haven't you heard or seen in the papers that the trained man gets the job?

Henry Beckmann



Steward Roman Viloría, and Elliot E. Manning, Night Cook-Baker, from the Frederick W. Taylor, pose for the machina de photographia in the roof garden of St. Peter's in the Vatican City at Rome.

According to Brother Viloría, the crew of the Taylor was the best he had the pleasure to sail with in his many years in the Stewards Department. The ship returned to the States beef-free.

Says Brighton Rates High; Hospital Docs Enjoy Log

To the Editor:

Here we go about the Brighton Marine Hospital. And here also is a list of the doctors:

Dr. Kenneth C. Nelson, Dr. George Alpert, Dr. Don Cameron, Dr. Lynn Chaffee, Dr. Roland Corbet, Dr. Myron Curry, Dr. Thomas Daber, Dr. Gabriel Ferrazzano, Dr. Thomas Flynn, Dr. Lewis Francis, Dr. Norman Hopper, Dr. Eugene Hutton, Dr. Abraham Kaufman, Dr. Arthur Maybay, Dr. Maynard Mires, Dr. Willys Monroe, Dr. Emil Mozola, Dr. Roy Peterson, Dr. Henry Seidenberg, Dr. Edwin B. Thomas, Dr. Richey Waugh, Dr. Edward Wiggins.

The reason I mention their names is that they are a cheery bunch, and very courteous if you ask them questions. They will stop and explain everything to you if they possibly can do so.

When they pass you they greet you with pleasant smiles and kind "hellos". The result is that this hospital is more cheerful than the run of hospitals.

In addition, the orderlies and the "blue girls" are a very good bunch. They are exceedingly helpful when you need any service they can do for you.

WIDELY PRAISED

The Brighton Hospital is praised from coast to coast. Some of the boys came all the way up from the Gulf to get admitted here.

One advantage this hospital has over others is the fact that a man has a big outside area where he can sun himself as well as if he were aboard ship. There are plenty of benches and chairs too.

About the chow or good old food department: I have found it to be very fine in comparison with the food at other hospitals. And I have been in pretty nearly all of them. Nevertheless, I must say that a few things are neglected on the part of some of the dietitians.

I believe that quite a compliment should go to Mrs. C. Higgins and Miss Tohey, who are the social workers here at the

hospital. They are doing good work, and getting good entertainment for the boys. We also find Mrs. Welsh, the librarian, pretty helpful. She is all around the



wards to see that we have plenty of reading matter and writing material.

I wish to state that the doctors here enjoy reading the SEAFARERS LOG and speak highly of it. It would be a good idea if the LOG were sent to the doctors in other marine hospitals.

George Meaney

Keep It Clean!

It is the proud boast of the Seafarers International Union that an SIU ship is a clean ship. Let's keep it that way. Although most of the crews leave a ship in excellent condition, it has come to the attention of the membership that a few crews have violated this rule. So they have gone on record to have all quarters inspected by the Patrolman before the payoff, and if the conditions are unsatisfactory, he has the right to hold up the payoff until everything is spic and span.

Remember that the Patrolman can only have repairs made if he knows what has to be done. Cooperate by making up a repair list before the ship docks. Give one copy to the Skipper, and one to the Patrolman. Then you'll see some action.

Comments And Corsages From Bauxite Scribe

To the Editor:

Musings and meditations on the bauxite trail—

Ran into a few oldtimers down on the Alcoa Trail, including L. Taylor, Chief Steward on the Mooring Hitch. Also Wicks, Chief of the same vessel and Red, Bedroom Steward. They're on the shuttle run between Georgetown and Port Of Spain.

I'm still riding it out on the Oliver Wendell Holmes. The Old Brooklyn Kid just got into Trinidad tonight, went ashore and looked the situation over—everything copasetic.

The Alcoa Runner is here, leaving in the morning for Mobile. Hope Scotty and the rest of his department have a good time in Mobile.

Guess who was the most popular guy on board tonight? Yours truly. I brought back a copy of the LOG from ashore and was immediately swamped with all kinds of offers for its purchase.

Just goes to prove that you're running a great paper, Ed. A round of applause to you and your staff for the fine job.

Read "Flint" recently. Pertains to the 1936 Strike in Frisco. Good stuff but partially commie.

SAW THE "CZAR"

Saw Cecil Gordon, ex-czar of the George Washington. He's Chief Steward on the Alcoa Roamer, which we left in Paramaribo.

How is the Marshall Plan coming along? Haven't heard a bit of news on it since leaving New York on April 2.

Like the articles on the companies, especially the one on

Sees Reserve As Potential Fink Agency

To the Editor:

Here in Wilmington, North Carolina, the Naval Reserve is active in recruiting men.

From where I sit this looks like a harmful thing now that the government can take over any trade under the provisions of the Taft-Hartley law.

In the event of a long maritime strike, the Navy could force the men of the reserve to man the strike-bound ships. Penalties could be imposed on the men who refused to do so, and probably be court-martialed, same as the regular Navy men.

BEWARE

Why give the reserve the upper hand, fellows. For in the event of a strike things would be tough enough without making it any tougher for yourselves. So don't fall for any fancy talk and don't allow yourself to be recruited into any such potential strike-breaking agency.

Shipping is at a standstill here, except for the boneyard, which seems to be doing a pretty good business. Last week a Liberty and a laker were turned over to foreign owners and another laker is in the process. Things don't look too bright from this port but they may pick up any day or so.

Robert H. Northrup

Bull Line. Yeah, I'll confess, I'm a Bull Line stiff. Just like the rice and beans run. Met some great guys on the PR run, and enjoyed my beachcombing days down there.

The Diamond Hitch is at the drydock in Port Of Spain. She wrecked her shaft in Demarrora. Casper Duff is Chef on her.

Of interest to Mobile boys: Pelaco is Steward on the Oliver Holmes. Heard that Elridge N. Fowler was on the Evangeline. Missed him by a couple of days the last time I was in New York.

It's about time Joe Thomas and John Eversly caught a wagon and went somewhere.

PREFERENCE

Roosevelt Robbins has fulfilled his vow not to work for any one but Mississippi Line. Since the war ended he has been on a steady run to Brazil. Don't blame the guy, I'd do the same thing if I had spent ten months on the beach in the same town.

Are the inseparable three, Jenkins, Douglas and Rufus still on the Madaket? Where is Otho Babbs? He's my boy. Get him to tell you about the trip we made on the Hampden Sydney Victory, also the Beatrice. He'll keep you laughing for hours about the capers pulled in France, San Juan and Cuidad Trujillo.

Well, brothers, I won't leave you laughing for hours, but the day is done and the thoughts have run, so its sign-off for now.

Dennis Saunders
SS Oliver W. Holmes

Thanks New Orleans Men For Helping Hand

To the Editor:

My wife and I wish to thank the Seafarers in the Port of New Orleans for the money they collected as a donation. We will be ever grateful to each and everyone of them, who were so thoughtful and helpful in our time of need.

