

SEAFARERS LOG

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

VOL. X

NEW YORK, N. Y., FRIDAY, APRIL 23, 1948

No. 17

COUNTING THE RETURNS



The Headquarters Tallying Committee is hard at work counting referendum ballots. Left to right: A. L. Miltner, Charles Macomber, James Lee, George Kitchen, James Murphy, Frederick Willis and Matt Fields.

Partial Tally Indicates All Four Resolutions Passed By Huge Majority

NEW YORK—On the basis of early returns on the Referendum Balloting, which ended April 10, and which is being tabulated now, all four propositions have been overwhelmingly approved by the membership. All ports reported heavy voting during the polling period, which commenced March 10. The threat posed by the anti-labor Taft-Hartley law, and the feeling that the shipowners will try to break the Union by refusing to recognize the Hiring Hall when contracts come up for renegotiation, made it certain that as many Seafarers as possible would cast their ballots. That is exactly

what happened.

Complete returns are not yet available, but will be in time for the next issue of the LOG.

All four of the propositions are very important to the future well-being of the organization. All the proposals were first suggested by the membership, and then recommended by the 1948 Agents Conference.

One resolution is designed to strengthen the Union against any Taft-Hartley ideas the shipowners may have floating around in their heads. The \$10.00 Strike Assessment will build up the Union's Strike Fund to such a point that the shipowners will think twice before forcing the SIU out on the picketlines.

DESERVE THE BEST

Another measure, the \$10.00 Building Assessment, has also drawn widespread comments of approval since the day it was first suggested. Consensus of opinion is that members of the Union deserve the best, and that means decent Halls in every port, with adequate meeting space and recreation rooms and facilities.

On the Shipping Rules changes, while there was not the same unanimity of opinion that there is on the two assessments, nevertheless the returns so far show a resounding majority in favor of adopting the recommendations.

HALT PROMOTIONS

These changes would halt promotions aboard ship, except in cases of emergency, and would also make it mandatory for Wipers and Ordinaries to clean the crew's quarters, as per contract.

All jobs off the board results in less time on the beach for all concerned, and cleaning quarters by the unrated men helps to protect the conditions which this Union fought so hard to obtain.

Curb Signs Agreement With UFE; Strike Holds Firm On Other Fronts

NEW YORK—Last week the solid front of the Wall Street union-breakers busted wide open, and the Curb Exchange authorities came to terms with the United Financial Employees, Local 205, OEIU, AFL. A UFE membership meeting, held in the SIU Hall at 51 Beaver Street on Thursday afternoon, April 15, ratified the terms of the new agreement, and on the following day the Curb workers streamed back to their jobs. On the other fronts, however, the strike still continues in full force. Picketlines around the Stock Exchange have been greatly increased, and the lines in front of the four struck brokerage houses have been strengthened.

Police brutality, which hit its peak on March 30, when pickets at the Stock Exchange were beaten by club-swinging cops, flared up anew on April 16 in the same spot. Six demonstrators were again attacked by the police, and after being viciously beaten were hauled off to jail.

To help the Wall Street anti-labor forces in their union-busting move, the police authorities have maintained hundreds of cops, both mounted and on foot, in the area around the Stock Exchange. It is common knowledge that Mr. Schram, SE President, has bragged that he can starve the strikers into submission if the police harry and man-handle the picketlines.

He has received full cooperation from the police, but the UFE strikers, and the men of the SIU Atlantic & Gulf District who are supporting them, have refused to be intimidated. In fact, the picketlines have increased day by day, in manpower and in militancy.

Other organizations have continued to support the UFE members. Food has been received in great quantities, and the galley in the SIU Hall has been serving hot meals for more than a full week.

More Regulations

The Army is boss in Bremen and Bremerhaven. There's nothing anybody can do about it except know and obey the Army's rules. The current Army regulations covering merchant seamen in the Bremen area are printed on page 14. If you're heading for Bremen, get hep to the rules. You can save yourself a lot of grief.



You had to be six feet tall or better to see the Wall Street pickets over the heads of massed New York police. The cops were sent down in full force to the peaceful picketlines, presumably to keep them away from dangerous intersections where school kids have been run down by cowboy motorists. One passerby thought the underpaid cops were picketing for the salary increase they are after. But they were only intimidating other underpaid workers out for a raise.

Privately Owned Ships Increase During 1947

The number of privately-owned vessels in the American merchant fleet took an upswing between Jan. 1 and April 1 of this year, with tankers leading the way.

Latest figures available for this period show an increase in the number of tankers from 360 to 439. Dry-cargo ships were also increased, the number going to 662 on April 1, as compared with the 643 privately owned and operated on Jan. 1.

The trend from public to private ownership is emphasized by the fact that during the first three-month period of this year the number of government-owned ships under bareboat charter decreased by 200.

BREAKDOWN

A breakdown as of April 1 shows 1,101 privately-owned ships, 928 under bareboat charter and 1,369 in the reserve fleet. On Jan. 1, there were 1,003 privately-owned, 1,128 bareboat-chartered and 1,325 in the reserve fleet.

Government-owned ships under general agency agreement as of April 1 totalled 176. On Jan. 1, there were 230 ships operating under such an arrangement.

Nevertheless, the size of the American merchant fleet actually decreased during the quarter period. Total number of vessels on Jan. 1 was 3,689, compared with 3,557 on April 1.

The decline in the total number of ships is attributed to the transfer of government-owned ships to foreign registry under the Ship Sales Act of 1946, and to the scrapping of over-aged and damaged vessels.

Everybody Knows Who's Talking



Counter Phony Stories In Press, Says UFE Wife

(Ed. Note: The following letter was received by M. David Keefe, President of the United Financial Employees Union, from the wife of a UFE member. In her letter she shows the appreciation felt by all members of the UFE for the aid given them by the Seafarers and other Unions and calls upon UFE wives and mothers to counter Wall St. propaganda. By request her name has been withheld.)

Here is an urgent message to all UFE wives and families.

Spread the word! Do not allow your husband or son to be called "communist inspired." The newspapers will never tell the truth about this Union's great struggle for better working conditions for all white collar workers.

I know the long hours the leadership has devoted to this organization. They cannot be classified as "inexperienced." Practice alone makes perfection.

Mr. Schram (President of the Stock Exchange) cannot understand why seamen or painters or other AFL affiliates are in our picketlines. Well, I'll tell them!

They're there in the role of Big Brother. You can only take candy from a kid for so long, then the whole family is aroused to the injustice and action is taken. We're grateful beyond thanks for their aid.

ONLY ONE SIDE

The papers cry the pictures of last Tuesday's riot in Wall Street are harmful publicity for this country. Who took them? There were no pictures taken when a broker spit on my husband. Nor were there any pictures taken when he was surrounded by blue-coated police in such a tight circle that he couldn't walk without bumping into them.

No. The truth of our men's struggle will not be made known in the newspapers. Money is hard to fight, but there have been cases in history where it has not won out. Our great Union of colonies proved that in 1776.

So I call on you to spread the truth about this All-American team. Have faith in your man—he is pioneering for a place in the sun for all white collar workers. A UFE Wife

Large Scale Trade With East Awaits Port Improvements

Really large-scale resumption of trade with the Far East will not be possible until oriental ports are re-organized and rebuilt, according to an American steamship official who has just completed a survey of port facilities in China, Japan and the Philippines.

Hong Kong and Kobe appeared to have been the most efficient ports observed. Hong Kong was said to be rapidly approaching its pre-war position as one of the world's leading ports, and Kobe was said to be recovering rapidly.

Biggest problem throughout the Far East was reported to be pilferage by pier thieves, with Shanghai the worst afflicted.

Lewis And UMW Get Bum Rap Under T-H Act

If there was any doubt in any union man's mind about the real meaning of the Taft-Hartley Act that doubt was cleared away this week.

The United Mine Workers union, independent, and John L. Lewis, UMW president, were fined \$1,400,000 and \$20,000 respectively for challenging the federal government's power to rule labor by injunction under the vicious T-H Act.

The fines were imposed by Judge T. Alan Goldsborough of the Federal District Court in Washington, D. C. a few days after he found Lewis and the UMW guilty of criminal and civil

contempt of court. But the fines covered only the criminal charge.

Goldsborough was the same judge who fined Lewis and the UMW in 1946 on similar charges before the Taft-Hartley Act could be used to bolster the decision.

The UMW is appealing the decision to the Supreme Court. Meanwhile, the miners, many of whom had returned to work after receiving a pension plan, the lack of which had occasioned last month's voluntary walkout, began walking out again in protest when Lewis was judged guilty.

Lewis ordered them back to work again, however.

A possible additional fine for civil contempt of court was suspended until April 23 by motion of the government.

But, before then, the government was expected to petition the court for an 80-day extension of the injunction against the miners under the finky "national emergency" clause of the T-H law.

PHONY CHARGE

The phony "contempt" charge grew out of the government's contention that Lewis and other UMW officials had refused to obey an injunction, issued April 3, demanding that Lewis force the coal miners to go back to work after they voluntarily walked out of the mines.

Since Lewis never had called the men out in the first place, and since the miners in the pits had merely taken advantage of the "willing and able" clause in their contract, there was no validity in the court order, the UMW contended.

The clause in question is a provision that the miners need work only when they are "willing and able."

When Lewis declared that the mine operators had "dishonored" the contract by not granting the pension plan provided for in the agreement, the miners acted on their own, legally finding them-

selves neither willing nor able to go into the pits.

In the meantime, the coal operators, ready to take advantage of every possible legal evasion, were expected to go to the courts themselves to challenge the legality of the pension plan finally approved April 12 by a three-man board consisting of Lewis, a representative of the operators and Senator Bridges of New Hampshire who sat as an impartial member.

Just how "willing" or "able" to work the miners would be as events wore on was not known when the LOG went to press.

Denouncing the government's suit and the court's decision, President William Green of the AFL said that the right to strike was one of the big differences between democracy and communism. He added that it was high time the government stopped trying to prosecute the miners and concentrated its efforts on building up coal production.

Check It — But Good

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

Merchant Seamen Able To Cast Absentee Votes In '48 Election

WASHINGTON — Public Law 348, approved April 19, 1946, facilitates absentee balloting. Responsibility for administering the law; as it applies to merchant seamen, is now in the hands of the Chairman of the United States Maritime Commission.

The Act provides that a "franked" or free Federal postcard shall be made available by the Chairman to members of the Merchant Marine, except those engaged aboard vessels on the Great Lakes or the Inland Waterways.

These postcards are to be used for making application to the

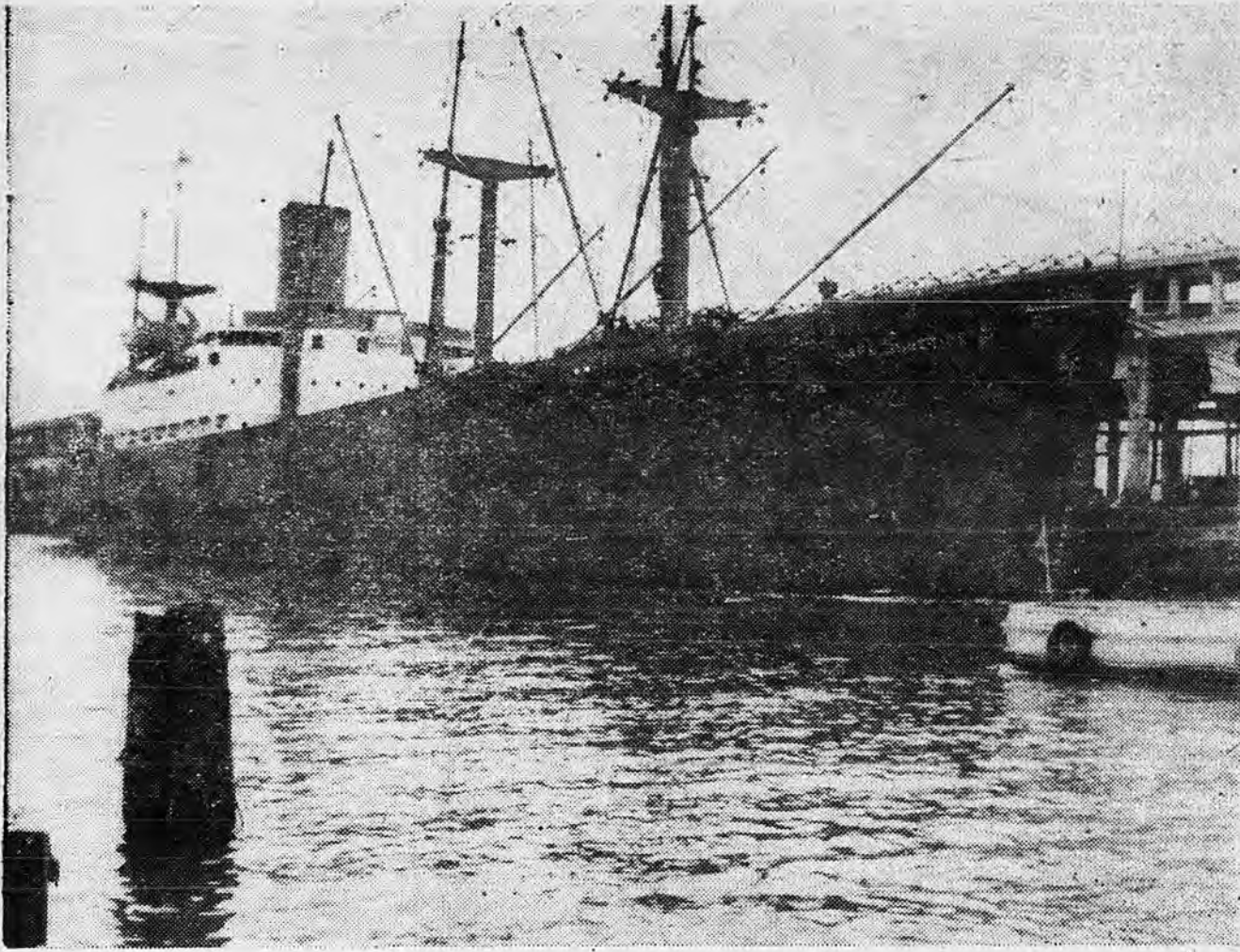
Secretaries of the various States for an absentee ballot.

In this connection, steamship owners, operators, and/or agents, maritime unions, and seamen's institutes have been supplied with Federal "franked" postcards.

A supplied of these cards is available in the New York Hall, and anyone interested in receiving such a card can obtain one by writing to the Special Services Department, 51 Beaver Street, New York 4, N. Y.

Posters are to be displayed on ships and in public places giving pertinent election information.

