

## General Fund Levy Getting Members' OK

The seriousness with which Seafarers view the need for the ten-dollar assessment for the General Fund has been demonstrated by the brisk rate at which they have lined up at voting booths in all ports to cast their ballots in the referendum now before the membership.

From comments heard up and down the coast the impression is that the membership is backing the proposed assessment by a wide margin in the balloting so far. Voting began on September 8 and will continue until October 8.

The referendum on the ten-dollar assessment was authorized by an overwhelming membership vote at regular meetings on August 25, in response to a resolution presented to all Branches by 37 Brothers in the Port of New Orleans.

### RUNNING STRUGGLE

The New Orleans resolution pointed out that the SIU's new two-year contract had set the pace again for all of maritime, but that in the face of the Taft-Hartley Act and disastrous price inflation the Union must strengthen its financial condition.

Much of the Union's financial assets are in special funds—such as the Strike and Buildings Funds—the resolution continued, and could not be used for day-to-day operations. It was the General Fund with which the running struggle with the shipowners and other hostile forces was carried on, it said, and that fund must never be weakened.

In order to maintain and increase the SIU's strength against all possible enemies and obstacles, the 37 New Orleans Brothers asked that a referendum be held on a ten-dollar assessment.

The referendum ballot upon which the SIU membership is now voting requires only "Yes" or "No" to the following question:

"Are you in favor of a \$10.00 assessment to build the General Fund?"

## CLSU Enters Ranks Of SIU In Canada

By ALEX MACDONALD

MONTREAL—In a move destined to change the whole maritime labor picture in Canada, the Canadian District of the SIU took into its ranks the membership and contracted vessels of the Canadian Lakes Seamen's Union, a union organized two years ago to fight communist domination of Canadian maritime labor.

As one of the conditions of accepting the Canadian union into the SIU's ranks, Pat Sullivan, its president, resigned his position. Sullivan, prior to his work in the CLSU, had been a communist and official in the communist-dominated Canadian Seamen's Union.

The two unions carried on discussions and achieved unity

(Continued on Page 4)



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# Army Makes No Progress In Moving Coast Cargoes

As the combined strike and lockout on the West Coast neared the end of the second week, the situation was complicated by Army efforts to move Army cargoes the Army away.

Meanwhile, the outlook for an early settlement remained dim, as the operators refused to deal further with the CIO Longshoremen and the CIO Marine Cooks and Stewards, until officials of those organizations sign anti-communist affidavits.

As the LOG went to press, Secretary of the Army Kenneth C. Royall announced in Washington that the Army would use troops to load ships in West Coast ports. The threat was admission on the Army's part that its attempt to hire "civil service" longshoremen was an outright flop.

Also directly involved are the CIO Marine Engineers Beneficial Association and the Marine Firemen, Oilers and Watertenders, although officials of both have signed the affidavits. Indirectly, but no less conclusively involved, are the crews of all A&G and SUP ships on the Coast.

This week the Army began advertising for longshoremen and seamen to work cargoes and sail ships scheduled to carry supplies to Japan and elsewhere across the Pacific. The unions immediately leveled a charge of strike-breaking against the Army, and moved to forestall the Army's plan.

The Army offered its jobs under finky civil service conditions. Previously the unions had offered to work Army cargoes for the companies under their old contract conditions, but the operators at this point refused to cooperate with either the Army or the unions.

### ARMY FAILS

According to the latest reports, the Army was making no headway at all. On Tuesday the Army advertised its jobs in San Francisco where six ships scheduled for Army cargoes were tied up.

The Army had announced that it expected 250 job applicants a day. The first morning, there were 30-odd applicants for all jobs including other fields than maritime. Army spokesmen refused to say whether they had enough men for even one longshore gang of 14 to 18 workers. The Army was expected to keep trying in San Francisco and in Seattle.

The only unions actually on strike are the CIO longshoremen, led by Harry Bridges, and the MCS, led by Hugh Bryson. Both officials are notorious adherents of the communist party line. The

MEBA and the MFOWW were deliberately locked out by the operators who broke off negotiations with the two unions, withdrawing all offers after the strike began on September 3. Since then, the MFOWW has declared itself to be on strike.

The result is that the entire West Coast waterfront from the Canadian border to Mexico is idle, about 130 ships being tied up. Some 12,000 longshoremen are on the picketlines and 16,000 seamen are locked out.

The effect of the strike has been to lay off all SUP and A&G men on the coast along with the rest. A number of A&G ships are tied up in San Francisco and elsewhere on the coast. Radio Operators, too, were laid off.