Please print this letter in the LOG so that every member may be thanked personally.

Ralph Subat
New Orleans, La.

"That's My Boy"



Fred Bruggner, long-time Seafarer, proudly displays his four-month old son. Brother Bruggner reports that he was hard aground on the Haiti Victory when he got the news of his son's birth. At present, he's aboard the John Bartram, Waterman.

Takes Issue With Murphy On Aliens

To the Editor:

I just read a letter in the LOG of May 14 by alien seaman James Murphy which was written in reply to a letter in the LOG of April 30 by Arvel Beardon. I agree with Brother Beardon. American ships for American seamen.

I probably would not be writing this letter except that Murphy asked Brother Beardon, "Weren't your ancestors aliens, or were they redskins?"

With no thanks to a lot of people, there still are a few "redskins" left in their native land.

LOST LAND

Yes, my ancestors are both "redskin" and Scotch ready to battle for their rights in their native land.

Our land was nearly all robbed from us. We should have at least a few openings left on our own ships now that our land is nearly all gone.

Until the day is come that American seamen can go to alien countries and get the same conditions and pay as they get here let's look out for our own jobs first.

How difficult it was for an American to get started to sea before the war! Why? Because he had to compete for jobs with fresh arrivals from the old world who had gotten their sea experience in foreign ships.

So let's train our own seamen up from pioneer stock of America and—yes—"redskin."

As for being a good Union man, I am of the good earth of America which has produced just as good members as has the old world.

Another point, American families are not in the habit of taking 14-year old kids out of school to send to sea. Letter writer Murphy wrote, "I am just a pup, having spent only 12 years of my 26 at sea."

REMARK GOT HIM

But that remark got me: "Weren't your ancestors alien, or were they redskins?"

I wonder if this man realizes there are thousands of Americans who have the blood of freedom-loving red men in their veins.

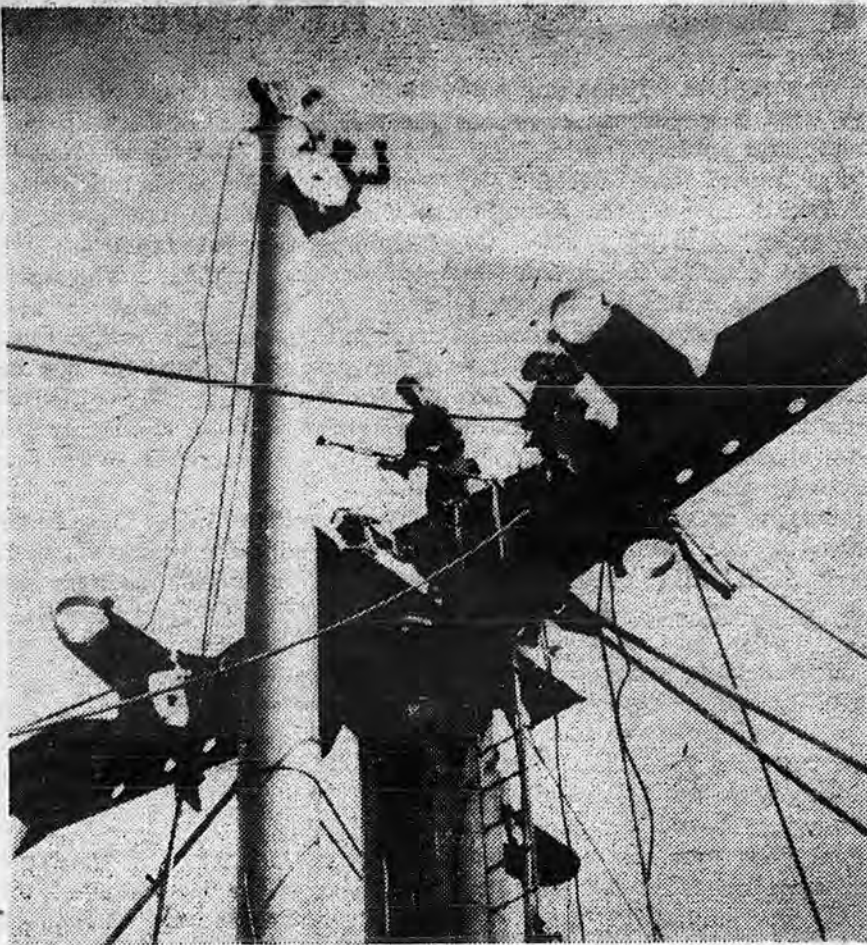
I have a few alien friends, Brothers in the SIU-SUP, Norwegians, Swedes, Dutchmen and so on. They don't say, "Were your ancestors aliens, or were they redskins?"

A few good aliens are okay as long as they don't take jobs that rightfully belong to the sons of pioneers of this land and the "redskins."

Jesse H. (Cherokee) Joy

(Ed. Note: It is quite possible that Brother Joy interpreted Brother Murphy's remark incorrectly. We believe that what Brother Murphy intended to highlight was the fact that in some measure we are all "aliens" or "immigrants" in the United States except those who are descendants of the original Indian inhabitants.)

OVER AND ON DECK OF THE ALGER



That activity taking place way up yonder is aboard the good ship SS Russell A. Alger, with Bill McNally, Bosun, directing the lofty operation. Picture was forwarded from Liverpool, England, by M. W. Sword, Ship's Delegate, who said the Alger "is a darned good ship manned by a real crew."

Gobs Of Gags Aboard The Isaac Singer

To the Editor:

Several amusing situations that occurred aboard the SS Isaac Singer come to mind and since they'll probably provide a few laughs, I thought I'd pass them along:

When the Singer was tied up alongside the bauxite dock in Trinidad, a number of the crew decided to go on the stern and fish. As usual, someone will start a conversation. This time the subject was taxes and two guys were particularly involved.

TAX TALK

One was the Third Mate and the other was a Wiper, who I believe was a Frenchman. The Mate was insisting that all aliens pay a one per cent tax. The Wiper said no.

"I pay like you," he said. The Mate said, "Like hell you do. I know what you pay in tax."

So back and forth it went until the Wiper said:

"If you no like how much tax I pay on this ship, you can get off!"

As we were nearing Trinidad, March 30, an AB on the 8-12 watch reported a light to the bridge at about 10:30 p.m. About ten minutes later the OS relieved the AB on the bow.

Just as he was getting set to do a good job of it, the Third Mate called him on the phone and said: "Go tell the Mate we spotted a light ahead."

The OS hung up the phone and stayed where he was. No light was to be seen at that time.

About ten minutes later, the Third Mate calls the OS again and asks: "Did you tell the Mate we spotted a light?"

To which the Ordinary replied, "No, didn't tell him. I haven't seen any light."

(Name withheld)

Life On 'SS Bauxite Flash' Sounds Good; Has No Beefs

To the Editor:

Greetings and salutations to all members of the SIU and to all our AFL Brothers wherever they may be.