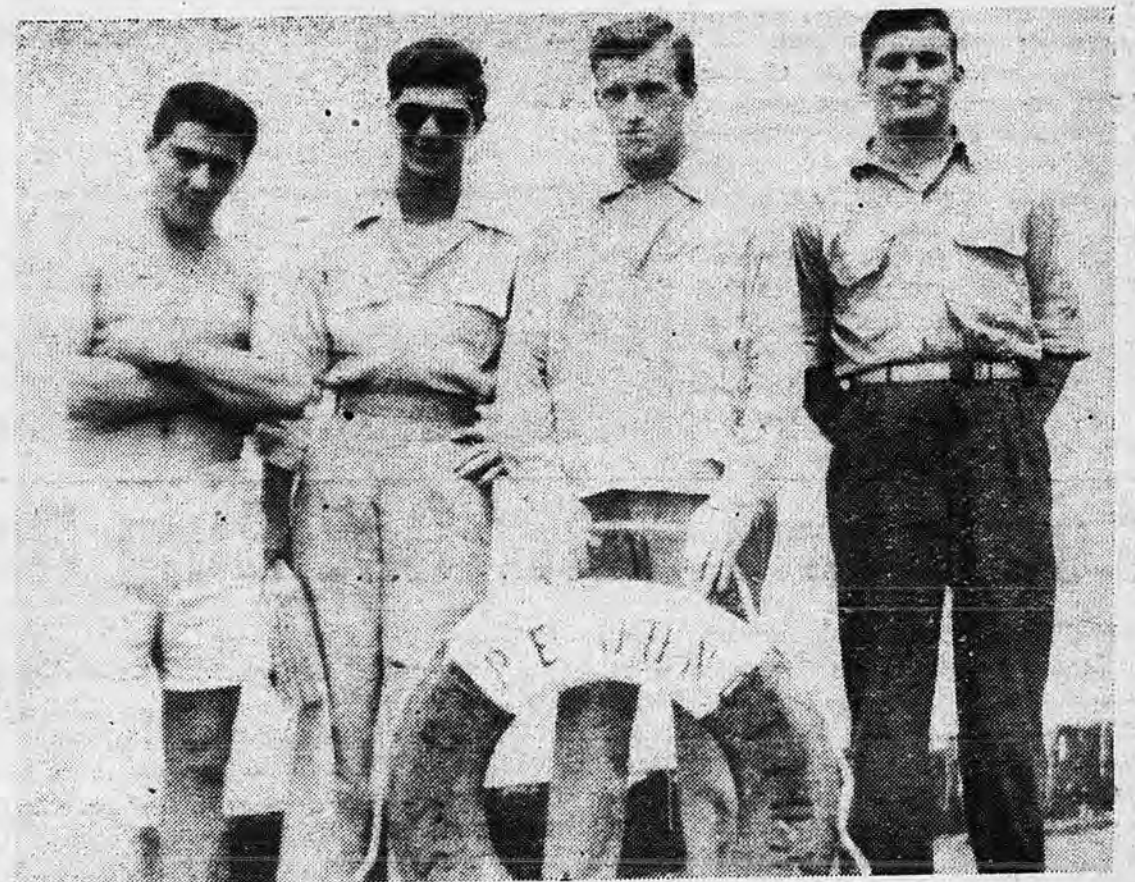
Cape Junction Men Work, Rest In Manila



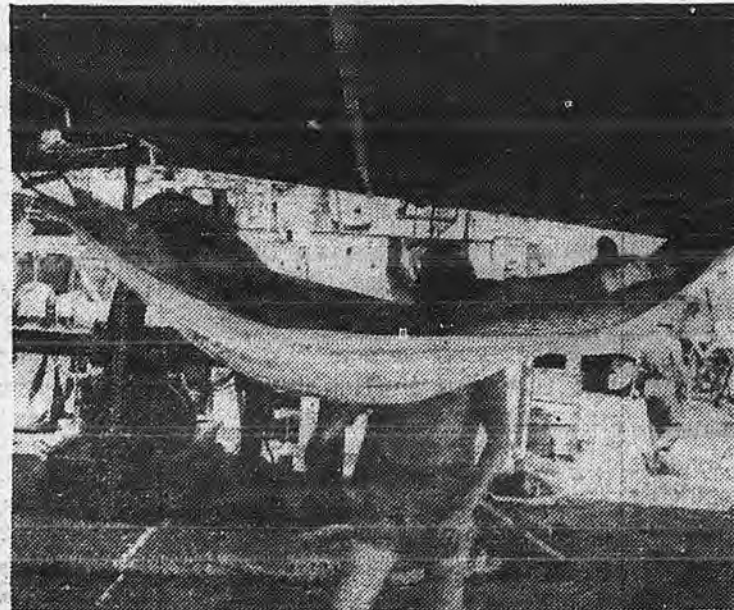
At the left is a picture of the SS Cape Junction, Isthmian Steamship Company, tied up at Pier 13, Manila. In the background are the ruins of Pier 7. Above picture shows some members of the crew busily scraping paint on the ship. All snapshots on this page were sent in by L. S. Agulto, who represents the SEAFARERS-LOG in the port of Manila.



Members of the Deck Gang take time off from their duties to pose for Brother Agulto. Under the hot, broiling sun, they find that the less clothes they wear, the better they can do their jobs. Sure look comfortable, don't they?



Stewards Department men also look at the birdie, for the benefit of LOG readers. The pictures were taken in Manila on March 31, and within two weeks later were received in the LOG office. Fast work all around.



AB Casimer Gigantelle, above, relaxes in a hammock on a hot, lazy afternoon. He looks comfortable out of the blazing sun.

Brother Jack Gillen, left, dressed for the tropics, with Bosun Andrew Anderson keeping him company.

Richard Price, on the right, getting things shipshape just before sailing time.



Baltimore Gets Plenty Of Action As Old 'Red Lead' Casts Anchor

By WILLIAM (Curly) RENTZ

BALTIMORE — Shipping is still slow in this port. Although we hope it will pick up in the near future, we are hereby warning the members to stay away until we tell them to come around. That is, if they want to ship out. There are too many on the beach right now, far too many.

We did have 11 payoffs, but only seven ships signed on. The payoffs were an assortment of ships from various lines including most of the usual ones and a couple we don't get in very often.

There were plenty of beefs on the payoffs and on a few ships that touched in transit. However, the Bull Line ships paid off clean, as they generally do in this port.

If all ships were like the Bulls we get we wouldn't have much to do so far as settling beefs is concerned. The crews just homestead those scows for that run to Puerto Rico and keep them looking brand new.

However, all ships are not Bulls' and one of the others is the Blue Island Victory, Waterman, which came in from a long trip to the Far East.

There was only one thing wrong with the Blue Island, and veteran Seafarers will understand what we mean when we reveal that her Skipper was "Red Lead" Anderson.

"RED LEAD" ROUGH

The Blue Island had more beefs than we care to remember despite a first class crew that



stuck together as one man in the face of "Red Lead's" hard-timing views and methods. As a result we got all the beefs settled aboard ship the SIU way. When you get a crew that has had eight months with "Red

Lead" what can you expect but plenty of beefs, good beefs too?

Members here, including the boys in the hospital, are still pretty hepped up about the UFE strike in New York. They know that this is a fight in which all labor has a part, and they wish they could be in the picketlines.

The other thing that keeps the conversational stew bubbling is the possibility that we are going to have to make our own fight for the Hiring Hall come summer. If we have to, everybody will be ready to take wherever action is necessary—right at the point of production.

On the organizing front, we are keeping busy on the tankers. The boys are doing a swell job aboard them too, convincing everybody that the SIU way is the best way.

N.Y. Shipping Uncertain; Boost Is Expected

By JOE ALGINA

NEW YORK—From one week to the next it is hard to accurately forecast shipping in this port. After reporting a lull in shipping last week we had a sudden spurt, but it fizzled before the week ended.

This week, shipping is holding its own, but it is not impossible for it to take a turn up or down. The key seems to lie in the number of ships heading into the boneyard.

Some days several ships will come in and half of them will go to the boneyard. A day will pass and two or three will be withdrawn and put into service.

The only thing that can be definitely said is that, at this time—and this time only—shipping is on an even keel. We had several ships hit the boneyard after completing their runs, but Bull Lines helped out by taking the Hilton and the Cornelia out of lay-up.

Some of the ships that hit port, and did not go into lay-up were the DeSoto, Topa Topa and Beauregard, all Waterman vessels. There were others but

these three were easy ones for the Patrolmen to handle.

On the Beauregard the Skipper was the well-known Captain Perkins, former Waterman Port Captain. He evidently hadn't forgotten his days as Port Captain, for he immediately tried to chisel on a few hours of overtime.

REMEMBER NOW?

He evidently forgot the SIU however, as the Patrolmen collected on every hour in dispute.

Another Waterman, the Berea Victory, signed on in Boston for a trip but got only as far as New York. Here she was returned to the Maritime Commission. The crew did all right, however, they collected a month's wages for their trouble.

These ships hitting the boneyard are not disturbing us too much, for while they put a dent in shipping, it will be only temporary. When the goods for Europe under the Marshall Plan begin moving, a good number of them will be returned to service.

Two other clean ships for the Patrolmen to laud were the Janeway, Smith and Johnson; and the Joliet Victory, Robin Line. Both ships had heads-up crews and the ships reflected the competency of the men. A clean ship is a sure sign of an efficient crew.

The Pather, Isthmian, came in with the usual Isthmian beef. The Mates and Skipper had been out on deck chipping and painting like eager beavers. The ship had been gone six months, which made a neat bundle of overtime in dispute. The ship was not under the new SIU agreement, but Patrolmen Goffin and Shuler straightened out the muddle and collected overtime on almost every beef.

MEAL TICKET

The Pather's Skipper thought he could write his own ticket, but in this case it was the company's checkbook he was signing.

The Fairisle, Waterman, which came off second best in a tangle with a reef near Antwerp, has been resting for the past few months in a shipyard there awaiting band-aids. Part of the crew is still with the ship. To make life over there a little

San Juan Activity Takes Spurt With Shipping, Shore Gang Jobs

By SALVADOR COLLS

SAN JUAN—This week's sudden spurt of activity came from two sources: several ships came in plus a good number of calls for shoregangs — so this tight little island is enjoying good times.

The men looking for shoregang jobs did quite well on the Rosario, Kathryn, Elizabeth and Arlyn. To each ship we sent one foreman and seven men for

each department. The men taking the jobs seem to be entirely satisfied with the good turn of events.

On the ships hitting this port we found quite a few beefs, but all were settled in short order.

The MV Ponce arrived last Tuesday to sign new articles. She was in port at Ponce and this called for a hectic day for us here. After covering the Ponce we made a fast turn back to San Juan to handle seven ships in port. One of them was the Idaho Falls, Standard Oil tanker. The crew of the Idaho Falls held a meeting on the ship and donated 17 cartons of cigarettes for the Brothers in the hospital. As there are no men in the hospital at the present time, we have put the butts aside in the Hall for future use.

POSSIBLE STRIKE

We are keeping in touch with the ILA. They are expecting a strike in Arroyo. If and when it comes, we'll keep the SIU members on ships hitting that port up to date on the strike details.

The Cape Mohican hit port last week. Two of the crew wanted to get off but the Captain refused to pay them off. It seems that he didn't know the score on the agreement. He sent a wire to Philly inquiring as to the procedure but no answer came.

The ship sailed with the Skipper still refusing the pay them off and maintaining that they would be considered as deserters if they left the ship. The men ignored him and piled off.

I reached the ship too late to settle the beef but the Agent in Philadelphia has been contacted and asked to square the Skipper. We have also contacted the company to have the men's wages sent here.

Outside of this, we have been enjoying an American Circus. The boys have been attending the nightly shows and, from all reports, are enjoying themselves like a bunch of kids.

easier, the Union had the company send the men cigarettes.

The ship's Skipper, however, refused to allow the cigarettes to be taken aboard. What his reason was, we haven't heard but it can't be a sane one.

It's bad enough being stuck in a country where dollars mean little and few luxuries are available, but having a hard-timing Skipper too makes life pretty rugged.

A Skipper who hardtimes his crew over such a petty matter is a good example of why the relations between crews and officers is sometimes so strained. Company officials often express concern over the unwillingness of crews to trust officers or to have any respect for them—here is a good example why no love is lost.

VISIT THEM

Not much can be done about the Skipper while he is over there, but crews of SIU ships hitting Antwerp can help their



brother members if they drop by and pass along a few smokes, LOGs or the latest chatter from the States. They'll be in Antwerp until June, so drop in on them.

I'll close this week's sound-off with a few words to tankermen:

When taking a job aboard a tanker, it is a good idea to grab your gear and climb on a horse. A lot of tankers call for crews while waiting in the stream, and there are but a few hours to get aboard.

Unlike cargo ships these babies pull out without much ceremony, so if you've taken a tanker job make fast tracks to the ship with your gear and be all set to leave.

Galveston Has Jobs For Bookmen, But Permitmen Find No Haven

By KEITH ALSOP

GALVESTON — Shipping on the Texas coast is quite fair these days for bookmen, but it is very poor for permitmen — so don't come around if you don't have a book.

The biggest thing to happen down here has been negotiation of a new contract between the Galveston & Houston Towing Company and the Marine Allied Workers, our SIU affiliate. We won a solid wage increase for the approximately 250 men on these tugs.

We had one unorganized tanker which we contacted very successfully. Some day we'll tell you more about it.

The ships coming in have acted very generously in the UFE beef in Wall Street. All donations have been sent to New York.

We paid off the Edward Markham, South Atlantic, and the James P. Harris, a Sheppard Line vessel, and both ships signed right on again.

The only difficulty was on the Harris which the SUP representative here handled. It concerned weekend pay and was settled this way: Any man signing on was back-dated to cover the weekend but the men who paid off last Saturday, Sunday, Monday and Tuesday that week.

Not much going on in the labor field in this area, at least nothing of interest to the SIU.

We have a few men on the beach, whom a lot of members know pretty well: Duke Himmeler, J. Kerrigan, J. Daleman, D. Lacey, L. Born, H. Johnson and A. Rahn.



Houston Shipping Made Record In '47

HOUSTON — Shipping through this port soared to 34,143,777 tons in 1937, the record for the port's history, officials of the Houston Navigation District announced after a preliminary survey.

The value of the commodities handled was \$1,087,095,450 and both tonnage and value is expected to be greater for 1948.

Houston is the gateway through which large quantities of food, drugs and other products will be shipped to Venezuela, through the Venezuela Basic Economy Corporation. Return shipments from Venezuela are expected to swell the trade further.

Frisco Shipping Slows, But Rise Is Expected

By STEVE CARDULLO

SAN FRANCISCO — Shipping has taken it on the slow bell for the past week, but indications are that it is going to pick up.

The SS Marion, first of General Petroleum's three new tankers, is going to crew up this week. They are going to run from here to the East coast and then to Europe.

There was a beef aboard the SS Meadows when she pulled in here, because the crew heard that the Skipper and the Engineer were going to bring their wives aboard for the trip while they make the shuttle runs between Europe and Africa. But the deal fell through when the crew heard about it.

Bill Kierulf, who was on a ship across the bay, made a special trip to the Frisco A&G Office to donate five bucks to the LOG. George Sykes just came out of the hospital and is looking for a ship.

G. Metting is still around waiting for a special ship to South America.

END BLIND DATES

Max Byers who was one of the crew flown from this coast to Yokahama to bring back one of the tankers our Russian "cousins" had under lend-lease, writes:

"Had a nice plane trip over. What a mess the ship was in when we boarded her! Plenty of bed bugs, roaches and filth; no soap, and nothing to eat aboard. We've been eating aboard a Liberty tied up here in the yard.

"In the two weeks we've been here we couldn't get any linen or soap from the Army. As far as getting supplies we have a better chance of pulling MacArthur's teeth. We are going to get 30 days' stores and head for the Persian Gulf and then to the States—if the ship holds together that long.

"This is the last time I'll ever take a 'blind date' like this again."

The Machinist's strike is gaining momentum every day with more and more shops going out. The SIU Guards, who are located in the same building with us, have just started a new organizing drive which should bring in plenty of new members.

The Guards' course, which they hold in "the little red schoolhouse" won the approval of the membership.

Truman Requests Additional Funds To Aid Shipbuilding

WASHINGTON—To bring the Maritime Commission funds for a shipbuilding program to over \$100 million, President Truman, this week, asked Congress to vote 65 million dollars in addition to the 40 million dollars already requested.

The money, if provided, for the most part would go for the construction of large and fast cargo and passenger vessels. According to a Washington official, the boost is necessary to "bring the maritime shipbuilding program into balance with the general plan for national preparedness."

In the breakdown of funds is a provision for 9 million dollars to finance the return of 86 vessels lend-leased to Russia

FROM COAST TO COAST



When the crew of the SS Malden Victory hit San Francisco the first thing they heard about was the UFE strike in New York. They responded in the traditional SIU way by donating their "draw" to the strikers. Above, Steve Cardullo, A&G West Coast Representative, receives the gift for forwarding to New York while the Malden Victory crew looks on.

Two Crews Foul-Up Fair Week In Mobile

By CAL TANNER

MOBILE—Shipping in the port of Mobile for the last week has been fair with nearly 100 bookmen and nearly 70 permits shipped.

We had six payoffs and four sign-ons. The payoffs were the Morning Light, Fairland, Franklin K. Lane and Francis G. Newland of the Waterman company, plus the Capstan Knot and Puritan, both Alcoa.

Sign-ons for the week were the Fairland, Iberville and Morning Light for Waterman and the Capstan Knot for Alcoa.

The sign-ons were accomplished with the minimum of trouble, there being only a few minor repairs to be made. Some of the payoffs were another story.

The Fairland, Captain Ryan, paid off in Gulfport free of major beefs. However, she had left four men on the West Coast when she came around and the Wipers on her had to be jacked up by the Patrolman for not doing sanitary work.

The Capstan Knot came in all fouled up. We pulled off the whole crew and warned the boys that any further performing would be dealt with more sev-

ing around the ship shooting out lights and shooting holes in the ventilators.

We had to prefer charges against three members of the Stewards Department and report the Captain to the MM&P. But we got all the beefs settled.

The Puritan and the Morning Light were nice clean payoffs, no trouble at all. The Delegates were on the ball.

On all payoffs the crews were generous in their donations to the Financial Employees' strike in New York. So far about \$550 has been forthcoming.

The entire membership here is showing a keen interest in the strike and its progress.

LIKE MARSHALL PLAN

Another thing holding the interest of the membership is the April 9 issue of the LOG which reports that 50 percent of the Marshall Plan cargoes will go in American ships. However, this

port has not yet felt any change although we anticipate a gradual pick-up.

On the organizing stage, the Agent of the Marine Allied Workers reports progress in a few more towboat outfits around Mobile. No unorganized ships, other than the unorganized towboats, are hitting Mobile these days, but some of the boys are getting aboard the tankers in Lake Charles.

The men who try for the tankers take along the Organizers Handbook and other material to keep them hep to the game. When they go aboard they're ready for anything.

There are some oldtimers around whom some of you will be glad to hear about. Among them: J. Prescott, E. A. Patterson, W. Young, G. J. H. Jones, A. J. Langevin, E. Hannon, J. C. Thompson, W. Fahn and A. Glassner.



erely. That crew just wasn't up to snuff.

UP AND DOWN

The Franklin K. Lane, out nine months, had a few beefs, the most important of which concerned an FWT who had been upped to Oiler then demoted to Wiper.

This man had more than 300 hours of disputed overtime. When the Patrolman started the fight to get the money for him, the company flashed a letter signed by the man himself in which he admitted neglect of his duties as an Oiler and requested demotion to Wiper.

Naturally, the Patrolman couldn't do much about the beef. The Francis G. Newland was badly fouled up. The Skipper and some of the crew, cowboys apparently, got in the habit of go-

MOBILE — The SS Francis G. Newland, a Waterman scow, came into port this week loaded with a full cargo of beefs. She certainly was a good candidate for the "most horrible example" award.

It seems that we had a few cowboys aboard her, and the Captain led the parade.

He made a fast gallop past the

galley and took a shot at the lights over the range. And on various occasions he shot holes through the ventilators so that the men down below would get full appreciation of the noise of his six-shooters.

There was quite a bit of fouling up all around and three permits were picked up for stooging, brown-nosing, playing topside,

Shipping Is On The Hungry Side In Philadelphia

By L. GARDNER

PHILADELPHIA—It is either feast or famine in the Port of Philadelphia. The week before last we had four payoffs, and this week nary a ship. Our only consolation was the many ships in transit.

Some of the men from these ships paid us a visit in our new quarters and all voiced their approval. Now that the furniture is installed and the fixtures all ready for use, the place shapes up as one of the finest of SIU Halls.

Each and every Seafarer entering the Hall constitutes an inspecting committee of one, and we invite comment from all. If it can be made better, let us hear about it.

In spite of the slow shipping in this port, there still seems to be a dearth of rated men around here. With things looking brighter for the next weeks, this shortage isn't too good. Maybe we'll have occasion to buzz other Halls for men.

SPRING ARRIVES

Spring has finally hit this fair city. The boys are out soaking up the sunshine. Everyone seems starved for a few warming rays from good Old Sol.

Most of the oldtimers who have been hanging around the Hall have taken ships or headed for greater pastures. We still have a few of the boys around. Big Hoy, Jimmie Eagle-eye, Johnnie Basney are among the Philly homesteaders.

That's the tale from Philly for this week.

The Patrolmen say:



MOBILE — The SS Francis G. Newland, a Waterman scow, came into port this week loaded with a full cargo of beefs. She certainly was a good candidate for the "most horrible example" award.

It seems that we had a few cowboys aboard her, and the Captain led the parade.

He made a fast gallop past the

galley and took a shot at the lights over the range. And on various occasions he shot holes through the ventilators so that the men down below would get full appreciation of the noise of his six-shooters.

There was quite a bit of fouling up all around and three permits were picked up for stooging, brown-nosing, playing topside,

showing partiality to officers, violating the contract and not doing their duties plus half a dozen other minor violations and what not.

In fact, the entire crew was nothing to brag about, since the ones not guilty of performing should have made a full report and preferred charges against the guilty.

What seemed to have been the main cause of this un-shipshape situation was that the crew was picked up in Canada and on the West Coast, only two or three of them actually being SUP members. Therefore, there were just a handful who knew the score, but we managed to clear things up SIU style when she hit port.

We contacted the MM&P and action was taken against the Captain.

In this connection, the Coast Guard brass hats should take notice that we do not need a police force to prosecute seamen.

We are capable of handling performers our own way which is, I'm certain, much more effective and educational than any punishment the brass can hand out.

Jeff Morrison

G&H Tugboatmen Win Increase

GALVESTON—Wage increases for the approximately 250 Marine Allied Workers members on the tugboats of the Galveston & Houston Towing Company vary from \$17.78 a month for unlicensed personnel to \$30.80 a month for Masters, according to the new contract signed last week.

Negotiations had been in progress for some time between the company and the up-and-coming SIU affiliate in the Gulf area. The Union was represented in the wage parleys by a rank-and-file committee.

The G&H company operates tugs in the Texas ports of Galveston, Houston and Corpus Christi.

Listed in the table below are the old wages, the increases and the new wages for all ratings:

	Old Rate	Increase	New Rate
Master	\$385.00	\$30.80	\$415.80
Chief Engineer	374.00	29.82	403.82
Ass't Engineer	335.50	26.84	362.34
Mate	335.50	26.84	362.34
Cook	238.70	19.07	257.77
Unlicensed Man	222.30	17.78	239.98

The SIU Contracted Companies: Moran

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.

Like coffee suggests doughnuts, tugs bring to mind Moran. In all ports of the United States and Europe tugs of the Moran Towing and Transportation Company have handled jobs varying from routine barge towing to the moving of battleships, giant dredges and drydocks.

The history of the Moran Company, since its organization in 1860, is a fascinating one which has been the subject of articles in several magazines, among them Fortune and the New Yorker. Eugene Moran, son of the founder and present president of the company, was the subject of a lengthy profile in the New Yorker magazine—a sure sign of having arrived.

Interesting as the company's history is, its most colorful aspects can only be touched upon slightly. The purpose here is to give the history of the company, but Moran is an unusual case as far as the SIU is concerned.

HAVE V-4 TUGS

The company operates 42 tugs but only 7 of them are contracted to the SIU. It breaks down like this: 17 harbor tugs and 18 ocean towing and coast-



A block red "M" on a black stack identifies Moran owned or operated vessels.

wise tugs, all contracted to the Marine Division, International Longshoremen's Association. The seven SIU tugs are V-4 Maritime Commission-built deep sea vessels.

These are the babies who make the long towing jobs across the oceans and work in the far off harbors of the world.

During the war the company operated 47 of these V-4 tugs but has since turned all back to the MC except the Farallon, Montauk Point, Moose Peak, Pigeon Point, Point Cabrillo, Trinidad Head and Watch Hill. The last mentioned is working in the Gulf area, the other six operate out of the East Coast ports.

To go back a little into the company's past, Fortune Magazine relates that the Moran Dynasty, as it calls it, was founded by an upstate New York barge canal operator named Mike Moran who, in 1860, set himself up as a towboat operator in New York City.

The company entered into the intense competition of harbor towing and gained a foothold. This was not an easy thing to do in an industry already hav-

ing some 60 odd such companies, each of them competing for the privilege of berthing a ship.

Sometimes—and this pertains to the harbor tugs only—the tugs racing to the ships would engage in verbal warfare soon augmented with pots, pans, coal and whatever gear was handy. The operators liked the crews' spirit, but soon found it a big expense to re-equip their tugs after a few of such encounters.

In New York Harbor the Moran Company, like the others, has its offices on the southern tip of Manhattan Island. High up in a waterfront building the ships still miles at sea can be seen.

A LA JOHN SILVER

Here, before the days of the ship-to-shore radio, the dispatcher would sit with a long glass and scan the harbor mouth for incoming ships.

When a vessel was sighted he grabbed his megaphone and shouted the incoming vessel's position down to the men waiting on the pier. In but a few moments the tug was out and away in the chase for big game.

A dispatcher had to be a man with a steel eye as well as leather lungs. His lungs got a rest in later days when signals were flashed to the crews by the use of colored lights. Now they use a microphone with a loudspeaker outlet on the docks.

The long glass is still in the dispatcher's office but the radio has made its constant use obsolete.

With a set-up like this, naturally the company's system of operating is different from most. The crews of the vessels must always be on standby.

Usually they put in a regular eight-hour day and knock off like any shoreside worker. However, if a long job comes up they will sometimes be out for several days.

All this is peculiar only to the harbor tugmen: the members of the ILA. The story of the SIU men is of a much more recent vintage and has none of the swashbuckling, hell-bent-for-leather history of the harbor craft.

The SIU first entered the picture when a contract covering the 46 Maritime Commission owned tugs was signed on February 1, 1944. At no time has the company owned its own deep sea tugs, but has only operated them for the government. None of the seven tugs still in use is owned by the company.

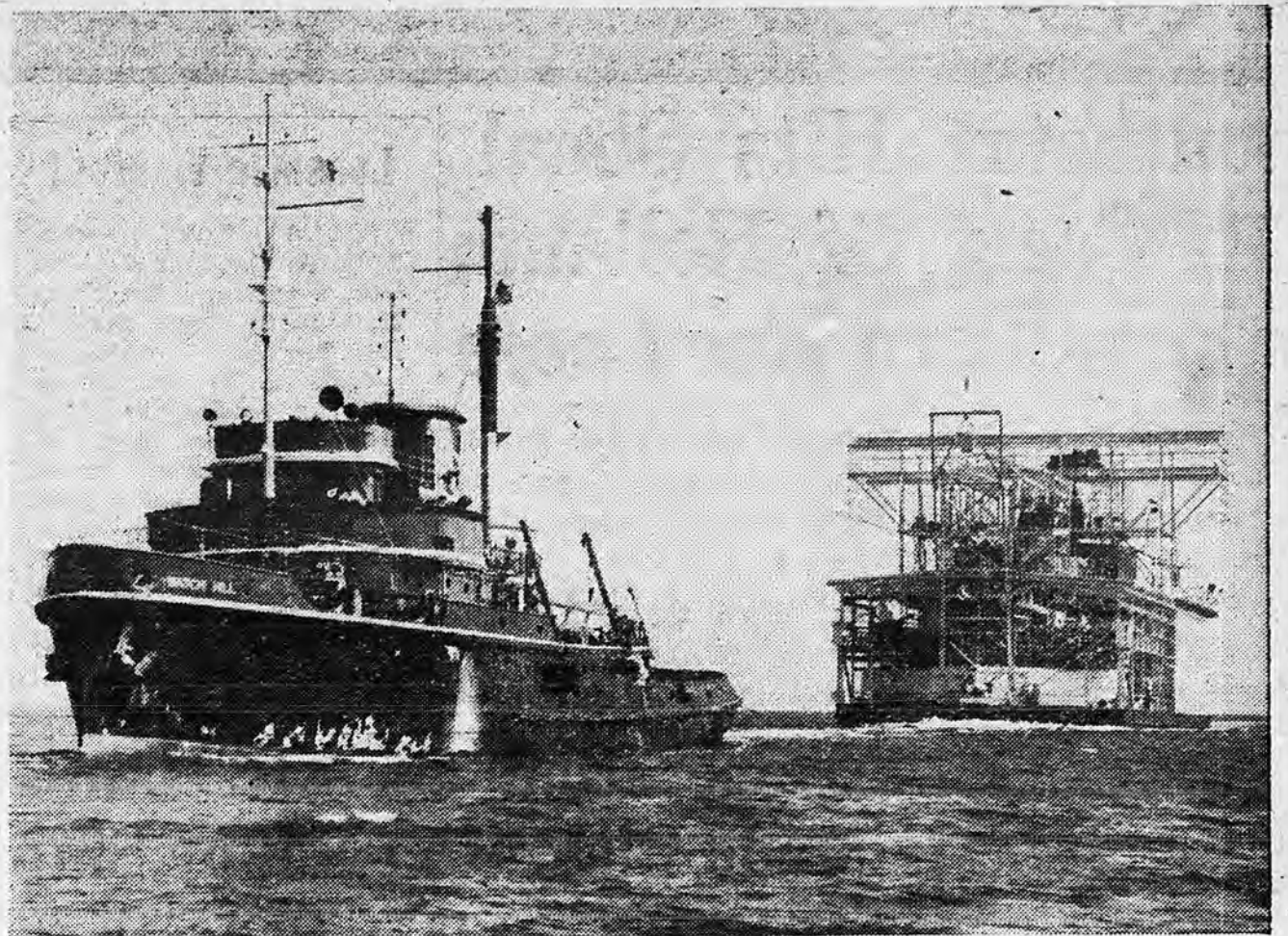
POWERFUL UNITS

These V-4 tugs are 195 feet long, have two 2250 horsepower engines and cruise at 13 knots. They carry a crew of 40 men and can stay at sea for 75 days.

Inasmuch as the SIU's contractual relationship came about during the war, most of the interesting events aboard these tugs are quite recent.

One of the tugs, the Pigeon Point, was part of one of the toughest assignments ever given a tug. It towed the dismantled battleship Oregon from Kalema, Washington, to Eniwetok in 29 days.

In spite of the difficulty of maneuvering the big battlewagon across the Pacific the job was



The Watch Hill as it left Tampa, Florida, with a giant tin dredge in tow. Destination was Bandka Island, Netherlands East Indies, just 13,000 miles away.

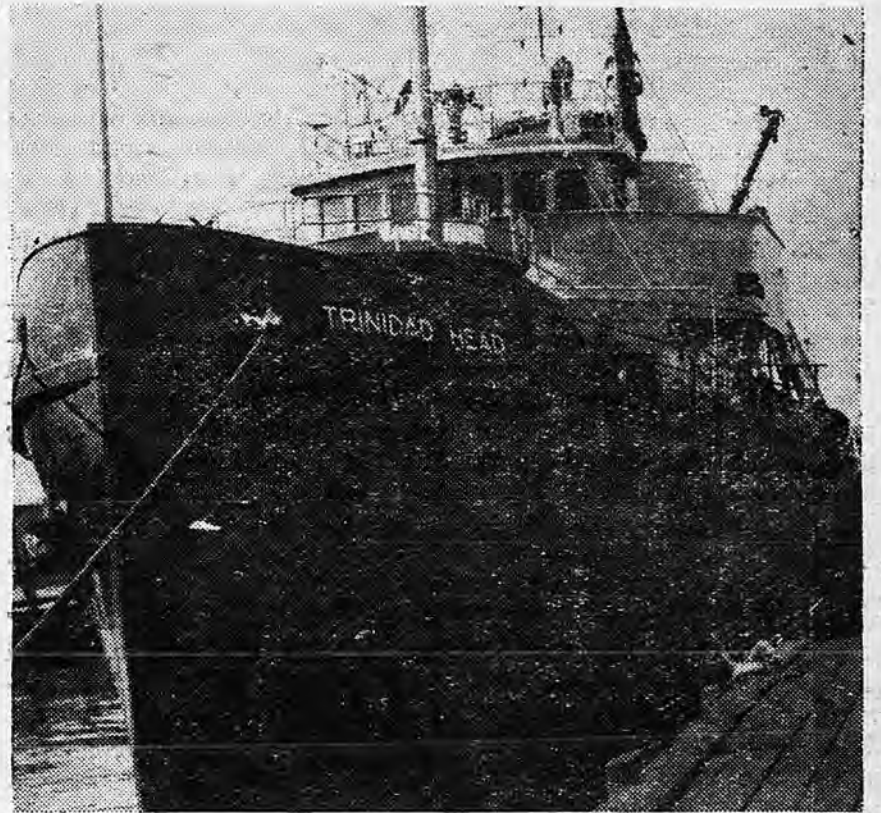
done without a single incident.

One even gained credit for sinking a sub. The Eugene Moran, enroute to the States from Panama, was attacked by a sub. Instead of trying to run, the tug turned hard and bore down on the sub. It missed in its ramming attempt but the Naval guncrew got in a shot sending the sub to the bottom.

Later the Eugene Moran spent most of the war in Alaskan waters towing naval craft and pulling ships off the rocks.

The Watch Hill undertook the longest towing job in the history of American seagoing tugs when, in March, 1947, it towed a mammoth tin dredge 13,000 miles from Tampa, Florida, to Bandka Island, Netherlands East Indies. (see cut)

How long the seven remaining tugs will be in the service of the company is not certain, but as long as they're operated by Moran Seafarers will be aboard whether it's a boneyard run or a rescue mission in a blinding gale far at sea.