Our vessel, the SS Alcoa Pioneer, sometimes known as the "SS Bauxite Flash", seems to be down here for the Trinidad shuttle for a lengthy stay if scuttlebutt rumor is to be believed. So you'd better have a word or two from the good ship's culinary department.

But before starting this epistle, allow me to list the names of all members of the Stewards Department:

Eddie (Dinner Bell) Caudill is Chief Steward; yours truly, James (Short Cut) Prestwood is Chief Cook; Dave (Lige) Jones is our Second Cook.

William (The Canary) Walling is Night Cook and Baker; Harold (Chicken) Howell is Passenger No. 1 Boy; H. F. (Sirloin Steak) Turner is Bed Room No. 1 Boy; Charles (Potato Bug) Bankston is Galley Man; "Muscles" Devaux is Crew Pantryman; Red (Casa-

nova) Palmer is the Saloon Messman; Jake (Father Time) Bucklew is the "Gold Braid" Pantryman.

Meetings are held regularly, and for the first 24 days of this voyage there has not been a major sqawk in any department. We are hoping for the continuation of the situation for the entire trip. That's the SIU way to keep things going. Bring those rust-buckets back into the port of payoff smooth and clean.

Red (Peaceful Valley) Collins (the Ship's Delegate who is doing a fine job as same) has forwarded a request to Alcoa asking that side wheels be attached to the SS Bauxite Flash. Red says she makes port so often that she is in the category of "Ferries—Staten Island Class."

"Canary" Walling has asserted that although he knows a lot about the flat-tops of the U. S. Navy, and has cooked some flat hot-cakes in his day in the merchant marine, nothing is quite so flat as some of the jokes "Lige" Jones relates.

SCALPED BY FIEND

"Chicken" Howell, the handsome guy of the Stewards Department, has stated emphatically that he will pose for no more female camera fiends. The reason: "Chicken" has curly hair. When his photo, taken by a female fiend, was forwarded to him he discovered that a defect in developing had made his seem bald. When this got around, some guy offered him a job in the mines, telling him he could use his head as a lantern.

Don't worry, "Chicken," Jack Benny wears a toupee and gets away.

A permitman came to me and said "I am a seaman, Brother Delegate. I have been in this Union three years, and I want my book in the SIU."

My answer "Don't all seamen want an SIU book?"

During a debate, or rather a bull session, on the poop deck, a discussion began on the meaning of the phrase "Brotherhood of the Sea."

In my own humble way, I informed the younger boys that it meant many things to thousands of seamen not only in the United States but all over the universe.

In an unofficial poll, thousands of merchant seamen were asked the following question: If you could join a maritime union, which one would you join?

RIGHT ANSWER

The SIU, was the answer given by 76 percent. Most of them explained their stand this way. The SIU is a union run by its members. It gives its members the right to say who shall be an official, and it gives them the right of free speech. It does not dictate any political policy to its membership. But each man has the protection of an organization that will go all out to guard its members should anyone try to cheat them out of what they rightfully have coming.

Showing the above proof to some of our younger members gave me a heartfelt feeling, the kind of feeling that makes any SIU man say, "Thank God we have the Seafarers International Union for the protection of merchant seamen."

So long for the present and smooth sailing for all.

James Prestwood



The Alger's Steward got these lads "in the mood" for this picture during a well-deserved coffee-time. According to Ship's Delegate Sword, the vessel is due to arrive in the States soon.

Reader Seeks Ken Loring

To the Editor:

Words cannot express the pleasure I get out of reading the SEAFARERS LOG, which comes to our home for my son, J. W. Lewis Jr. He is on the Navajo Victory at this time.

During his many sea voyages, he brought some wonderful boys for a short stay. We were quite worried during the war, as we had heard that one of them had been lost. Recently, however, my son has found out he is alive and well.

We would like to hear from him, if possible. So if you would

put a notice in your personal column that Mrs. Pat Lewis and Bill Junior of 4256 So. Western Ave., Los Angeles, Calif., would like to hear from Ken Loring, we would appreciate it very much.

Mrs. Pat Lewis

(Ed. Note: We're taking care of your request and hope that you're successful in finding Ken Loring.)

TWO MEMBERS OPEN CAFE IN NEW ORLEANS

Two Seafarers have formed a partnership and opened a bar and grill in New Orleans, according to an announcement they sent to the LOG.

Jack Hartley and James Dambrino are operating the Tom Cat Cafe at 613 Iberville Street, in the Crescent City, and they say they're going to give all patrons their money's worth amid pleasant surroundings.

Brother Hartley and Dambrino invite Seafarers in New Orleans to give their new place a try. They sound pretty determined to make the venture a success by pleasing their customers, Seafarers especially.

Send Those Minutes

Send in the minutes of your ship's meeting to the New York Hall. Only in that way can the membership act on your recommendations, and then the minutes can be printed in the LOG for the benefit of all other SIU crews.

Hold those shipboard meetings regularly, and send those minutes in as soon as possible. That's the SIU way!

SIU Brief Asks Full CS Representation

(Continued from Page 1)

tive bargaining in this case shall consist of the unlicensed personnel, including deck, engine and stewards, except for pursers, radio operators and supervisory employees within the meaning of the Board's usual definition?

Mr. Wolfe: Yes.

Hearing Officer Reitman: Is that so stipulated, Mr. Wolfe?

Mr. Wolfe: Yes.

Hearing Officer Reitman: Mr. Parness?

Mr. Parness: Yes.

Hearing Officer Reitman: The stipulation will be received."

On or about October 20, 1947, this Board issued an order that an election be held within thirty days. The order did not specify the names of any vessels, but included all unlicensed personnel other than pursers and radio operators. Upon the application of the Employer, the Board extended the voting period for sixty days, the period to expire on January 20, 1948, but due to the fact that the SS French Creek, one of the vessels owned by the Employer, might not be in a Continental United States Port, within that time, upon his own initiative, the Regional Director requested an additional ten days to vote that vessel,

The Old Days And The New

(Continued from Page 3)

in a dirty bucket hanging from a wire in the foc'sle, a rusty tin cup hanging alongside the bucket.

DIFFERENT THEN

This is what your living quarters used to be. It's not a very pretty picture, but many seamen don't seem to realize just what conditions aboard ship used to be.

They seem to believe that the conditions today were always in existence. But they weren't, and it was your Union which fought for and obtained the conditions you find aboard nowadays.

We have a pretty good situation today, so let's hold on to it. We have our Union to straighten out problems as they come up. It takes care of its end of the job, pitching in and arguing with the owners for the whole membership's good.

CHILL PERFORMERS

But we have to back the Union up to our very utmost. We must keep out of petty beefs. We must avoid troublemakers. Above all we must do our jobs on the ships far better than any unorganized stiff could do them.

When you run into a performer, don't encourage him by patting him on the back, making him believe he is a regular hell-raiser who doesn't have to give a damn. Those guys hurt each of us and the Union as a whole.

Let's try chilling guys like that. When they find out they have no audience, perhaps they'll get tired of their act.

When we have to let off steam and let 'er rip, let's do it ashore. It will pay off in the long run.