The Trinidad Head, one of the seven remaining V-4 tugs still being operated by Moran, rests alongside a dock in Norfolk.



A good part of the Trinidad Head's crew hit the deck and stand in the sunshine for their picture. Reports from the seagoing tug have it that the food on these ships is plentiful and palatable. Maybe that explains why these vessels have a large percentage of homesteaders.



SHIPS' MINUTES AND NEWS

Southstar Hits Shoal Off Coast Of Holland; 3 Tugs Turn Her Loose

It took three Dutch tugs, a Dutch diver and 36 hours of work in port to set the SS Southstar right when she ran aground between Rotterdam and Bremen one night late in March.

She plowed into the shoal when the Chief Mate mistook a lightship for a buoy and steered accordingly. However, according to a crewmember, the Mate couldn't be blamed too much since the signal flashes of the light ship and the buoy were almost identical.

MIDNIGHT

The Southstar, a South Atlantic vessel chartered to Isbrandtsen, went aground at approximately midnight on a Friday. On Saturday several fruitless hours were spent trying to back her off with the engines thrown full astern before the Skipper sent for the tugs.

The tugs arrived and with all three of them putting on pressure the Southstar was hauled off the shoal at midnight Saturday, 24 hours after going aground. However, the trouble was far from over.

The towing cable of one of the tugs wrapped itself around the Southstar's screw when it was let go and things were really fouled up.

That's when the call went out for a diver.

NICE TOWN

The diver spent a full day trying to cut the line with a blowtorch and accomplished exactly nothing. Trouble was that the current was running much too swiftly for him to work.

The only alternative was to tow the Southstar into the little Dutch port of Delfzijl close to the northern trip of the Netherlands. It took a day and a half of hard work to free the cable.

Delfzijl turned out to be a picturesque town and the friendly people waved a cheery goodbye when the Southstar finally departed.

After that, the trip was uneventful so far the crew was concerned. The Southstar, which had called at Antwerp before touching at Rotterdam, made Bremen easily and returned to New York and Savannah to go back into the South Atlantic fleet.

However, the discharging of the cargo in Bremen was held up for a week. When the Dutch tug company tried to claim the cargo as salvage. The beef got squared away finally and the Dutchmen had to be content with whatever the agent paid for the towing job.

ATTENTION!

The slop chest is your corner store while you are at sea. You can't take your trade someplace else if the slop chest doesn't have what you need.

Lensmen Wanted!

Aboard practically every SIU ship there's a Seafarer with a camera. They take some pretty good pictures, too. The photos—and stories—ought to be sent to the LOG for publication. How about it, brothers. And send along identification—names make news, you know. We'll return pictures, if you wish.

The address is SEAFARERS LOG, 51 Beaver St., New York 4, N. Y.

Maybe you can do it right now, eh?

Cooperation Of All Hands Made Dickinson Happy Ship

When the SS Anna Dickinson, a Waterman ship, came into Norfolk recently, crewmembers P. A. Leonard and B. C. Jordan were able to write that the trip to Germany and back had been a pretty sweet one.

There wasn't a single beef, they said, and attributed this happy fact to the fine spirit of cooperation of the entire crew including the guys topside. In recognition of this good situation, the crew gave Captain J. R. Rhodes a vote of thanks.

Another vote of thanks, a very heartfelt one, went to the Stewards Department. Leonard and Jordan said the ship got "splendid food" and that the eating couldn't have been better.

GOOD WORDS

In addition to praising Captain Rhodes, whom they described as "one heluva swell guy," Leonard and Jordan had a good word for the Mates and Engineers.

Even in Germany everybody had a good time, but let Leonard and Jordan tell about it.

"There are still plenty of frau-

feins and schnapps left. The GIs haven't got all of everything yet.

"The schnapps may be made of potato peelings and water, but so what! It'll still knock the top of your head off.

LOAD, UNLOAD

"We pulled into Norfolk today for bunkers and stores, also to pay off a couple of the sick, lame and lazy.

"Tomorrow we should be on our way back to Germany with another load of Cuban sugar.

"We wish to take this opportunity to say that if all of the licensed and unlicensed personnel were to cooperate with each other as we have done this trip each and every trip would be bigger, better and a real good and true SIU trip.

"Until our return we say Bon Voyage."

Bon Voyage yourselves.

FINAL RITES FOR SEAFARER



Seafarer Claude Douglas, killed in a 50-foot fall in a drydock at Schiedam, Netherlands, near Rotterdam, is laid to rest in a Schiedam cemetery. At the right are members of the crew of the SS Gateway City on which Douglas sailed BR. An account of Douglas' death appeared in the LOG of April 2. The picture was sent in by G. M. Cain, Deck Delegate of the Gateway City.

BEST STORY OF MONTH



Prize-winning Seafarer Don Brown

Seaman's Yarn Wins Cash Prize In Magazine Contest

Seafarer Don Brown has been announced the winner of a cash award in the Lookout Magazine's "Best Story of the Month" contest for his amusing yarn about a parrot aboard the SS Casa Grande.

Brown's story was published in the February issue of the magazine under the title, "Ahoy! Parrot Adrift." It appeared originally in the Dec. 5, 1947 issue of the SEAFARERS LOG as, "All About a Slick Bird and How He Found Cuba."

In making the award—a \$10 check—Majorie Dent Candee, editor of the magazine, said that Brown's story "is most amusing and I know our readers will enjoy it."

Since he first began writing six months ago, Brown has been a frequent contributor of prose and poetry to the LOG.

KANSAS-BORN

The Kansas-Born Seafarer, who is 26 years old, has been going to sea since 1942, when he joined the Sailors Union of the Pacific in Seattle. He now makes his home in Denver, Colorado, where his mother is the owner and manager of the Stenotype Business College.

Unassuming and a little on the shy side, Brown speaks sparingly of his literary ambitions. He does confess, however, that he's working on a book of essays and poems, which he would like to have published in the near future.

Don likes seafaring because people and places hold great interest for him. In his traveling of the six continents, he has observed carefully living habits and customs. Paris and Melbourne rate the top of the list,

in Brown's opinion. People in those two cities, he says, are more friendly and possess a broader and more modern view of life. The greatest scenic delights are to be found in Alaska, the writing Seafarer claims.

Landlubbers who cling to the traditional belief that sailors have a girl in every port will be disappointed by Don's romantic revelations. He bluntly admits he doesn't. But he tried, he hastens to add. It's that he's missed a few ports.

RICKSHAW LOVER

For shoresided transportation, Seafarer Brown will take the rickshaw every time. He gets a big bang out of riding them—especially at three o'clock in the morning, which probably explains his receptiveness to the opposite sex.

During World War II, the young Seafarer took part in one of the big shows. He was in the invasion of Okinawa aboard the SS Aberdeen Victory, an ammunition ship. When Japanese suicide divers were busting out all over the Pacific skies, Don saw enough to make him appreciate the peaceful way of life.

Of all the ships he sailed on, Don prefers the C-1s. For looks and speed, he finds them tops. And as a Bosun and AB, he says they are the easiest type to handle.

Despite his constant hankering for distant points, Brown hopes to settle down some day in Long Beach, Calif., where he lived for a few years as a youngster.

Digested Minutes Of SIU Ship Meetings

A. M. HULBERT, April 4— Chairman Roy R. Kerr; Secretary Breaux. All departments in perfect order except for Deck which had 31 hours disputed time. Passed motion not pay off until all beefs settled and articles broken. Repair list drawn up and approved for submission to Captain, Chief Mate and Chief Engineer. Minute of silence for Brothers lost at sea.

DEL CAMPO, April 10— Chairman L. Cauble; Secretary W. B. Kavitt. Special meeting called by Ship's Delegate to consider Chief Cook's beef which was settled satisfactorily, beef about OS who refused his wheel trick and Bosun's order to go aloft. OS was told the score and given a chance to straighten himself out. Voted that any man with proper time for higher rating be compelled to accept it. Minute of silence for Brothers lost at sea.



NOONDAY, Mar. 22 — Chairman C. Bush; Secretary R. Cantor. Departmental reports accepted. Bush elected Ship's Delegate. Carried motion by A. Smith that crewmen sign 50-cent vouchers for key. Also voted to give donation to men hospitalized for tuberculosis. One minute of silence for Brothers lost at sea.

NOONDAY, April 17 — Chairman A. F. Smith; Secretary R. Cantor. Deck reported four disputed hours, Stewards reported three. Engine Delegate reported beef with Jr. 3rd Eng'r. Power said Jr. 3rd threatened him with knife. Voted to refer matter to Patrolman. Repair list drawn up and approved. Motion by Dunlop for clarification of West Coast rules. Minute of silence for Brothers lost at sea.

DEL MUNDO — Chairman M. L. McCarty; Secretary A. J. Pontiff. All Delegates reported smooth sailing. Bosun Clifton Treuil thanked Delegates for helping make trip a good one. Rutledge moved and Callahan seconded motion that Steward see that stores are sufficient. McCarty moved with Valentine seconding that Engine foc'sles be allotted watch and watch. Crew suggested that Delegate contact SUP hall in New Orleans on actions of SUP man aboard. Minute of silence.



EDWIN N. HURLEY, Feb. 11— Chairman L. Freeman; Secretary J. Havlicek. Delegates reported on the number of books and permits in their departments. Good and Welfare: Suggestions were made for keeping the ship in clean condition. First Assistant to be approached by the Engine Delegate L. Freeman to have lockers fixed and engine room vents freed up. One minute of silence for Brothers lost at sea.

RUSSELL A. ALGER, Jan. 20 — Chairman Frank Sullivan; Secretary Bill Brantley. Delegates reports accepted. New



Business: Motion carried to go on record condemning the past crew for leaving the ship in a dirty, filthy condition. Education: Delegates for each department to educate the new men aboard in Union ways. Good and Welfare: Recommended that each department take turns in keeping the recreation and laundry rooms clean. One minute of silence for Brothers lost at sea.

FAIRPORT, March 14— Chairman Bill Yetman; Secretary John Reed. Delegates reported on disputed overtime. New Business: Motion by Brother Martinez to accept Tom Garofalo into the SIU. Point was raised of rotten food brought aboard the ship in New York. Motion made and carried to let next delegates know of the food condition and see that at least four months' supply of food is aboard. Good and Welfare: Suggestion by Joe Nesta to strip all bunks and lockers before leaving ship after payoff.



ZACHARY TAYLOR, Feb. 24 — Chairman George L. Midgett; Secretary Frank Aubussen. H. Sanderlin, Deck Delegate, reported all good in Deck; Raymond Scott, Engine Delegate, reported everything smooth; Samuel Green, Stewards Department reported one beef in galley, otherwise all smooth. New Business: Motion by R. Scott that any member causing unnecessary disturbances aboard vessel in port be brought up on charges. Good and Welfare: Discussion regarding cooperation in galley.

EVANGELINE, Mar. 9— Chairman McQueen; Secretary Guiberson. New Business: Motion by Brother Pilutis and carried that the Patrolman be asked to insist upon the immediate painting of living quarters, messroom and messroom alleyways either by the crew or shoregang. Good and Welfare: Brother Robinson suggested that the Messman put out fresh portions of butter for each meal. Suggested that fresh lemonade be made in the tropics instead of synthetic "battery acid." Repair list made up and approved by crew.

ALLEGHENY VICTORY, Mar. 7 — Chairman J. Kari; Secretary B. Schesnol. Ship's Delegate F. F. Smith contacted Captain regarding poor drinking water. Captain assured him tanks will be cleaned in Honolulu. New Business: Motion carried to have

laundry put in use as soon as possible. Beef and discussion about unlicensed personnel going on boat deck. Vote taken and overwhelming majority in favor of going on the deck. Beef and discussion about decks in foc'sles being painted on own time. Settlement: Crew may paint decks in their own foc'sles if they so wish but must not exclude anyone from making overtime.

STEEL DESIGNER, Feb. 22— Chairman Nagels; Secretary Szymanski. Rules drawn up for use of ship's washing machine. New Business: Deck Department Delegate F. W. White reported Chief Mate snooping around watching men after they have been assigned to a job, doing their work and generally interfering. Motion carried to have a bookcase made for crew's messroom. Good and Welfare: Suggestion that keys be made for all foc'sle doors. Motion by Brother White to request one more man for Stewards Department.



SEATRIN HAVANA, Feb. 18 — Chairman Fred Shaia; Secretary S. E. Miller. Deck Delegate Faustino Pedraza reported on delayed sailing overtime which is being disputed. Engine Delegate Jose Cruro reported 60 hours of disputed overtime. Winston Vickers, Stewards Delegate, reported no beefs. New Business: Motion carried not to pay off unless a Patrolman is present. Request that Patrolman bring aboard copies of the new agreement. Good and Welfare: Request that keys be provided for all foc'sle doors. One minute of silence for Brothers lost at sea.

ALEXANDER G. BELL, Jan. 26 — Chairman C. Coates; Secretary James Matthews. Delegates reported no disputed overtime. New Business: Recreation room to be cleaned by three departments alternating every week. Good and Welfare: Suggestions that all hands cooperate in keeping ship clean. One minute of silence for Brothers lost at sea.

COLABEE, Feb. 25— Chairman R. Griffith; Secretary Lilly. New Business: Discussion on operation of Stewards Department. Motion by Griffith seconded by Kristensan to have food inspected and water analyzed in Galveston. Good and Welfare: Ship reported to have sailed short of cleaning Seer soap. One minute of silence for Brothers lost at sea.



FRANKLIN K. LANE, Jan. 4— Chairman Frederick Wilber; Secretary Vincent A. Lawsin. New Business: Steward testified as to the incompetency of Chief Cook demoted to Pantryman. Motion by Chester Webb that all beefs be reported to their respective delegates instead of to Captain. One minute of silence for Brothers lost at sea.

SEAFARER SAM SAYS



THE BOUND VOLUMES OF THE SEAFARERS LOG, COVERING THE ISSUES BETWEEN JULY AND DECEMBER, 1947, ARE NOW AVAILABLE TO THE SIU MEMBERSHIP AT THE COST PRICE - \$2.50.

A FEW COPIES OF PREVIOUS EDITIONS CAN ALSO BE HAD FOR THE SAME PRICE AT HEADQUARTERS BAGGAGE ROOM
4TH FLOOR • 51 BEAVER ST. N.Y.C.

CUT and RUN

By HANK

The hard-fisted militancy and voluntary donations of money by the SIU-SUP membership in New York, from all ports and from crews aboard the ships was really something. It sure hit the Wall Street millionaires hard—they who have so cheaply prolonged the UFE strike—and gave them their biggest headache since the days they first started counting their profits and cheating their underpaid and insecure employees. With such SIU-SUP militancy displayed in helping out honest unions with legitimate beefs, our seafaring unions face the dangerous future with shipshape confidence and ever-ready strength—especially if it ever comes to fighting our own battle to safeguard our unions and all the precious things which were won the hard way.

Brother E. R. Smith, who has artistic talent, put out some good art work for some of those UFE strike bulletins... Brother Frank Schutz and his mustache sailed last week for European ports... Brother Bill Todd was in town a few weeks ago... Little Jimmy Crescitelli, the cook with a sense of humor, just sailed into town with his mustache from a trip on the Stephen Leacock and the ports of Italy. Jimmy shared in cooking up a banquet meal for U.S. Ambassador Dunn and many Italian government officials happy to see American ships bringing food to Italy's people.

Little Charlie Stevens, the oldtimer, just finished a nine-month trip hitting Far Eastern ports as Chief Steward. Good luck to your restaurant business uptown, Charlie... To Brother Bill G. Tipton of Missouri:—Your LOGS are on the way to you and you're on the weekly mailing list... Good and Welfare Dept.:—Brothers, here's something to remember: Never allow the ship to be paid off without contacting an SIU Hall first and having a patrolman aboard. Do it the right way—the SIU way—if you want big beefs settled and especially hard-earned disputed overtime paid for.

NEWS ITEM: The Economic Cooperating Administration (the Marshall Plan) has lined up shipping space to send to Italy \$11,238,000 of urgently needed food and fuel. The big obstacle to getting the supplies to Italy is ships; an ECA spokesman said. Vessels are available but they must be spotted at ports where the supplies can be loaded.

The following oldtimers may still be in town: L. Kimbriel, J. Antoniadis, R. Encarnacion, T. W. Styron, J. Vilos, C. Mojica, F. Basilio, J. McCullough, V. Gustafson, L. P. Hogan, Martin Farr, A. Marco, K. Balandis, J. Finigan, S. M. Magyar, J. H. Hunt, J. A. Rogers, M. Salcedo, F. Mazet, W. Blakeley, J. Ferenc, S. Rivera, F. Bonfont, Francis Cornier, W. Renny, J. M. Cates, J. Briant, E. O'Brien, E. Steele, M. Rubio, J. Prats and P. Perrotti.

The weekly LOG will be traveling all through the nation free of cost to the following brothers: Vernon Ehrman of Maryland, Wade Smith of Florida, P. D. Vaughn of Louisiana, Nicholas Arbiso of California, Cecil Futch of Florida, G. E. Phillips of Mississippi, James Langley of Ohio, Robert Ray of Mississippi, Russel Lee of Ohio, M. Hammett of Mississippi, Ernest Wilson of Michigan, James Roberts of Louisiana, William Carney of Pennsylvania, Walter Wilson of Louisiana, Joseph Marosek of Ohio, Joseph Giardina of New York, Richard Hayes of New York, George Anderson of Washington, John Rambo of Pennsylvania, Oscar Wrenn of North Carolina, William Davis of Louisiana, Forest Ware of Georgia, James Coyne of Louisiana, Ralph Forgays of Michigan, Myron Kobetz of New York, Albert Schwartz of Texas, James Brown of South Carolina, Francis Murray of Massachusetts, Thomas McGuire of New York, William Vogel of Maryland, A. B. Bryan of Georgia.

THE MEMBERSHIP SPEAKS



Crew Charges Company Lax In Outbreak Of Smallpox

To the Editor:

As of this date the crew of the SS Helen has several beefs. One in particular we wish to explain fully. We trust the Union will discuss the matter with the owners, A. H. Bull Lines.

You are doubtless aware of the company requirement for compulsory vaccination against smallpox prior to signing on. However, on this ship one crewman was passed by the doctor and permitted to sign on in violation of this requirement.

On March 21, when this vessel was 11 days at sea, the seaman complained of illness to the purser. At this time, despite the man having a high fever and a severe body rash, he was not segregated from the crew. He continued to eat and live with us.

Four days later, March 25, he was finally isolated in the ship's hospital which, incidentally, is used as the slopchest.

Two days later we put into Algiers for fuel and water. The sick man was signed off under protest and hospitalized ashore. Upon our arrival in Piraeus, Greece, it was learned that a wire had been forwarded informing the Skipper that the ill man had smallpox.

SHIP INSPECTION

The Greek authorities came aboard to examine the entire crew and to determine if all had been recently vaccinated. If such was found to be the case the ship was to be fumigated, disinfected and everyone given shore leave.

Such, however, was not the case. It came to light that there were further violations. As a result the vessel was quarantined. We proceeded to a safe anchorage, sea watches were broken, the vessel considered in port and logged accordingly. In

GERMAN SEAMEN'S UNION ASKS FOR THE LOG

To the Editor:

In order to be informed about your Union—your friends, your enemies—I'm asking you to put me on your mailing list.

Your friends are our friends, your enemies are our enemies. These include Joe Stalin and his stool pigeons on the waterfront and all the other guys in the WFTU (World Federation of Trade Unions).

I'm an officer—as you call it in the U.S.—in the District Council of the newly founded German Seamen's Union. We can't send any money for the subscription to the LOG but we will pay for it some day in a different way. You have many friends here as you may expect.

You fellows are doing a good job. Keep up your spirit—steady as she goes.

And please send the LOG to the fellow who runs our union in Hamburg. His name is Heinrich Davidsen.

Frank Pietzak
Bremen, Germany

anchorage the ship was fumigated, disinfected and all hands vaccinated.

Specifically, our beef is presented herewith:

1. Some of the ship's officers refused to be vaccinated in New York.

2. The company was slipshod in the handling of the smallpox patient by not isolating him immediately.

3. The company is directly responsible for our quarantine by not forcing its own rule.

4. It obviously was by good luck more than by good management that an epidemic did not break out on the ship endangering us further.

GROSS NEGLECT

In summarizing, we feel that the entire situation was one of gross neglect on the part of the company. We also feel that those of us who had been vaccinated should have been permitted shore leave, otherwise the situation becomes ridiculous.

We assume that unless looked into they will require us to be vaccinated in every port of call. Therefore, in view of the company's negligence, we are entitled to and we are claiming 15 hours overtime per day for every day that we were confined to the vessel.

We trust the matter will be settled and the payoff not delayed at our port of discharge.

Kenneth Marple
Ulysses S. Weems
C. Green
Delegates, SS Helen

SIU FISHERMAN ANXIOUS TO CATCH THE LOG

To the Editor:

Fellow shipmates of mine now home working at different jobs are receiving the SEAFARERS LOG.

I transferred my Union book, No. 47763, over to the Atlantic Fishermen's Union which is affiliated with our Atlantic and Gulf District. But I often wonder how shipping's going, and I've been thinking of shipping out again next winter.

So if it's possible I'd really appreciate your sending me a copy of the LOG now and then so I can be up on the news.

Norman Lepire
New Bedford, Mass.

(Ed. Note: The LOG now goes regularly to Brother Lepire.)

Personal In LOG Brought Quick Reply

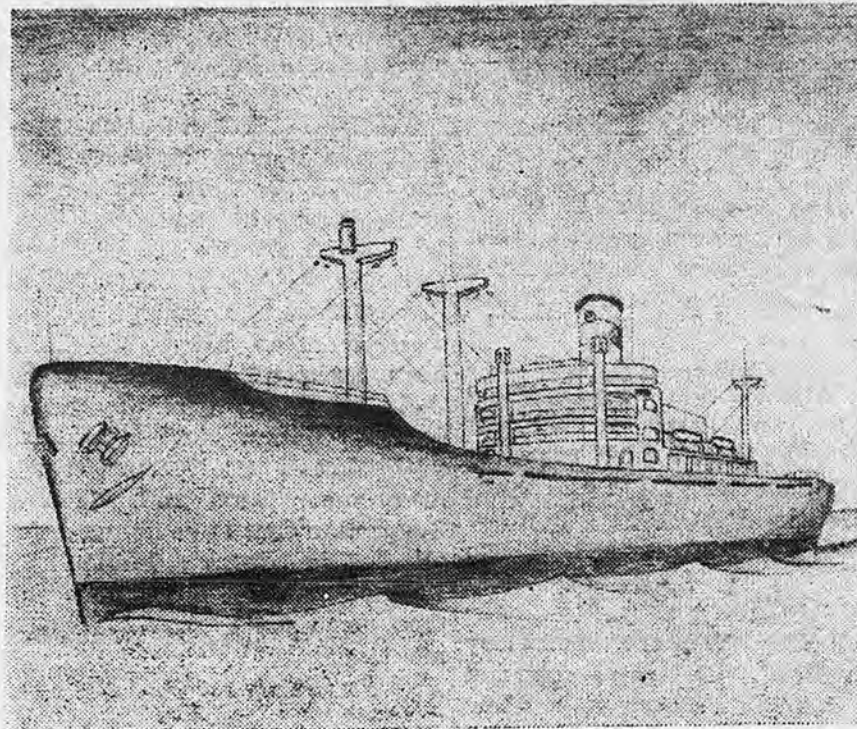
To the Editor:

We wish to thank the LOG for printing our appeal to our son. It was in the LOG but a few days when we received a telegram from him saying he was all right.

Again we wish to thank you for your interest in locating seamen for worried families.

Mrs. Charles E. Schemm

SHIP'S PORTRAIT BY A SEAFARER



John A. Bersen, Oiler, drew this sketch of the SS Knox Victory while he was aboard the Waterman ship on the New York to Bremen run.

Advises Thrift To Insure Peace, Security In Old Age

To the Editor:

Some company officials in the maritime industry are inclined to believe that all unlicensed seamen are a bunch of irresponsible and lush hounds who have never put away a dollar against the lean years. And they bank on this being so whenever they are about to force us to strike on any contract beef.

They are not wrong in many instances about men not having money a few days after they have been on the beach. It is very sad indeed for a man to be possessed with the idea of living from day to day, without hopes or anything that he has laid aside to take care of him when the company croakers pronounce him unfit for sea duty.

It is shortsighted to throw hardened money away at the bar, when you need clothes, a home and something for the future.

IT'S EASY

There are many firms almost within sight of every ship you pay off in an American port that will be glad to open a savings account for you. There are other ways, too. You can buy checks, or postal saving certificates.

As union members we can assess ourselves, pay dues, negotiate, saving and pinch union funds to be prepared for a strike, yet whenever it comes, the union is always faced with a big problem of feeding and housing those who have no money and have not personally looked ahead.

In the event of any future strikes, I am sure you and I do not want to impose or accept board and room money, unless we have to. I am sure we will not have to if we put a few bucks away.

I have heard many beefs concerning wages and short payments at payoff time, only to see most of it go down the drain in splurging. We have to work hard for our own cabbage; why not spend it wisely?

A nation is only as strong as the sum of its resources and the strength of its family life. So, with the same reasoning, it is so with a union. The stronger our members are individually and collectively the more fearlessly we can face future problems.

HAVE REGRETS

Many oldtimers with whom I have talked in past years have regretted their earlier squandering. To those who have not been putting away for the rainy day, I ask, "How old do you expect to be when you stop sailing and where will you live?"

Brothers, old age creeps up on us quickly and we all want to grow old gracefully and in peace and comfort after fighting the seven seas to wrest a living. When we're old and penniless and unfit for sea duty, no one will care much and little attention will be paid to us if we have no money.

Remember that the next time you bend your elbow in a foolish drunken toast to someone who is getting along on your generosity.

Paul Parsons

Sorry, We Sure Had Our Signals Mixed

To the Editor:

This is the third time I have written to you concerning the LOG.

I would like to have it sent to my home. I am a permitman and my father is a locomotive engineer. He gets several union papers but he thinks the LOG is best by far.

I am sure he would appreciate it very much if you can put us on the mailing list.

Bill Tipton
Kansas City, Mo.

(Ed. Note: This is the third and last time the Tiptons will have to make such a request. The LOG is highballing it to them in Kansas City.)

Log-A-Rhythms

Watches At Sea

By L. B. BRYANT, JR.

Watches at sea

Are a doggone pain;
You hardly get to sleep
'Fore it's time to get up again.

And then comes the part
I hate more than all.
The fellow I'm to relieve
Comes up to give a call.



He comes in blabbing
Til it seems I'll go insane.
And then, as he goes out,
He repeats the same again.

Watches at sea
Don't seem to agree.
I'll take the sleep,
Cause confidentially

—Watches at sea
Don't agree with me.

'Leven-Thirty

By L. B. BRYANT, JR.

'Leven-thirty, 'leven-thirty,
Is ringing in my ear,

Whenever I'm awakened
It's the first thing I hear.

And then as I look up,
What is there to see?

Only a doggone Oiler
In there calling me.

It's a burden on my nerves,
And is gradually getting me
down:

—To learn that it's 'leven-thirty,
When the Oiler comes around.

'Leven-thirty, 'leven-thirty,
It seems the clock stops there—

'Cause it's all I ever hear
And it's getting in my hair.

Injured Seafarer Thanks Edward Hurley Shipmates For Donation

To the Editor:

I hereby thank the crew of the SS Edward N. Hurley very much for the donation that was sent me here. I hope the best for all of them and good sailing.

Arne Jensby
Staten Island Hospital

(Ed. Note: Brother Jensby had his leg severely injured at sea last winter. The ship put into Bermuda to get him a doctor and later he was flown to New York. At the end of the voyage, the crew chipped in nearly a hundred dollars to see him through to recovery. He sailed Bosun on the Hurley.)

The Skipper Didn't Know It But He Was The Walking Man

Seafarer Pays A Visit To Hometown In Italy — Finds 'Molto' Hills, Kin

To the Editor:

It is commonly accepted in seafaring circles that most sea captains are little bit eccentric. But an incident happened the other day for which we can't blame the captain. We'll have to hold responsible the man who has had half the country—on land and sea—going crazy. We mean Ralph Edwards and his "walking man" contest.

On a recent night, a tanker, which shall be nameless in order to save the skipper embarrassment, was on its regular run to Texas from New York. After listening to the "walking man program" on the radio, the skipper became very excited, like so many others. He sat down and wrote a letter to the program sponsors, telling them who he thought the walking man was.

NO MAIL BOX

But after he wrote the letter, alas—where was he going to mail it? The ship would not hit a Texas port for four more days. He was so anxious he couldn't wait.

What does he do? He jumps up and runs back to the galley, returning with an empty, gallon pickle jar, clamps it on, stamps his letter, puts it in the jar and puts the lid on tightly. He chuckled to himself.



All night long he paced the deck, constantly going to the bridge to check the ship's position. Finally dawn arrived. We found ourselves about two miles offshore from West Palm Beach, Florida. On the bridge was the skipper, his glasses glued to his eyes, the pickle jar beside him. Suddenly he lay down his glasses, patted the pickle jar and rushed into the wheelhouse, where he gave a change of course to the helmsman.

About four miles away could be seen a group of people fishing in a small boat. No doubt they saw the ocean-going tanker change its course and begin bearing down on them. They apparently were getting worried as our ship drew nearer, especially since the skipper blew two short blasts on the ship's whistle to attract their attention.

As our tanker approached within calling distance, the skipper again changed course and ordered slow speed. Then grabbing the megaphone and his pickle jar, he rushed to the rail like a madman. In a voice loud enough to scare all the fish for miles away, he shouted:

"Will you please mail this letter for me?" And he heaved the jar mightily into the calm sea.

WHY HURT HIS FEELINGS?

The fishing party obviously thought he was crazy but showed signs of relief when they found out what it was all about. Anyway, they shouted back a "yes" in chorus and got busy with the task of fishing the jar from the sea.

As soon as the Captain saw they had picked up his precious letter, he nonchalantly strode back into the wheelhouse and gave the helmsman the original course. He turned the telegraph to full speed ahead and gave three short blasts on the ship's whistle.

Ever since then our skipper has been walking around grinning like the cat who swallowed a mouse. He really thinks he will win the contest.

The crew swears he is getting balmier every day and the people in West Palm Beach had something unusual to talk about that night. All in all, no harm was done, but it shows what a radio program can do to some people.

Don Brown

(Ed. Note: Since this letter was written, the winner of the contest was announced. It wasn't the skipper.)



WANTS STORY ON BETWEEN-HOUR CALLS

To the Editor:

I feel that in calling jobs at any time other than on the hour, the time of the call should be posted on the board. Last Saturday morning they called a number of jobs at 9:30 A.M. while I was having breakfast.

Robert L. Morgon

ANSWER:—The call mentioned by Brother Morgon was an emergency call. These emergency calls are made necessary when the original men sent to the ship pile off just before sailing time. In these cases it is impossible to give advance notice or to call the job on the hour, the job must be filled immediately. All regular assignments are called on the hour. It is only when emergencies arise that these between hour calls are made.

To the Editor:

This is not a sea story.

Last year, after paying off the Steel Designer, Isthmian, I was debating with myself on what to do with my millions. I finally decided on paying my hometown a visit.

From what I remember of it, it is situated in the Appennine hills some place in Italy. My family and I left Italy, Sunny Italy that is, in 1937. At the time I was a mere young lad of nine years of age.

I made preparations to sail on the SS Marine Perch, an NMU scow, and when it comes to chow, I use the word "scow" with emphasis. The cooks should be back on the Boverly where they belong, selling hot dogs. Aside from that, the trip was very uneventful, the Atlantic was like Lake Placid in summer-time.

Two other passengers and I got acquainted with the 4-8 MA's. I won't reveal their names as it may cause hardships for one of them. One was strictly NMU. The other one has been in the union since it was organized, but he was getting wise to the NMU setup.

UNION TALK

One night as we were on deck, talking about the SIU and NMU union structures (he knew more about the SIU than I did myself), at the end of our little discussion he finally broke down and said, "Yeah, I'm just about fed up with the NMU and it's Commies."

Then we went back aft to his foc'sle and there he proceeded to break out a bottle of fire water, whereupon we proceeded to tell each other's stories.

Due to my knowledge of Italian, I got myself a job mak-

ing the Purser understood to the 450 odd Italians on the ship besides myself. If I hadn't done that, I don't know what I would have done with myself aboard a ship for the first time as a bona fide passenger.

We arrived in Naples on August 5, 1947, from then on I started talking with my hands.