For a change, let's say "Swell trip, no beefs" when we tie up at the payoff.

But if we have a legitimate beef we need never hesitate to take it up with the Union. If it's a good beef, the Union will swing into action.

which extended the period to January 30, 1948.

In the meantime, the Company had disposed of some of its original vessels and had acquired new ones. The vote was conducted aboard the following ships:

SS Council Grove
SS French Creek
SS Logan's Fort
SS Abiqua
SS Cantigny
SS Chiwawa
SS Paoli

The only vessel that was not voted was the SS Lone Jack, which at the time was in the Pacific Ocean and the time of its arrival in the United States was not definite.

FIVE TO ONE

As a result of the election, the Petitioner received approximately 83.15% of the total vote cast.

While the voting was taking place, the Employer acquired the following vessels on the following dates:

SS Royal Oak—Nov. 26, 1947
SS Government Camp—Dec. 12, 1947
SS Fort Hoskins—Dec. 12, 1947
SS Salem Maritime—Jan. 9, 1948
SS Bent's Fort—Jan. 9, 1948
SS Bradford Island—Jan. 9, 1948
SS Winter Hill—Jan. 15, 1948

While the writer is not an expert in the appraisal of vessels, he knows that the minimum price of tankers such as named above are at least two million dollars each. The process of acquiring a tanker is a long drawn out affair and is not consummated within one, two or even three months.

The Employer knew full well at the time of the direction of election, that it was going to acquire these additional vessels and yet it permitted the election to proceed until January 29, 1948, one day before the voting period ended. Then on that date, made a motion to set the election aside or to amend the order of election to include the eight vessels above mentioned, which order was subsequently denied by this Board.

If the Employer had wanted the entire fleet to vote, it should have come in at the time that it knew it was going to acquire these ships rather than one day before the election was over. The Employer's actions definitely show a lack of good faith on its part.

It is the writer's contention that the Employer is guilty of laches in neglecting and refusing to notify the Board prior to January 29, 1948, of the additional ships that were to make up part of its fleet.

CITES ISTHMIAN

It is well known in the Maritime industry, that ship owners are always buying, chartering or selling vessels. For example, the Company shortly before the petition was filed, either owned, operated or chartered the following vessels:

SS Hagood
SS Hadnot
SS Koolmotor
SS Kathio
SS Oklahoma
SS Steens Mountain
SS Wahoo Swamp
SS Kansas

in addition to the vessels now comprising its fleet.

It is entirely different than a shore side industry where plants

are very seldom bought and sold with such frequency as ships are bought and sold.

In a recent case decided by this Board, to wit, the Isthmian proceeding (2 R6030), after the order of election in which the eligibility date was set, the Company either severed its connection with vessels which it operated for the War Shipping Administration or acquired vessels under bare-boat charter or by purchase, many times the number bought or sold by the Cities Service Oil Company. The Board held that only seamen who were actually employed on those vessels that were operated by the Isthmian Company on the eligibility date were permitted to vote and those vessels which were acquired after the eligibility date, were not to be included.

However, based on the votes which were cast on the vessels owned or operated by Isthmian as of the eligibility date, the Union was designated as the Collective Bargaining Agent for the entire fleet not withstanding the contention of the Company that it was not a representative election.

NOT PRACTICAL

The situation is analogous to an employer who has 500 shore-side workers who voted for a certain union to represent them and thereafter more employees were hired. Would that invalidate the election in its entirety or would the union as designated, be the Collective Bargaining representative for only those employees who were employed as of the eligibility date, or would it represent the entire unit?

It is not practicable for the union to represent seven vessels, only when the fleet at the present time comprises sixteen ships. For all we know, the Employer might dispose of ten ships tomorrow. Would the Union have to file another petition for an election?

This case is entirely different than that of an employer who has one plant in the State of New York and subsequently acquires another plant in the State of Texas because conditions

would probably vary between the two plants.

However, all of these vessels work under the same conditions and employees on one ship do the same type of work as employees on another. They all more or less ply between the same ports, carry the same type of cargo and the rate of pay is the same on all. There is no question of varying conditions on one ship as compared with another.

The certification as set forth in the supplemental decision dated May 24, 1948, restricts the Union to the following vessels:

SS Council Grove
SS French Creek
SS Logan's Fort
SS Abiqua
SS Cantigny
SS Chiwawa
SS Paoli

It does not include the SS Lone Jack despite the fact that neither the Employer nor the Petitioner has ever requested that the ship be not included.

DECIDES NOTHING

The certification above referred to is of no value either to the employees or the employer. It does not decide anything. It is neither fish nor fowl and does not give the employees of the company any representation whatsoever. The writer is reminded of a well known saying of President Lincoln, "A house divided against itself cannot stand."

A union which only represents less than one-half of a company's employees doing the same type of work, cannot possibly survive as collective bargaining agent of the employees of the company. It places the employees in a hazardous position because an employee might be assigned from one ship which was union to another ship which was non-union. What would be his position then? It would allow the employer to "play" those vessels which are non-union against those vessels which are union, thereby creating chaos and disruption.

It would be impossible as the certification now stands for the Union to enforce its demands by

economic action. It could not speak with authority for its members, who are employed aboard the vessels.

As a practical matter, the mere certification of a union as collective bargaining agent for a group of employees is of no effect where a union shop does not prevail.

It will be necessary to vote the ships a second time to determine the preference of the employees as to whether or not they desire a union shop. It is impossible to do this at the present time because, according to the Labor Management Act, a majority of the employees must express a preference for a union shop.

UNION SHOP NEXT

How could this possibly be done under the present certification? Would the voting be restricted to only those seven ships which voted or would the vote include all the personnel aboard all the ships?

It is the writer's opinion that if a union shop vote were to be ordered, it would have to include all the employees in the appropriate unit. There is no question that the Petitioner will request a Union Shop vote and it is only fair and reasonable to permit all the employees to express their preference.

If a majority of the employees prefer a union shop, the Petitioner should be designated as Collective Bargain Agent. Certainly it does not jeopardize the position of either the employer or the employees but as a matter of fact, will inure to their benefit so that all parties concerned will know where they stand.

WHEREFORE, your petitioner respectfully requests that the Supplemental Decision and Certification of Representatives dated May 24, 1948, be amended to include all the unlicensed seagoing personnel as set forth in the original petition for an election.

Respectfully submitted,
BENJAMIN B. STERLING,
Attorney for Petitioner.

Greedy Employers Snarl Idle Pay

(Continued from Page 1)

man declined to sign on again for the best reason in the world, he was sick.

Any seaman who sticks by his guns in a proper claim for unemployment insurance stands a good chance to collect.

In point of actual fact the rate of rejections is low at present. But it may grow, for it looks as if the companies have been given a clear path to smash unemployment insurance in their quest for rebates.

RUBBER STAMP

Some companies are rubber stamping their crew lists "Refused Employment" and sending what amount to form letters to State agencies, maintaining that seamen refused to sign on a second time and are not eligible for unemployment insurance.