After putting my baggage on a freight train, I boarded a passenger train headed for Pescara, and from there I took a bus to Popoli. There I started remembering things I had long forgotten. For example, I said before that I remembered the town was situated in the hills someplace. Well, I almost fell on my back looking up, it took us (my relatives met me at the bus station) two hours to walk a distance of five kilometers (about three miles). I made most of the way on, all fours while my relatives were walking straight uphill like tru-blue dogpachers.

From now on, when ever anybody calls me a mountain guinea, I won't argue the point.

The town, San Benedetto in Perillis was founded in the year 800 A.D. and I own one of the original buildings. That makes the town over 1200 years old, it's beyond me why it hasn't fallen apart by this time.

KEPT BUSY

By this time I am busily and happily greeting my relatives, friends and my old school chums. When I left the States, I left with the idea that I had two or three families of relatives in the town, but when I got there they kept popping up at the rate of one family per week, and I was there for five months! At first I thought it was just a plot to get at my cigarettes, but I found out they were actually relatives I knew little or nothing about. It was just that my great grandfather was an energetic man.

Up until three years ago, San Benedetto in Perillis and Collepietro, although they are about six miles apart, were one and the same town. The post office was also in Collepietro, can you imagine walking six miles to mail a letter? Thanks to the priest of San Benedetto, we now have our own mayor and company. Now we have nothing to do with Collepietro.

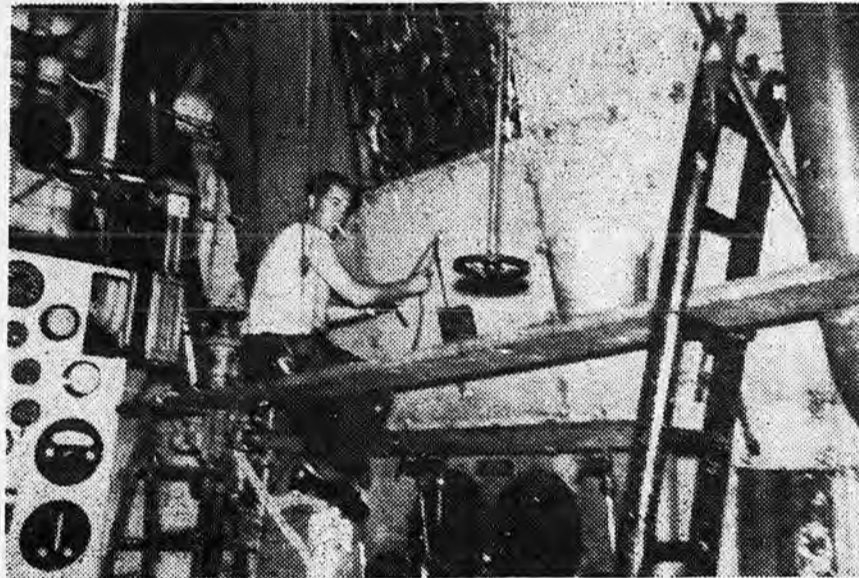
Because of his endless efforts, we now have our own post office. This year, the 1200 year old church will be renovated and a new school building and city hall will be built, telephone and telegraph lines will be put up. When I left they were already improving the road from town to the federal highway. In comparison, in the past eight years, the priest has done more for San Benedetto than Mussolini did for all Italy.

This is one character Bing Crosby will envy, he has portrayed such a character, but Don Cesiro, the priest has lived it.

This year Don Cesiro is due for a rest, His Holiness, Pope Pius XII has granted him a six months vacation in this country. I am looking forward to seeing him and hear him say "By God, how dirty this New York is, to think I could much better vacation in Rome, clean Rome." I hope his limited visit here will be a pleasant and unforgettable one.

Anthony J. D'Urbano

WORKING DOWN BELOW



Contrary to some allegations, not all Wipers take it easy. To prove it, Brother Luis Ramirez submitted this photo of James Davies, sweating it out on the Topa Topa.

Good Union Men Make Best Seamen, Oldtimer Declares

To the Editor:

This brief essay is for the young but up-and-coming seafaring men of today.

An injury to one is an injury to all. You have been dispatched to a ship, Brother, and from now on it is up to you and your shipmates.

The first thing to remember is that whether you are an oldtimer, a new member or a trip-card man you have a common bond with fellow Seafarers.

You are going aboard a ship under contract to your Union. It is up to you to protect that contract and in doing so to protect both yourself and the SIU.

A good Union man is a good seaman. He does his job well and to the best of his ability, and he never imposes on his shipmates.

One of the principal jobs of an oldtimer is to acquaint new members with the "ins and outs" of all shipboard duties as well as educating them in the principles of unionism.

A good seaman is neat, clean and orderly. It takes only a few minutes on each watch to keep your gear and your foc'sle in good shape.

The man assigned to clean your quarters is not your valet. It's up to you to clean your seaboots and oilskins, and

to hang dirty, oily gear outside your foc'sle.

One last thing: A Messman is just as much part of the crew as a Fireman or an AB.

C. Hughes

Wanamaker Crew, On Way To India, Pine For LOG

To the Editor:

Just a few lines to let you know that all is well aboard the John Wanamaker. She's making her first trip with a full crew of Seafarers and they're a swell bunch of fellows.

Right now we're bound for the Persian Gulf with India probably our next stopping off place. We should be in Port Said on Sunday, where I hope to mail this letter.

How about sending us a few LOGS to Basrah, Iraq? We'll be out about five months and there's nothing like a few LOGS to let a guy know what is going on in the SIU and aboard our ships.

We are all very anxious to learn the outcome of the Cities Service organizing campaign. We hope that this outfit will soon come into the fold as did Isthmian.

Charlie Mazur

Parrott Clarifies Position On Electrician's Duties

To the Editor:

I am writing this in answer to some of the letters that have been published relating to an item of mine in the LOG some weeks ago. I have not been able to get all the LOGS that were published but hope I have gotten the ones that count.

In the first letter I read, Brother Abe Rappaport seemed to agree with me, but at the same time he seemed to misinterpret some of the things I was trying to get across. In my own mind I am not confused. I was not looking for information, but clarification.

I was not asking for a private room for the Electrician. I was asking that he be given one particular room and not be made to jump around the ship like a Mexican jumping bean.

In reference to the switch board, there are remote control switches on all appliances which eliminate the necessity of the Engineer going to the switchboard to throw on a breaker.

I would like to ask Brother Abe if he would know what an Engineer was trying to tell him if something were to happen when the Engineer was changing over generators and the Electrician was not present.

I DON'T SAVVY

Those remote control switches I spoke of are there for the purpose of stopping and starting. The switchboard is the source of supply, not a control panel. This



is something the Engineers have a hard time understanding.

The part about standby when winches are being worked should read the same as the Deck Engineer's agreement: "It should be the routine duty of the Electrician to put current on and off deck and to standby at all when the deck machinery is being used for any purpose." Electricians should be called any time that the current is to be needed on deck.

There was another answer by Brothers Ben McCormick with whom I must disagree with on one or two points. I don't think the BR should have to clean up the Electrician's room. Neither do I think that the Electricians should eat topside. We are part of the crew and ship from the Hall as does everyone else.

Why should we try to divide ourselves on board ship. I have always been able to make an agreement with the BR so as to straighten out the old beef about who does the Electrician's room. I have always found that the BR does a pretty good job if given ten dollars by each Electrician at the end of the trip.

So far as our rating a seat in the Saloon, as I see it that would only put the Electricians in the middle, and in the SIU no man rates more than any other crewmember. When I wrote that letter I was thinking of the agreement and the duties of the

Electricians, not of the Electrician's ability to stooge for the finks topside.

TEMPTATIONS ABOUND

I am not inferring that this would be the case in Brother McCormick's case or that the Electricians would stooge if moved topside, but I do know from experience that when you eat topside they try to get you into conversation directed against the crew.

Here is the way I feel about the changes recommended by Brother McCormick:

1. That Electricians be directly responsible to the Chief Engineer. This is already part of the agreement.
2. That only the Chief Electrician be allowed to handle main and auxiliary switchboards. By all means this should be in the agreement.
3. That meggar readings should be taken not monthly but every three months. This, too, would be a good thing. A meggar card can be a life saver to the relieving Electrician as it gives him a case history on all motors and their performance.
4. Yes, we should teach the Assistant all we can, but at the same time they should make the Assistant have at least three years in the engine room. I would much rather teach an old bookman the trade than to teach a tripcard man. Why should beginners get good jobs with no experience.

THE HEAVE

5. Gashound Electricians should not be made to sail as Assistants but should be removed from the ship.
6. Yes, the Electricians should get cargo time when the pumps are being worked on T-2 tankers. In most cases they do but not always. This should be defined in the agreement.
7. In answer to the suggestion that we have an electricians committee to do part of the negotiating when the contract is opened again, I agree wholeheartedly. Why don't some of us get together in the New York Headquarters and draw up an agreement that we think would be agreeable to everyone and have it sent up and down the coast for a vote by Engine Department men.

Wiley E. Parrott

Got A Story? Send It In!

The minutes of a meeting held aboard an SIU ship recently contained a request which we would like to see granted. However, we must rely upon the membership's response to do so.

The crew, under Good and Welfare, suggested that the SEAFARERS LOG devote two pages in the LOG to cheerful news, praise of men and crews and interesting experiences instead of moans, groans and beefs.

Well, we still want to hear from Seafarers who have beefs—they serve a good purpose—but as the crew mentioned cheerful news is just as interesting and we'd like to print more of it.

That's where you come in. Something unusual is always happening to seamen and crews wherever they drop the anchor. That incident ashore in the last port gave the whole gang a laugh. It'll probably meter a guffaw or two in the LOG.

In the words of the big advertising outfits: Don't hide your light under a basket.

Just give us the details, pictures, too, if possible, and we'll do the rest. The address is, SEAFARERS LOG, 51 Beaver St., New York 4, N. Y.

Calls For Tightening Of Ranks On Union's Tenth Anniversary

To the Editor:

We are now approaching our tenth anniversary. Who would have thought that we would grow to be the leading labor union on the waterfront with the few members and the terrific odds against us at the beginning.

We were the first to pull a strike for a war bonus and got what we were after. We beat the WSA medical program, the WSA competency card program and, after hostilities, the wage freeze of the WSB. We scuttled all of these bureaucratic attempts to hold back progress of the maritime workers.

Then we came to the Isthmian Steamship Corporation—the one big outfit that had never been under the banner of any Union. The SIU decided to send its organizers into the field to bring the company into line. Our men had to sacrifice a lot to organize that outfit.

Sailing under below-union wages, and having to contend with those everlasting bucko Skippers and company stiffies they call Mates, wasn't exactly an easy task.

We won the election just the same. Then we had the other faction to contend with: the NMU

and phony "collusion" charges. They tried to sabotage our gains but we beat that in good old SIU style.

There are a lot of our brothers who have never been in the organizing field. Here is the one place where a man learns to appreciate the benefits of the SIU. When the organizers call for men, don't hesitate—get up and get going and help bring all maritime workers under the SIU banner.

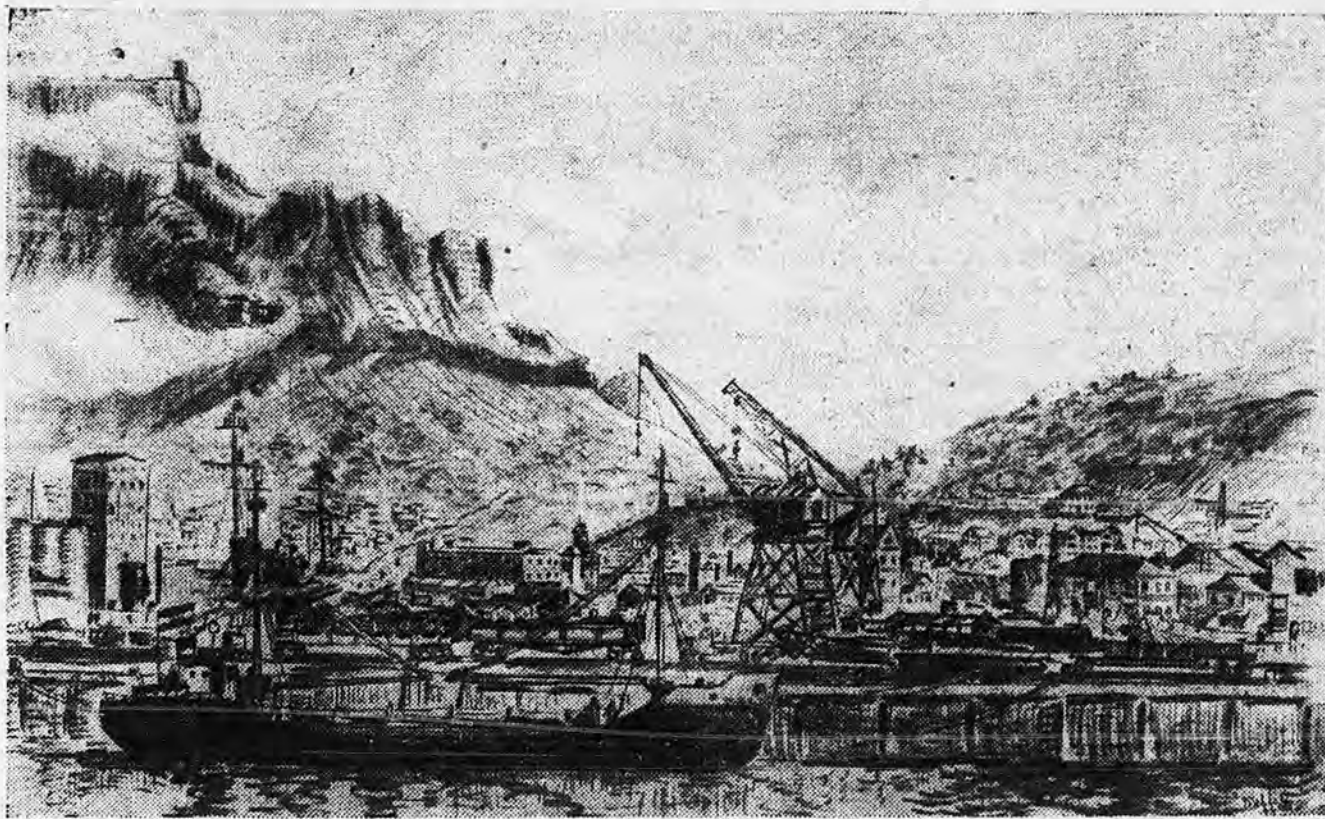
We are faced with the Taft-Hartley Act, which is an awful setback to labor. It knocks out practically everything we have gained. We, therefore, have to watch our contracts and safeguard them closely to prevent a company from placing a law suit against us.

A couple of good suits would break us financially. It is up to us to prevent this. If some of the characters in our ranks cannot be educated and kept in line, there is only one thing left to do: Give them the gate before they do any damage.

We've fought against terrific odds before and become the Union we are today, let's make even better progress in the next ten years.

D. D. Story
Del Campo

A FOC'SLE VIEW OF THE TABLE-TOP



Almost matching a photograph for the detail revealed, this scene of a section of the Capetown, South Africa, harbor was sketched by Norman Maffie, SIU artist, when he was

aboard the Joliet Victory. Table-top mountain at left majestically overlooks the community. In left foreground is Greek vessel Oviep.

Steel Architect's Iron Mike Just Ornament — So Is Mate

To the Editor:

To give you some idea of the psychology of the Mates aboard the SS Steel Architect, I will relate an interesting conversation with "Clarence Darrow," the Chief Mate.

On Lincoln's birthday, a holiday, the Mate was crying because he had to work when all the rest of the department was off. He said, "You fellows are always clamoring for overtime. You are today, but I have to work and I don't get overtime, either."

He was asked if his union agreement did not have overtime provisions for working on holidays. He replied, "Oh yes. I could get overtime if I put in a claim for it and the union would back me up, but I would not be allowed to make another trip with this company."

Now you can readily understand why the master has everyone in the licensed department bull-dozed. Not so with the unlicensed crew members, however.

When we clean the wheelhouse in the morning, the Mate on watch is afraid of his life that we will disturb the Old Man. He asks us to move our buckets gently.

NOT THE CREW

A couple of gears in the steering mechanism don't seem to mesh properly and sometimes make a slight noise, which disturbs the Old Man directly below. When this happens, the Mate becomes frightened and pleads with the helmsman to try and bring the wheel back softly even at the risk of going off the course.