When a seaman is confronted with such a letter, he should demand a hearing and demand that the company produce the Mate or whoever said he refused employment.

Perhaps the companies who are indulging in these practices

will get tired of paying lawyers to fight unemployment claims. But we can't count on it.

However, the companies and the insurance people are ducking the real issue, which is that a man who has been long months at sea needs time ashore to get his bearings.

During the war, even the Government recognized this fact, and a couple of years ago the unemployment insurance people seemed to. However, shipowners have a lot of power.

Blue Island Crew

Crewmembers of the SS Blue Island Victory, Waterman, who have been notified by their local unemployment insurance officers that they could not collect benefits because they had refused re-employment, are urged to get in touch with those local unemployment officers again. The company's error is being rectified.

The companies say that a man on the beach is taking a "vacation." Some vacation! You draw no pay and you keep watching for a ship—after you've rested from the last voyage.

The trouble is that a landsman, who once took a cruise to Cuba or who has done some weekend sailing on Long Island Sound, thinks that seafaring is play.

He doesn't understand that at sea a man works seven days a week for months at a time, and that his entire life during that period is confined to the ship itself. He doesn't understand that when he completes the contract agreed to in the articles, the man needs a rest ashore; and that if he runs out of money he is as entitled to unemployment pay as is anybody else out of a job.

You can be sure that the SIU is going to fight this unemployment compensation beef through until it is won. Meanwhile, if you keep your head and stand up for your rights, you'll be doing your part in getting the thing squared away.

The Patrolmen say

The Firing Line

NEW YORK—The day of the armed merchant vessel is not past. Though the World War II is history and most merchant vessels use the gun turrets for sun bathing and swimming pools, the crew of the Governor Kilby, Waterman, found that their ship was the exception.

It was no move by the government or the company, instead it was the Mate who, at his own expense, had four guns placed aboard.

Defense of the ship against any enemy ship still cruising the seas unaware of the war's end was not his aim, however. His arsenal was put aboard solely for "sport."

That is, if you can call indiscriminate firing at deck equipment and porpoises sport.

The Kilby had sailed from Mobile for the Far East with everything fine. All hands knew their duties and were bedding down for a most comfortable trip, oblivious of the would-be Buffalo Bill aboard.

That didn't last long. Out at sea a couple of days, the crew

was startled to hear gunfire out on deck. The men rushed out on deck expecting to repel a boarding party of privateers—only to find the gun-happy Mate firing at porpoises.

That was their introduction to the Mate's antics. From then on until the end of the voyage this week in New York, the Mate played shooting gallery with his two rifles and two revolvers.

FIRE ONE!

Every day he improved his aim by taking pot shots at everything in sight including the crew's nest. Once, while a crewmember was on lookout, he fired at a paint bucket on the bow sending the lookout running for his life.

When the crew demanded an explanation, he claimed he was shooting out in the water. The crew then wanted to know how in hell there were so many spent slugs around the deck. For the record they gathered up a few.

By the end of the voyage the deck equipment of the Kilby was so pock-marked that the wind played tunes through the holes.

As if suddenly realizing that the company would not appreciate his handiwork, he bent his efforts toward making a name with the company by cutting corners on overtime.

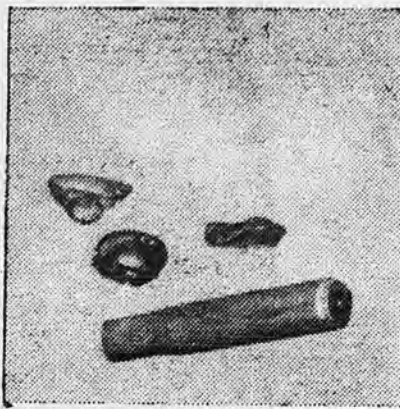
On several occasions he called out only two men to shift the ship, a job requiring the entire watch on deck. During one of the shifts he had the Bosun and Deck Maintenance heave the garbage over the side and then disputed their claim for overtime.

Dunning the deckmen was not enough for him. He tried to tell the Engineers what to do and even cut the Steward's requisitions when ordering the stores. In one port, so swore the crew,

he bought a spray gun out of his own pocket just to save the company a few bucks.

SECOND OFFENDER

It all added up to quite a tale the crew told us. And, as they related the sad state of affairs, a few memories came to mind of a gun-toting mate off the Noon-



Some of the slugs picked up off the deck of the Governor Kilby.

day a while back, who had quit because the crew refused to sail with him and his firearms.

A few words to the Mate and the story came out: The Jesse James of the Noonday and the Governor Kilby were one and the same person.

With that bit of information, coupled with his performance on the Kilby, we got in touch with the company and gave them the story.

Result: the Mate has decided to pack his bag and depart from the Kilby. His guns will go too, by request of the crew.

Incidentally the overtime he had tried to chisel was settled at the payoff in favor of the crewmembers.

R. E. Gonzales
C. E. Gibbs

NOTICE

NEW ORLEANS—The men listed below have mail at the Hall here. It will be held through June 15, after which date it will be sent to the Dead Letter Office. If your name is on the list and you want your mail, write the New Orleans Agent. The address of the New Orleans Hall is 523 Bienville Street.

Lyman W. Ange, Charles Ankele, Phil N. Acree, Fred Ahrens, William J. Alleva, Blair Allison, Emmett L. Avery, Earl C. Addison.

Philip S. Brooks, R. K. Breeden, Richard Barron, Jewel Banks, Lance ailey, Luther Borrego, E. L. Buffington, Richard Barr, Richard Powell Barron, Richard L. Blake Arvel Bearden, Stanislaw Borek, Paul G. Brady.

John Byerley, David Bishop, Tobe Beams, Ira E. Bishop, J. E. Booth, Luther Borrego, N. R. (Smokey) Bon, Rufus J. Bruden, Pekka Bombin.

Fred K. Catham Jr., Alfred Cuada, John J. Coney, Louis J. Camera, Arthur Cairus, Christian A. Christensen, Harry Cavanaugh, Charles D. Cummins, J. Chapmon, Fred K. Calham.

Harry Coppock, Leland R. Carroll, Sims Charrier, James L. Conner, Robert Caiter, Christian Cristensen, Rogelio Cruz.

D. R. Dedenpeck, Harold G. Darnell, Bartlett Demoss, Darnell, Paul Milton, L. M. Deckelman, Delbert H. Dean, Louis M. Dckelmann, Woody Dickens, Louis Dickelman.

Thomas J. Dallas, Bartlett C. De Moss, Kristoffer Daac, Harry E. Dorer, Georges Djan, Louis M. Deckleman.

Allen Ewing, Isaac R. Fletcher, W. C. Foster, Robert N. Fisher, John B. Fondren, Delmar Fussell, Clayton Frost Jr., Jules Foin, J. Falasca, John Fuglestad, Donald T. Fisher, Chick Fisher.