I told the Mate on watch that

I knew a way to eliminate this noise entirely and he looked at me in wild-eyed amazement. But when I told him to put it on the Iron Mike, that was blasphemy—mutiny! The Iron Mike on this ship is just an ornament.

ALL-AROUND GUY

The Chief Mate had a dispute with the Carpenter about overtime, some of which was for the Mate working on Deck. The Chief Mate said that the claim was just and he would most likely get it, but tried to intimidate him into putting in for it by way of giving him some fatherly advice. He told Chips that he must think of his future because if he continued to put in for such overtime he wouldn't be able to make another trip on this ship. Shipping, he said, was getting very slow and Chips should therefore think of his future.

Chips claimed the overtime, nevertheless.

Since that time, it has developed that "Clarence", in addition to his other accomplishments, is somewhat of an expert cabinet maker. He has become very critical of Chips work. Probably, he is building up a foundation of skids for Chips.

For his information, it might be said that Chips has been sailing as a Carpenter for 10 years and has a full book. The Mate should encounter difficulties in discrediting him.

I doubt very much if there is a seaman in the deck department who can measure up to "Clarence's" standards of seamanship. But, then, we cannot all be born and raised in Bosun's chairs and reach the top, can we?

B. Gwozdak
and 12 other crewmen.

IN INDIA WITH CHEMIST MEN



Everybody was taking pictures of one kind or another. Here's Seafarer Lloyd, Deck Maintenance on Isthmian's Steel Chemist, being tattooed by a Bombay business man, while Brother Earl Laws records the scene with his camera.

Blasts Egyptian Interests Seeking U.S. Vessels; Sees Pledge Broken

(Ed. Note: The following letter was inspired by the recent announcement in the press that Egyptian financier Ahmed Abboud Pasha had arrived in the U. S. to try to purchase ships for the Khedivial Mail Line. This line now operates two Victories under the Egyptian flag. Pasha is an old Turkish title.)

To the Editor:

Ahmed Abboud Pasha—may his tribe increase (in hell)—has arrived here on a shady deal.

The Pasha of phony finance will steal away to the capital, hiding backsheesh up his sleeve. He will see the U. S. Pasha about ships.

They'll shake hands. They'll drink some cups of koumiss. They'll salaam. And they'll praise Allah.

HUSHED TONES

Then they'll sit down and

make the deal on familiar terms, speaking the while in hushed tones.

Lo and behold! As if by magic you will see more of our Victories making regular runs from Sandy Hook to Ras el Tin.

Alas! Bad news for us, that will be. The ships will be doing more American seamen out of their rightful jobs and causing more hardships for our kith and kin.

The underhanded deal, so consummated, will be more ships for the Khedivial Mail Line, named, presumably, in honor of the viceroy here who is on the Potomac for a while and in honor of the other one from the muddy money banks of the Nile.

The company will make a pile of piastres for the piastre-loving Pashas. They love houris, those Pashas, but they love U. S. dollars more.

The ships will still be basically

owned by the American people, but they'll be officered by the British, the giaours, and manned by so many Mahmouds and others who wear the fez.

CHANGES SCENE

Enough of that. Let us change the topic, the time, the scene.

On Christmas 1945, when I was Master of a Liberty out in the Atlantic, we received the following message:

"Bams. All areas. From CNOC and R. All U. S. Merchant Ships.

"During the past five years Christmas has come to men of the Merchant Marine as they huddled behind blackout screens, riding loads of ammunition, oil and supplies for war. Now, with the aid of Divine Providence, our Merchant Marines can sail the seas with lights on.

"When the job of bringing the troops back home is finished, the Merchant Marine will move the goods of peace. During the black years of war, the men of the

Steel Surveyor Crew Lives By 'Ten Commandments'

To the Editor:

Here we are somewhere between the Azores and Gibraltar. This is the first sailing of the SS Steel Surveyor under the full SIU-Isthmian agreement.

Things have run so smoothly we are keeping our fingers crossed for fear something will happen—not that we are superstitious.

All minor beefs are being taken care of as they come up. The Captain has been having fire and boat drill on Saturday afternoon and Sunday. We had one this afternoon.

But we showed the Skipper and the Chief Mate that they were expressly violating the contract and they agreed to hold the drills on company time hereafter.

STEERS STRAIGHT NOW

One acting AB has not been steering so well and we squashed an attempt to break him down to OS. He promised to pull up his socks and do a better job.

The men in the Stewards Department think they need a dishwasher for the crew mess, but they are getting along as well as possible without one. The two Messmen are helping each other in good old Seafarer fashion.

We have had one meeting so far. The membership aboard declined to elect a Ship's Delegate, believing that the three departmental delegates could handle all beefs efficiently.

We have a wonderfully cooperative crew and have gained the respect of the ship's officers for the SIU. This was our aim.

We have instituted an educational program to be included in each meeting. Sunday the Chief Cook will give us a brief history of the organization of the SIU.

ONE TO TEN

The three delegates drew up rules of conduct for the crew. We call them the "Ten Com-

mandments" and here they are:

I—Messhall to be kept clean at all times.

II—Last standby on each watch in Deck Department give messhall quick cleaning.

III—Do not leave cups, dishes, etc. in messhall between meals.

IV—Card players to clean up mess after finishing game or tip Messman.

V—When cups, glasses etc. are brought into rooms they must be returned to pantry when finished with them.

VI—Wear shirt and trousers or shorts (not underdrawers) in messhall at meal time.

VII—When you have chosen your books from the library, square away the remaining books (shelves will be provided later).

VIII—Play phonographs and radios low in order that your shipmates may sleep.

IX—Attend ships' meetings. Violators will be fined one dollar (\$1.00).

X—A fine of 25 cents to be imposed for infraction of any rule from I through VIII.

Money derived from fines to go to Fort Stanton Hospital for tubercular patients.

STANDBY EASIER

Previously the standby had to stand on the bridge at night, but we have been able to reduce this to an occasional report to the bridge.

We wish we could be at the gala opening of the new New Orleans Hall. Bull Sheppard, Buck Stephens, Frenchy Michellet, et al have done a good job. We were there a short while ago and saw it.

At our next bistro we will drink to smooth sailing at 51 Beaver Street in New York and at SIU Halls in other ports.

Steady as she goes.
Thurston J. Lewis, Deck Dele.
Eugene Palenson, Engine Dele
Charles Peters, Stewards Dele.



Merchant Marine' did their job with boldness and daring.

"Six thousand men were killed or missing in carrying out their duties. In memory of those men and in the interest of our nation, the United States must carry out the bold and daring plan of Franklin D. Roosevelt for a Merchant Marine of the best designed and equipped passenger and cargo ships manned by the best trained men in the world.

"In view of the magnificent job the Merchant Marines have done, the reaffirmation of the pledge is the best Christmas message we can give. Signed: Harry S. Truman.

"The President has asked that his Christmas message and pledge to the post-war Merchant Marine be forwarded to you. There is little I can add, except: God Bless you for the job you have done for this country and for humanity. Signed: E. S. Land."

HUMBUG

To date, some 1,160 U. S. ships have been scandalously "sold" or "transferred" or just given away to foreign companies, our competitors.

Some 50,000 American seamen have thus been deprived or done out of their rightful jobs. This fact and the figures speak for themselves. The message, so far, has been just humbug.

President Truman has not honored the pledge which he "re-affirmed" on that day of Christmas in 1945.

To break faith with American seamen, veterans of World War II, is an act incompatible with the honor and dignity of the President of the United States.

R. J. Peterson,
Captain, MM&P

Infected Jaw Beached Him In Germany

To the Editor:

I missed my ship, the SS N. Currier, a Waterman Liberty, here in Bremerhaven, Germany, to go to the hospital and so began my tale of woe.

I took sick in Brake and instead of the Captain sending me to the Army hospital, he let a German dentist and doctor get at me. After pulling one tooth—the trouble to begin with—my jaw became infected so I was taken to a German hospital where they operated.

Instead of getting better, I became worse and had to be put off here as the ship was leaving for the States. At the moment I'm the only one on the beach, so it shouldn't be too long before I ship again.

The Army really treated me swell while I was here. I think they should be given a vote of thanks for the treatment they give merchant seamen.

NO LOGS AROUND

The USS here is a nice place, a real exception to most of these places. I'll be sorry to leave when I get a ship. The only thing wrong here is that I see plenty of Pilots around but no LOGS. I think it would be a good idea to send some LOGS over here because there are plenty of SIU ships coming in.

Well that's all the news there is of Bremerhaven. Hope to see a few LOGS around soon.

W. Filippini
Bremerhaven

(Ed. Note: LOGS to the tune of 50 per week are going out to the USS in Bremen where, according to the USS, the bundle is split and half are forwarded to Bremerhaven. The SIU has received many complaints of the LOG not being displayed in USS clubs. It is not through any failure to mail them that they are not being handed out.)

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.



Looking pleased is the Chemist's 12-4 AB. Brother Laws identified him as Joe.

Finds Log Great Help To Seamen, Landlubbers

To the Editor:

I am very grateful that I am on your mailing list and I am able to read the SEAFARERS LOG every week.

Being a hostess at the Seaman's Church Institute, I am especially delighted to read about the boys and their activities. More than once I have recognized an old familiar face in the LOG. I think your newspaper is a great convenience both to the men going to sea and to his friends and relatives at home.

I collect poems as a hobby, and it always pleases me when there's one in the LOG to add to my collection.

Here's a favorite of mine that I read somewhere a long time ago and a certain SIU man carries it in his wallet. Would you print it?

He sought the sea spray and the foam.

He joined the Merchant fleet; He calls the seven seas his home.

And says that life is sweet.

But do you think I would pursue

This rover if I could

Exchange earth's hue for roaring blue?

You bet your life I would!

In closing, I want to wish you continued good luck and success.

Marie J. Doherty

Army Posts Rules For Seamen In Bremen

All Seafarers hitting Bremen or Bremerhaven are advised to read the rules for seamen in the U. S. Army's Bremen Enclave printed on this page.

Seamen in Bremen, Bremerhaven and nearby ports on the Weser River are under the control of the Army's Office of Military Government for Bremen, whose regulations are enforceable by American Military Police, American Security Personnel, German Police, German Customs Agents and the American Counter Intelligence Corps.

Regardless of whether we like the regulations or think them necessary they have the force of law. Seafarers wishing to avoid inconvenience, not to mention serious trouble, will observe them.

EXTRACT OF REGULATIONS FOR PORTS ON THE WESER RIVER

1. General: THIS AREA IS UNDER MILITARY LAW, and many of the regulations and customs governing ports in other parts of the world have been superseded in the interest of military security. The following regulations are the most essential and all maritime personnel are required to observe them while in the Bremen Enclave. The enforcement of military regulations, laws and customs is the responsibility of the Military Police, US Security Personnel, German Police, German Customs Agents and the Counter Intelligence Corps of the U. S. Army.

2. Medical Examination and Quarantine: Before any personnel may be permitted ashore, the usual Bill of Health must be secured by the Master of the vessel from the German Public Health Service. Military Troop Transports will be exempted from this regulation if U. S. Military Medical Officers are available to perform this function.

3. Other Health Regulations: There shall be no pumping of bilges and no dumping of garbage, ashes or other refuse in the harbor or in the river between Hoheweg Lighthouse and Bremen.

4. Smoking: Smoking on the deck of vessels or anywhere in the restricted dock area, except in messhalls, recreation rooms or offices, is strictly forbidden. Violators will be arrested by German Police.

5. Shore Leave Passes: As a security measure all personnel leaving a vessel for shore leave



must have in their possession identity documents and a SHORE LEAVE PASS.

All personnel are cautioned to safeguard these passes, since the loss of a pass will result in considerable embarrassment and difficulty. Such loss must be reported immediately to the Marine Security Branch of US Military Government.

All passes must be collected by one of the ship's officers at least two hours prior to sailing and surrendered to the German Water Police who will collect them along with the Departure Report for the Marine Security Branch of US Military Government.

In Nordenham and Brake the German Customs will collect these Departure Reports and Shore Leave Passes from the ships for this office.

6. German Customs Service has been reinstated with all the authority usually imposed by the U. S. and other nations. The German Customs officers are supported by the Occupation Forces.

German officials are required to give courteous, efficient service. Abuse of German officials by Allied personnel will not be tolerated and persons assaulting or abusing German police or Customs agents will be tried in a Military Government Court.

7. Uniforms: All ship's personnel should go ashore in uniforms if at all possible. Otherwise they should be neatly and cleanly dressed to avoid continual identity checks by the Military and German Police. Personnel wear-



ing ordinary civilian clothing without some visible means of identification must expect to be stopped frequently by security personnel and ordered to identify themselves.

8. Documents: No passports, applications for passports or confidential matters other than "Z" papers, identity cards and short leave passes will be carried ashore.

9. Mail: Carrying or delivering foreign or domestic mail or serving as courier for same is forbidden. Should any member of a crew be carrying mail destined for Germany, he should be instructed to turn it over to the American Boarding Officer.

All Officers, D. A. Civilians and crew members will also be instructed not to accept mail from German Nationals for mailing in the United States or elsewhere.

Since mail privileges between Germany and the United States have now been reestablished, it must be assumed that Germans have dishonest intentions in seeking private transmission of mail.

10. Currency: No Merchant Seaman or D. A. Civilian Employee will take ashore any money or currency other than military payment certificates (dollar scrip). Prescribed currency may be obtained only from the Master of the ship who will receive same from the local Army Finance Office or ship's agent.

This currency is the only money valid in American establishments. It is illegal for Germans or Displaced Persons living in Germany to have military payment certificates (dollar scrip) in their possession.

11. Public Places: Food will not be procured or consumed in any public place or from sources other than those establishments operated by the United Seamen's Service, the American Red Cross or the U. S. Army.

12. Authorized Allowance of Tobacco and Alcoholic Beverages: Maritime personnel are authorized two hundred cigarettes or one pound of pipe tobacco or fifty cigars per week while they are in the Bremen Enclave.

All excess tobacco will be put in bond aboard ship by the German Customs. German Customs' seals will not be broken until vessels are past the Weser Pilot Vessel going to sea and all local personnel including the sea pilot are off the ship.

Each ship is authorized twelve bottles of alcoholic beverages per week. All excessive beverage of this nature will be sealed in the sloopchest with the excess tobacco stores.

13. Traffic in Goods: The sale, barter or exchange of cigarettes, cigars, tobacco, candy, soap, medicines and drugs or any property, personal or otherwise of whatsoever nature is prohibited. Such articles in excess of personal needs will not be carried ashore.

Any attempt to remove ship's stores from the port will result in confiscation and punishment. The following is the limit of tobacco, candy and gum, which may be carried ashore for personal use in any one twenty-four hour period.

- 3 Packages of Cigarettes or 5 Cigars or
- 1 Package of Pipe Tobacco
- 3 Bars of Candy and 3 Packages of Chewing Gum.

The purchase of German vehicles (cars, bicycles, motorcycles, etc.) clothing, furniture or other household effects is forbidden and will result in confiscation of the purchased items and trial of the purchaser in a Military Government Court.

14. Property Passes: Personal property passes will be issued by the German Customs Office with approval of the Port Security Office upon presentation of a letter signed by the Master, listing the items to be taken out of the Port Area and stating that the property is personal possessions and not ship's property.

No property passes will be issued to take any form of tobacco out of the dock area.

In addition to clothing packages, food packages not to exceed (25) twenty-five pounds are permissible as long as no one item in the package exceeds the (5) five unit, i.e. not more than 5 bars of soap, or 5 pounds of coffee, or 5 pounds of sugar, etc. in one package.

15. Weapons: No weapons, firearms, brass knuckles, knives with a blade over three inches long or any material of an explosive or incendiary nature will be carried ashore or taken

aboard any ship by any member of a crew.

16. Restricted Area. Places designated as being "OFF LIMITS" to members of the Armed Forces or Allied Personnel are also "OFF LIMITS" to all Merchant Seamen and D. A. Employees.

17. Looting: Looting is strictly forbidden. German property will



not be requisitioned, seized or carried away by individuals acting on their own initiative.

18. Travel Restrictions: Travel of Allied Merchant Seamen and D. A. Employees assigned to A.T.C. beyond the limits of the American Enclave (Bremen-Bremerhaven Area) is forbidden. Exceptions may be made for emergencies. The procedure to secure such a permit is as follows:

- a) A letter from the master of the vessel authorizing absence for a specified time.
- b) The person desiring travel must prove that he has sufficient funds in Allied currency to cover his expenses during his absence.
- c) For travel in US-Zone of Germany, approval of Public Safety Branch of Military Government.
- d) For travel outside of US-Zone of Germany a military entry permit must be secured together with visas from the representative of country to be visited.

Such procedure normally requires three or four weeks, and should not be considered unless the vessel is to remain in port for more than thirty days. Military Entry Permits may be obtained from the Combined Travel Board of US Military Government which is located in the Haus des Reichs in Bremen.

Personnel of any nation found travelling through Germany without proper credentials are subject to punishment involving long prison sentences.

19. Use of U. S. Army Recreation Facilities: In Bremerhaven there is a United Seamen's Service Club. This is the only club facility for visiting seamen in the Bremen Enclave. The Commanding Officer of the Bremen Enclave has extended the privilege to Allied Seamen of using the US Army Shore Facilities under the following conditions:

- a) Officers and Ratings may use the American Red Cross Clubs and Army facilities only when they are in com-

plete uniform or wearing a visible means of identification.

b) Identity cards and Shore Leave Passes are necessary for admittance.

c) The privilege of using the Armed Forces facilities will depend on the behavior of the crews ashore. When violations occur seamen will be treated in the same manner as are members of the Armed Forces. Abuse of these privileges will result in them being withdrawn.

20. Ships Information in General:

a) A seaman who fails to join his vessel should report immediately to the American Consulate, Shipping Branch, providing he was on an American vessel; to the British Consulate, providing he was on a British vessel; to the ship's agent providing he was on a foreign flag vessel other than American or British.

b) Unauthorized women will not be permitted aboard any U. S. or Allied vessel while it is in port. Violations of this regulation will



result in the confinement of the entire crew of the vessel for the remainder of their stay in port.

c) German personnel will not be permitted midships or in other living spaces nor will they be allowed to smoke on board the ship. All Germans violating these rules will be turned over to the ship guards (German policemen).

d) The use of German personnel for work ordinarily performed by the crew is forbidden and will result in the arrest of the Germans apprehended doing the work. Personnel hiring such labor will be subject to trial by a Military Government Court.

e) German workers are searched when leaving the dock area. If goods of Allied origin are found in their possession, they are immediately arrested and the burden of proof as to acquisition is upon the individual possessing such goods.

Crew personnel should not donate cigarettes, food or clothing to German workers, since such action promotes bartering, black marketing and begging.

If officers and crew personnel are approached by port workers for favors or barter, they should report the matter at once to the Port Security Office.

If crew members desire to donate food or clothing to German individuals or organizations they should do so through the Port Security Office to avoid irregularities.

You Gotta Keep Moving In Bremerhaven

Now they have something new for Seafarers coming ashore in Bremerhaven to worry about:

Don't be seen loitering on the sidewalk in front of the United Seamen's Service Club. The Military Police or the German cops may pick you up as a potential black-market dealer.

Those are the regulations, fellows; so far, the Army has not forbidden breathing—but you can't tell: man proposes, the Army disposes.

Unclaimed Wages

Mississippi Steamship Company

501 HIBERNIA BLDG., NEW ORLEANS, LA.

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

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

Strong, S.	2.75
Stroud, Loren	.45
Stroud, Marvin G.	2.59
Strumborg, H.	5.19
Stuart, Don	.01
Stuard, Maurice N.	.94
Stuber, Joseph	1.98
Stump, Irving	2.40
Stump, M. E.	9.71
Stump, Robert	13.07
Sturgis, Ralph L.	.46
Stutsman, William D.	4.35
Stybnicki, Gabriel	2.91
Sulrez, Angel	.89
Sudano, Ciro P.	2.23
Sudbeck, Duane	34.08
Suit, Graydon	4.66
Sukis, Ed.	4.10
Suliman, Samoa	5.09
Sullen, James Jr.	31.18
Sullins, Fred	26.66
Sullivan, Albert M.	18.67
Sullivan, Dennis	1.71
Sullivan, Horace H.	3.03
Sullivan, J.	1.00
Sullivan, J. B.	2.82
Sullivan, Jerry L.	26.93
Sullivan, John	27.55
Sullivan, John A.	12.80
Sullivan, John C.	59.79
Sullivan, Joseph O.	19.56
Sullivan, Lawrence P.	.01
Sullivan, Melvin H.	50.15
Sullivan, Robert	.84
Sullivan, Robert J.	30.43
Sullivan, Robert J.	7.95
Sullivan, Vincent H.	30.27
Sullivan, William E.	9.33
Sullivan, Willie W.	31.89
Sulovich, Rudolph	8.26
Summers, Thos. P.	5.69
Sunseri, John	1.81
Supino, James G.	5.06
Supinski, Julius	.71
Supple, Andrew R.	2.21
Suraz, A.	.94
Surrency, Linza E.	6.09
Susoif, William P.	.63

Sutherland, John D.	10.93
Sutton, John W.	22.86
Svarney, Samuel R.	5.54
Svensden, Harold	4.43
Svensden, John Bengier	1.65
Svensden, Viktor	1.98
Svenssen, Nils A.	123.75
Swain, Harold	10.74
Swain, Miles E.	6.91
Swalland, Guinier	2.23
Swan, Lowell J.	3.55
Swank, James J.	.46
Swann, John L.	22.60
Swanner, Herbert E.	5.99
Swanson, Cecil T.	7.00
Swanson, Eveat W.	10.74
Swanson, R.	1.69
Swartz, John	4.39
Swatek, David	2.23
Sweat, Wm.	.99
Sweatt, Edward J.	14.62
Sweder, Fred W.	4.57
Sweeney, Benjamin M.	13.68
Sweeney, Joseph J.	1.65
Sweeney, Walter A.	48.45
Sweet, Andrew, Darrell	2.23
Sweetser, Wm.	.79
Swenson, Adolph	11.40
Swenson, Andreas E.	4.43
Swett, Lawrence L.	2.06
Swift, Phillip A.	1.73
Swilley, Wm. C.	1.34
Swindell, Elbert J.	3.32
Swindull, Francis R.	8.00
Swinton, George	26.85
Swiszezowski, A.	3.26
Switzer, Gerald	22.93
Switzer, Marion Lorna	7.94
Swope, Eldon M.	.89
Sword, Carl R.	5.54
Szkes, David F. M.	4.20
Sylvera, A.	1.81
Sylvester, Raymond D.	.45
Syms, Jack M.	30.48
Syms, Willie A.	28.07
Syper, John	5.19
Sypher, Russell C.	1.58
Syphers, Wm. V.	1.37
Syrax, Philip	.79
Syres, Philip	80.67
Szabelski, Hillard	.24
Szakaco, Charles	8.99
Szarthe, Edward J.	2.44
Szewecki, Lewek	6.75
Szymanski, Casimir	16.74
Taber, Elmer E.	3.55
Taboada, John P.	1.87
Taddei, George J.	10.08
Tadlock, Troy	6.93
Tadolini, E.	10.74
Taft, Humphrey	2.97
Tagariello, Joseph M.	10.32
Tages, Jose M.	.74
Taglieri, Donald Robert	8.47
Takier, Joe	7.22
Talbert, Chandlese	2.75
Talbert, Charles L.	3.74
Talbot, Harry F.	16.07
Talley, William J.	.72
Tamargo, Armando F.	2.23
Tambling, John E.	.84
Tamblyn, Joseph H.	8.95
Tamborella, Russel	11.95
Tanav, Hildur	17.47
Tancrel, Mark G.	13.90
Tangeman, Jack	8.06
Tangen, Olaf	5.94
Tankersley, Norman	11.28
Tankersley, Sidney	4.20
Tannehill, Phillip L.	14.50
Tanner, James Earl	34.83
Tanner, Luckie J.	33.15
Tanner, Onice	37.62
Tannler, Alfred J.	10.98
Tapias, Jose	123.75

Taprell, Wm. H.	9.79
Tarborina, Albert	2.16
Tarifa, Frank J.	.73
Tarko, John	1.42
Tarpley, James W.	7.97
Tart, Clyde Jr.	52.33
Tartaglia, Michael	2.47
Tarvin, Robert	2.16
Tasker, Harold L.	10.40
Tate, Frank S.	.24
Tate, James	5.60
Tate, R.	27.06
Tate, Robert C.	70.91
Tate, Robert M.	70.91
Tate, Samuel	.69
Tatom, Andrew J.	60.00
Tatum, Edward L.	1.72
Tatum, James	21.94
Taucree, M.	1.74
Tausch, Curtis	7.40
Tavares, Jack	117.50
Taylor, C.	5.60
Taylor, Clarion M.	1.00

Taylor, D.	1.61
Taylor, Douglas	4.02
Taylor, Frank B.	5.18
Taylor, Frank L.	19.47
Taylor, G.	.20
Taylor, George N.	1.48
Taylor, Gerald	32.39
Taylor, Gerald	3.56
Taylor, Harold	36.52
Taylor, James R.	6.93
Taylor, Joe	1.40
Taylor, John P.	.94
Taylor, Joseph W.	50.87
Taylor, Paul J.	1.72
Taylor, R. F.	10.54
Taylor, Samuel E.	2.79
Taylor, Thomas J.	5.30
Taylor, Walter F.	24.78
Teas, Guess A.	6.60
Tebben, Theodore	1.93
Teehan, John E.	2.34
Telesi, Alfredo	9.41
Telgenhoff, Willard J.	9.68
Telliho, John	12.14
Temple, Charles E.	.80
Temple, Raymond	2.79
Tennant, John	25.27
Tennyson, Alfred R.	27.76
Terpstra, James W.	5.39
Terrel, Edward	7.15
Terrio, John J.	.07
Tetterton, Charles	16.67
Tetzloff, Oscar E.	21.23
Teunisen, Frank	3.96
Tharington, Sidney O.	1.48
Tharp, Lewis	9.79
Thater, Paul K.	2.64
Thayer, George	1.87
Theriot, Arthur A.	1.12
Thevick, John E.	2.97
Thibault, Raymond	.59
Thibodeaux, Armand R.	8.12
Thigpen, Kenneth	8.11
Tholmer, Harold	4.84
Thomas, Burton R.	60.00
Thomas, Davis W.	1.37
Thomas, Edwin M.	42.06
Thomas, Frank A.	1.78
Thomas, Frederick	.30
Thomas, H.	7.82
Thomas, Hudson A.	3.44
Thomas, Jack W.	1.87
Thomas, John E.	17.91
Thomas, John H.	34.82

Thomas, Ken. H.	.08
Thomas, Oswald A.	.69
Thomas, William J.	5.85
Thomas, Wilson	3.90
Thomassen, Joseph B.	5.85
Thompson, B. L.	35.52
Thompson, Donald C.	16.80
Thompson	.79
Thompson, Edgar	17.78
Thompson, Francis E.	3.80
Thompson, G.	11.42
Thompson, George E.	2.34
Thompson, J. C.	.10
Thompson, Jack L.	4.84
Thompson, James	5.69
Thompson, Jesse H.	2.88
Thompson, Lee	35.05
Thompson, John N.	10.81
Thompson, Preston R.	5.55
Thompson, R.	.79
Thompson, R. R.	18.81
Thompson, R. W.	12.88
Thompson, Robert A.	20.72
Thompson, Stanley	1.87
Thompson, Ted	15.33
Thompson, Thomas E.	5.60
Thompson, Vargil L.	.43
Thompson, Warren	6.01
Thompson, Wm. F.	5.94
Thompson, Wm. H.	2.11
Thompson, Wylie E.	2.16
Thoms, Neil P.	10.74
Thorell, James	.94
Thorenson, Leonard	.02
Thoresen, B. O.	.69
Thornciff, Nemo C.	4.66
Thorne, Raymond	2.01
Thornton, Alvin P.	3.01
Thornton, Richard	2.75
Thorp, Richard E.	17.04
Thorpe, Harry A.	1.37
Thorsen, Warren	48.39
Threet, Joseph W.	69.34
Thrift, Frank	21.53
Thulmeyer, Bernard A.	35.25
Thuman, John	1.74

PERSONALS

DONALD McNEILL
Your father is ill. Write to your brother Frank at 82 Albion Street, Somerville, Mass.

HOWARD I. MUMME
Get in touch with your wife at 519 Lincoln Place, Brooklyn 16, N. Y. C.

HECTOR McKENZIE
Communicate with Miss J. Smith, RN.

JOHN S. KAWALEWSKIE
Contact your wife.

ALFRED A. BROWN
Get in touch with Midshipman Gerald A. Brown, Bancroft Hall, Room 2407, U. S. Naval Academy, Annapolis, Md.

WILLIAM CRUMPTON, JR.
Communicate with Matthew H. Ross, Esq., 274 Madison Avenue, New York 16, N. Y.

WALTER SENN
Write to Jirah D. Cole, 168 Main Street, East Rockaway, N. Y.

THOMAS PARROTT
Get in touch with Miss Ethel C. Meskill, Medical Social Dep't. Beekman - Downtown Hospital, Beekman and Water Streets, New York City.

HEINRICH FAETSCH
Get in touch with Mrs. Shirley Wessel, Supervisor, Seamen's Church Institute, New York City.

PAUL N. FROM, JR.
Your attorney in Texas wants you to get in touch with him.

MORRIS BERLOWITZ
Get in touch with Gosta Skyllberg, Baltimore Hall, end of May.

HERBERT BRAMBLET
A \$23 overtime check is being held for you at offices of Isthmian SS Co.

NOTICE!

RECEIPT No. C25954

Holder of this receipt for \$9.00 dues and \$1.00 LOG donation made to Ben Rees in Norfolk can get a \$5.00 reward from him if you will send your name and book number to Headquarters so that you can be credited with these payments.

The following men have baggage in the Waterman Warehouse No. 9 in Mobile, Alabama: Emilio Munoz, F. Etherdige, Clinton Dean, Robert Burdick, D. Anderson, Nicholas Bosinyi, G. Criminen, W. H. Massey.

ALVIN EARL GAMBLE
You are requested to contact the 6th Floor, SIU Headquarters, 51 Beaver Street, New York, as soon as convenient to square your book.

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.

SIU HALLS

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Beacon	4336
RICHMOND, Calif.	257 5th St.
Phone	2599
SAN FRANCISCO	59 Clay St.
Douglas	25475
SEATTLE	86 Seneca St.
Main	0290
WILMINGTON	440 Avalon Blvd.
Terminal	4-3131

Gt. Lakes District

BUFFALO	10 Exchange St.
Cleveland	7391
CHICAGO	24 W. Superior Ave.
Superior	5175
CLEVELAND	2602 Carroll St.
Main	0147
DETROIT	1038 Third St.
Cadillac	6857
DULUTH	531 W. Michigan St.
Melrose	4110
TOLEDO	615 Summit St.
Garfield	2112

Canadian District

MONTREAL	1440 Bleury St.
VICTORIA, B.C.	602 Boughton St.
Empire	4531
VANCOUVER	565 Hamilton St.
Pacific	7824

UFE Lines Hold Firm Before Stock Exchange



Jubilant Curb Exchange employees, above, stream back to work after imposing victory over the Exchange. After being addressed by John Cole, V-P of the United Financial Employees, the strikers left their picketlines and returned to the jobs they had left on March 29.



A packed membership meeting, on April 15, heard the terms of the Curb Exchange settlement. By an unanimous vote the terms were accepted, and the workers made plans to return to their jobs. Meeting was held in the SIU Hall, and was addressed by UFE President Dave Keefe. With one part of its six-cornered battle won, the UFE was then able to turn its full strength toward its strongest, and most vengeful opponent—the Stock Exchange.



Policemen, on foot and on horseback, massed in the Wall Street area to help the Stock Exchange authorities break the strike of the United Financial Employees. Mr. Schram, SE President, had boasted that he could have as many cops as he wanted, and he certainly proved that statement. In military order platoons of policemen marched into position and completely ringed the picketlines. It looked like a forest of blue uniforms.



"A Thousand Cops For Wall Street, But None For The Protection Of School Children!" So shouted the pickets as they surrounded the Exchange, and so read the signs they carried. Standing across the street from the picketlines, an observer found it next to impossible to see the marching pickets. But they were there, all right, as the scabbing brokers soon found out.



Marching, in the rain around the Stock Exchange, pickets form a "daisy chain." The solid wall of pickets, above, proved too much for the police, and so, left, they resorted to violence, as, with swinging nightsticks they attempted to limit the lines. But the New York Cops found out again that brutality has no effect on strikers who know they are right and are determined to win. The next day found the lines just as strong and just as militant.