Bill M. Grissom, Albert W. Gatewood, Matthew Gichenko, G. B. Gillispie, Santos P. Garcia, Charles Greenwood, Bob Guthrie, F. N. Gibson, Peter Gavillo, Charles Gaskins.

Richard Giffen, Steve Guidish, H. L. Goldberg, Al Grant, Albert M. Gilbert, P. A. Grant, Richard Gieregie, M. E. Guoss, Louis Gatlin, Bobby B. Cathue, Chas. Gann, Richard Fierczic.

W. J. Hammons, Donald Haltz, Niel C. M. Hansen, Niels C. M. Hensen, Glenn Harper, Charles E. Hughes, Freddy M. Holden, Bob Hutton, John Louis Harrison, E. C. Huser.

J. M. Hilton, Lonnie V. Hargesheime, Thomas Ray Hyae, Walle Joseph Hammons, Jack Hant, Richard Haney, Gerald W. Hargis, B. G. Hann, John C. Hansell, Forest E. Herlong, E. S. Higdon.

L. S. Johns, Donald L. Jamison, Grant Johnson, Victor J. Jafforion, Val Jacobs, James E. Johnson.

William H. Keller, J. M. Kinloch, C. C. Kave, Robert Kein, John Kavonian, J. Kleiner, Kane, George E., Delbert Kennedy, Jim Keil.

Ronald Lewellin, Mathew J. Love, George Richard Linford, Robert Lamina, William W. Lamb, Jack Limison, John Laills.

Dave Movelli, J. Muehleck, Jack McCarthy, Walter Marcus, James L. Macshane, I. W. MacKenzie, Arthur E. Moulton, Terrel McRaney, Glenn McCarter, O. J. Morgan.

Robert Lee Moran, Kenneth E. Miller, Purdom A. Morris, Joseph W. McGroden, Woodrow Wilson Mulkay, Mack Mizzele, Glen Micheal.

William Henry Mercer, Medrano, Jose, Joseph W. McGroder, Steve McCoy, William H. Marschall, Jr., Bob McGrew, Terrel McRaney, Mc. Coy, F. T. Maher.

Daniel J. O'Regan, Sven Ostling, Charles O'Neill, E. T. O'Mara.

Gerald T. Payne, P. J. Petro, Burton H. Packard, Robert Prutzman, Noel F. roudfloat, Joseph H. rudhomme, Paul Petak.

Robert E. Rooney, Jessie Rewrque, Dale Ramseyer, Dick Rogers, Frank W. Reitinger, Jose Luis Roca, William Raae, R. Rhody, Quintin Remand, Virgil Kenneth Rumpfelt, Ross Rhody, George Rosales, Virgil Rumpfelt, Pete Radovich.

Dale V. Ramseyer, Rea, Lloyd H., John S. Rubery, C. D. Reagan, L. J. Rynes.

Joe Sprezell, J. P. Stapels, Donald Stewart, Glenn W. Street, Harry Snell, F. E. Sanders, Clarence L. Smith, Jr., Woodrow Simkins, James H. H. Smith, Robert C. Sheppard, Shos V. Sharp, Joseph Sprengel, James P. Staples.

Paul J. Serrior, E. C. Shaffer, Keith Shepard, M. O. Slayer, C. Madureira, Vincent J. Keller, D. T. Smith, Carl Scott, Gustav Swenson.

E. A. Stanton, J. W. Snackezio, Snodgrass, Lee, Woodrow L. Simkins, Peoro G. Sanchez, Jack Shafsenberger, Eugene A. Stanton, Salvatore Scuden.

Dwight Thomason, Robert R. Thompson, Ralph B. Toombs, Robert Thompson, John Tailla, Carmell Thompson, John Urban.

Pablo Bazquez, Robert G. Verbeek, Robert H. Verbeek, Kold Vesbergaard, Ted Vegh.

Andrew Wlodarczyh, Jim A. White, Orien Wheeler, Len Wise, Fred Walker, Harry A. Wisz, Willie F. Walker, Philip Eugene Williams, Lawrence R. White, William W. Worthington, Martin Wefald Edward A. Wicak.

Richard Kenneth Williams, Buford Watson, Raymond F. Wilma, William Wharton.

Nicholas Yacishyn, Bob Yarn Joseph J. Younts.

MONEY DUE

Men who were on the SS Blue Island Victory for voyage BBC-1 can collect two weeks' linen money by writing to or appearing at the Waterman Steamship Corporation office, 19 Rector Street, New York 6, N. Y. Men eligible for vacation money can obtain it by writing to Waterman Steamship Corporation, Mobile, Alabama.

FRANK Y. FREDERICKSON

Mathiasen Tanker Industries, Inc., has a vacation check ready for you. Get in touch with the Mathiasen home office, Widener Building, Chestnut Street, Philadelphia, Pennsylvania.

Notice To All SIU Members

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

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

PLEASE PRINT INFORMATION

To the Editor:

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

Name

Street Address

City State

Signed

Book No.

PERSONALS

VINCENT MURRAY

Get in touch with George H. Lamb, Queens County Court House, Long Island City, N. Y.

EARL F. SPEAR

Contact Sol L. Warren, New York State Education Department, 111 Broadway, New York 6, N. Y.

JOSEF BOCZOR

Get in touch with Mrs. Shirley Wessel, 25 South Street, New York 4, N. Y.

HARRY TOAL

Contact C. F. Mayer, 210 Pearl Street Building, Buffalo 2, N. Y.

ANDERS THERICK

Your sister, Mrs. Irene Hansen, wishes to hear from you. Her address: 1513 Seventh Street, Minneapolis, Minn.

ED (Grindstone) JOHNSON

Your old shipmate, John R. Tilley, wants you to write him. You can reach him at 13 East Lafayette Street, Baltimore 2, Maryland.

KEN LORING

Get in touch with Mrs. Pat Lewis, 4256 So. Western Ave., Los Angeles 37, Calif. She and Bill Jr. are very anxious to hear from you.

LAWRENCE E. GORDON

Your mother is very anxious to hear from you.

EUGENIUSZ URBIANIAK

Get in touch with Freddie Stewart, Stewards Patrolman in New York. This is important.

JACK D. BURT

Get in touch with Louis Tabares, Seafarers International Union, 51 Beaver Street, New York 4, N. Y.

EDWARD J. HOOPER

Get in touch with your wife at 3240 Scott Street, San Francisco, California.

CHARLES C. SMITH

Your aunt, Mrs. Billie Odum, P.O. Box 107, Keyes, California, wants you to write her.

ATTENTION

The men listed here have packages in the New Orleans Hall. Unless these packages are either called or sent for before June 15, 1948, they will be returned to senders:

M. A. Campbell, Paul J. Senior, W. F. Randall, W. W. Coleman, William H. Cao, Jimmy Lauer, Arthur Cairns, W. F. Randall, H. P. Nielsen, F. R. Elliot, Charles Greenwood, C. D. Cummins, J. W. Hornn (2), A. T. Nordahl, Walter Marcus, Donald C. Yeonian, J. M. Martinez, W. W. Bunker, Joseph P. Walsh, Fletcher Mitchell.

SIU HALLS

SIU, A&G District

- BALTIMORE14 North Gay St. William Rentz, Agent Calvert 4530
- BOSTON276 State St. Walter Siekmann, Agent Bowdoin 4455
- CALVESTON308 1/2—23rd St. Keith Alsop, Agent Phone 2-8448
- MOBILE1 South Lawrence St. Cal Tanner, Agent Phone 2-1754
- NEW ORLEANS.....523 Bienville St. E. Sheppard, Agent Magnolia 6112-6113
- NEW YORK.....51 Beaver St. Joe Algina, Agent HAnover 2-2784
- NORFOLK127-129 Bank St. Ben Rees, Agent Phone 4-1083
- PHILADELPHIA...614-16 No. 13th St. Lloyd Gardner, Agent Poplar 5-1217
- SAN FRANCISCO.....105 Market St. Steve Cardullo, Agent Douglas 2-5475
- SAN JUAN, P.R.....252 Ponce de Leon Sal Colls, Agent San Juan 2-5996
- SAVANNAH220 East Bay St. Charles Starling, Agent Phone 3-1728
- TAMPA.....1809-1811 N. Franklin St. Claude Simmons, Agent Phone M-1323
- HEADQUARTERS...51 Beaver St., N.Y.C. HAnover 2-2784

SECRETARY-TREASURER

Paul Hall

DIRECTOR OF ORGANIZATION

Lindsay Williams

ASSIST. SECRETARY-TREASURERS

Robert Matthews J. P. Shuler

Joseph Volpian

SUP

- HONOLULU16 Merchant St. Phone 5-8777
- PORTLAND111 W. Burnside St. Beacon 4336
- RICHMOND, Calif.257 5th St. Phone 2599
- SAN FRANCISCO.....59 Clay St. Douglas 25475
- SEATTLE86 Seneca St. Main 0290
- WILMINGTON.....440 Avalon Blvd. Terminal 4-3131

Gt. Lakes District

- BUFFALO.....10 Exchange St. Cleveland 7391
- CHICAGO, Ill.3261 East 92nd St. Phone: Essex 2410
- CLEVELAND.....2602 Carroll St. Main 0147
- DETROIT1038 Third St. Cadillac 8857
- DULUTH.....531 W. Michigan St. Melrose 4110
- TOLEDO.....615 Summit St. Garfield 2112

Canadian District

- MONTREAL.....1227 Philips Square
- VICTORIA, B.C.....602 Boughton St. Empire 4631
- VANCOUVER.....565 Hamilton St. Pacific 7824



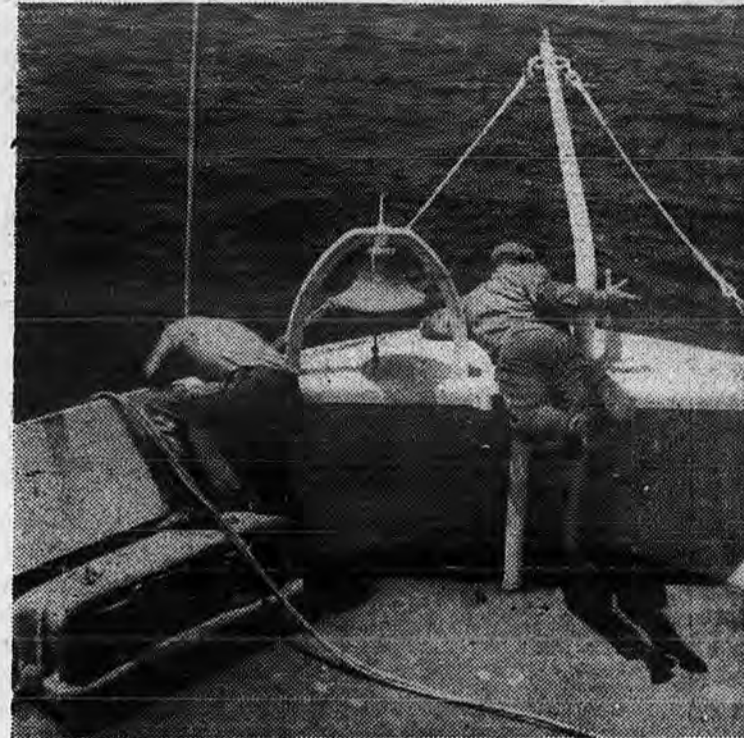
IT'S A SMALL WORLD FOR SEAFARERS!



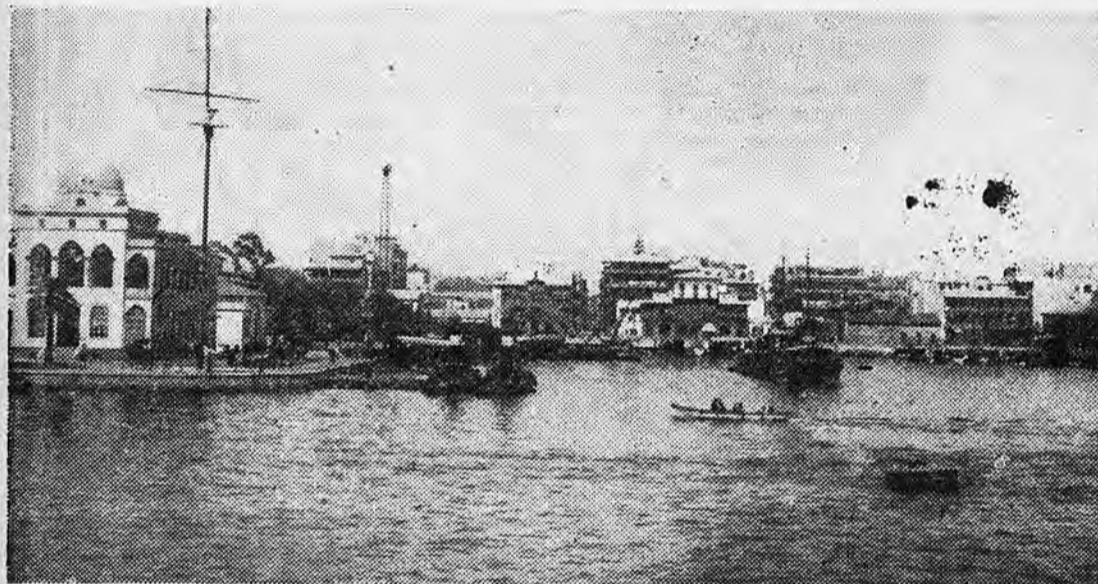
Posed on the deck of the SS Midway Hills, Los Angeles Tankers, these members of the crew have their picture taken. Left to right, Brother Kelly, "The Mascot," and Brother Fisher. "The Mascot" was not identified.



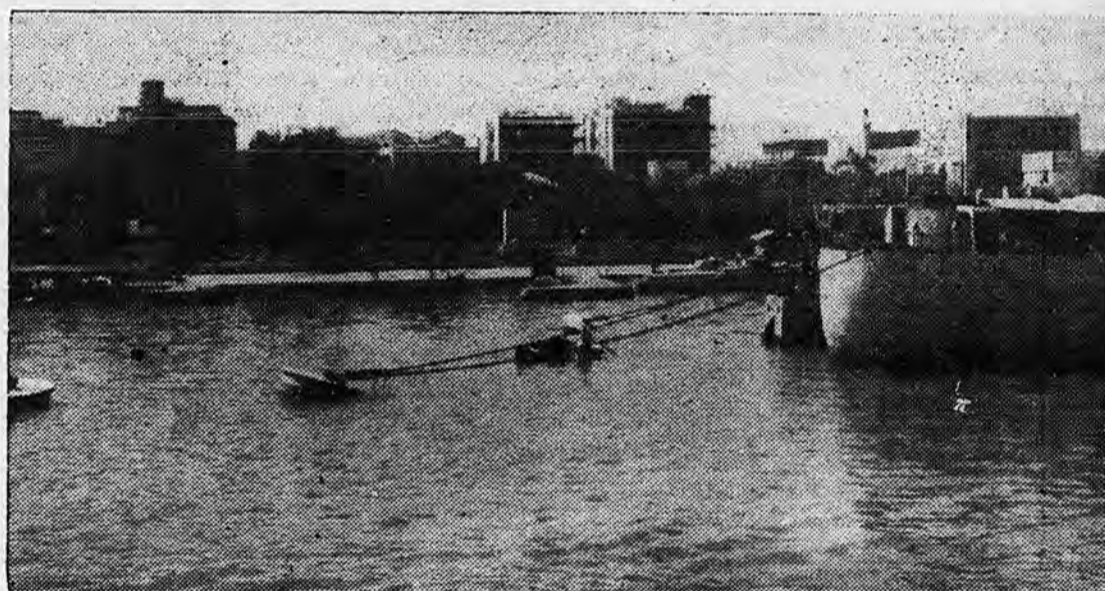
Carrying the stuff that made Milwaukee famous, Seafarer Johnny Russo makes his way back to the ship after a shopping trip. The pictures on this page were taken on a trip to the Far East, and were sent in by Brother Frank W. Arndt, a crewmember.



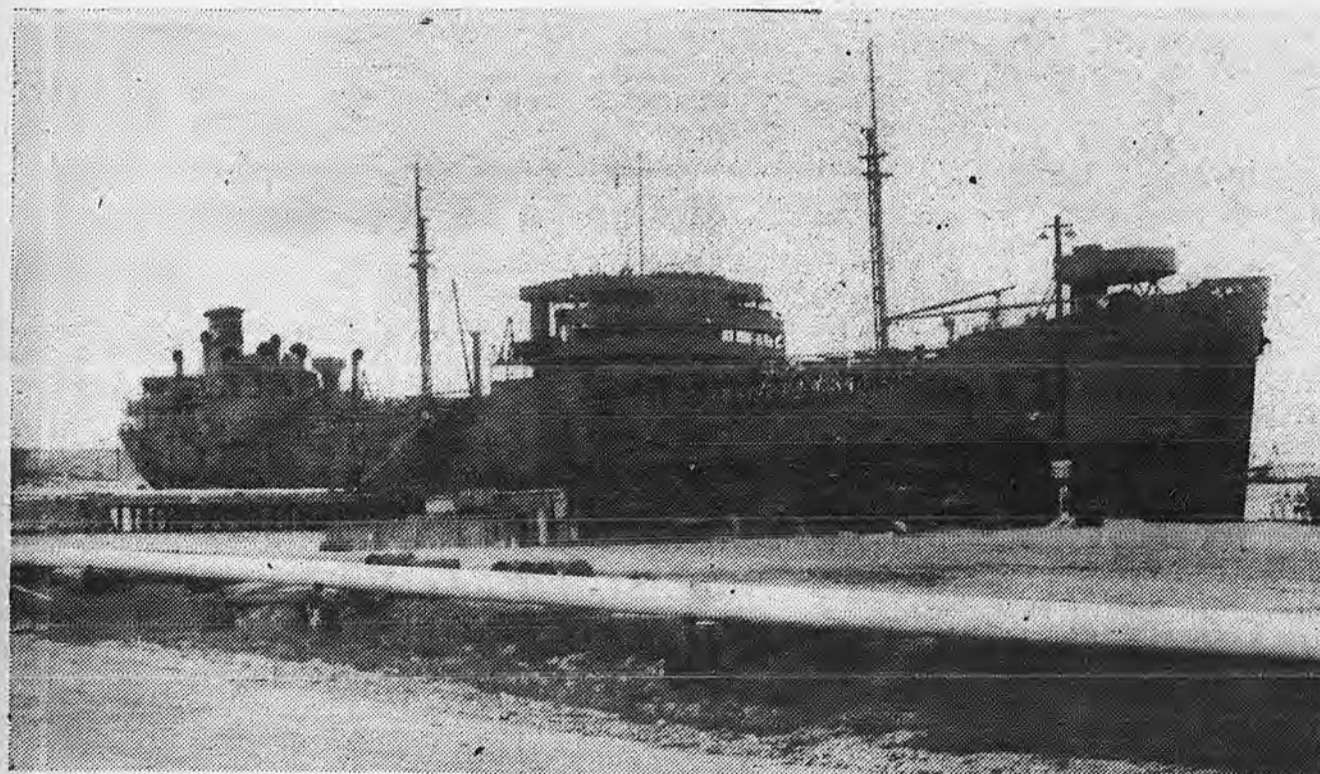
Above is a rare shot, showing the Bosun of the Midway Hills actually at work. Bosun Knowles is on the left and Deck Maintenance Hursey on the right. We call this a rare shot because the notes accompanying the pictures said exactly that.



Glamorous Port Said was one port of call for the SS Midway Hills. Some members of the crew called it "Port Of Thieves," but others had a good time and were careful, so they didn't have too many complaints. From the pictures on this page it is obvious that the sun never sets on the members of the Seafarers International Union. SIU men roam all over the world, and some



of them take pictures, but they are too bashful to send them into the LOG for publication. The LOG is proud to print the work of Seafarers, and the Editor will return pictures after they are used. Remember to identify the pictures when mailing them to the LOG office.



Above is the good ship, the SS Midway Hills. This snapshot was taken in Guam. From here, the tanker set sail across the Pacific for the shores of the good old United States. At the upper right is a picture of the entrance to the Persian Gulf, and at the right is a shot of a fishing smack in the Yokohama harbor. Note that came with this picture said that the fishing boat was unorganized, and that the men were willing to bet that the crewmembers were not enjoying the food and conditions that prevailed on the Midway Hills.

The pictures on this page are typical of the fine photography work done by members of the Seafarers International Union. The LOG is the membership's paper, and welcomes pictures and articles from the membership. Whether it's a story of an interesting incident in a foreign port, or pictures of a good trip, send them in to the LOG office, and then watch to see your work published.