Several issues in the beef are economic, a fact which the SIU has recognized from the beginning. However, the pro-commie officials of the longshoremen and the MCS have managed, as usual, to becloud the picture with political baloney, giving the shipowners a chance to becloud the picture further with phony patriotism.

To set things straight, the ship-

owners originally set up the Taft-Hartley Act as a bar to the kind of Hiring Hall that maritime unions must have to retain their jobs and their conditions. They also refused the ILWU's wage demands.

The strike was first threatened in June when the operators deadlocked all negotiations with the longshoremen. The federal government then asked and obtained from a federal judge an 80-day injunction against the strike under the Taft-Hartley Act. The 80 days were supposed to be a "cooling off" period.

The injunction ran out September 2 and the longshoremen struck the next day.

The operators immediately saw a chance to wrap themselves in the flag. They wouldn't deal with the longshoremen or the MCS, they said, until their officials signed the non-communist pledges. The SIU has fought the communists at every turn throughout its history, but that fact cannot be allowed to obscure the economic facts of the current West Coast beef.

Incidentally, what good the "cooling off period" accomplished nobody can say.

## More Operators Sign

Five more Atlantic & Gulf District contracted operators fell into line this week and signed the General Agreement already agreed to by eleven major operators. In addition, Calmar Steamship Company signed a supplemental agreement bringing the wage scale and overtime rate on its ships in line with that of the General Agreement. The remainder of the Calmar agreement continues in effect until expiration on April 16, 1949. The wages on Calmar ships are retroactive to August 17.

The five companies to agree to the General Agreement—first signed by Mississippi and the Atlantic & Gulf Steamship Operators Association, and now the pattern throughout the maritime industry—are American Eastern, Atwacoal, Ponce Cement Company, White Range and St. Lawrence Navigation. Meanwhile, negotiations continue with Isthmian, and contracts have been presented to the remaining SIU-contracted operators for study.

## NLRB To Decide Unit For New CS Election

The exact composition of the bargaining unit which will vote the nine remaining Cities Service ships is now up to the National Labor Relations Board in Washington. Lindsey Williams, Director of Organization, announced this week.

Extended hearings on the bargaining unit question ended the night of September 8.

The company's efforts at the hearings were directed at excluding Stewards, Bosuns, Machinists and Pumpmen from the unit because, the company said, men sailing in these ratings were supervisors within the meaning of the Taft-Hartley Act.

The SIU produced witness after witness to show that the company was raising a bogus issue.

### FIRST PARLEY

Meanwhile, SIU negotiations met with Cities Service representatives in a preliminary step toward obtaining a contract for unlicensed personnel on the seven ships which were voted last winter.

Another meeting will be held shortly, but no date has been set as yet.

What has complicated the Cities Service case has been the NLRB's reversal of the precedent it set in the Isthmian case.

## SIU Signs 5 Tankers To Top Pay

Two-year contracts calling for the highest wages in the tanker field—with increases running as high as \$40.50—have been signed with five of the SIU's seventeen contracted tanker companies. One of the companies—Terminal Tanker Industries—signed its first SIU contract, the result of an intensive organizing campaign.

Contracts covering the five companies were signed on September 9 and provide for wage increases for all ratings, clarification of the working and general rules and, in line with the SIU's freight ship policy, will run for two years.

The five companies to sign with the Seafarers, and the effective dates of the contracts, are Tanker Sag Harbor Corporation, effective September 9; Petrol Tanker Industries, Inc., effective September 9; The Cabins Tanker Industries, Inc., effective September 15; Arctic Tankers, Inc. (New London Tanker Company), effective September 11; and Terminal Tanker Industries, Inc., effective September 18. The Terminal Tanker outfit operates the T-2 tanker SS Julesberg.

Incidentally, the signing of the Terminal Tankers Industries brings to seventeen the number of tanker companies contracted to the SIU, all of which have been brought under the SIU banner in little over a year.

Unlike the General Agreement, which called for \$12.50 across the board, except for Bosuns who received \$25, the tanker wage rises correct the differentials in previous contracts.

### HIGH BOOSTS

Those receiving the greatest increases are the OS Maintenance, who receives a \$35 boost to \$220, and the Engine Maintenance-2nd Pumpman, who is boosted \$40.50 to \$305.50.

(The new wage scales appear on Page 15.)

The overtime rate of pay in the new contract calls for the payment of \$1.15 per hour to men earning under \$228.23 per month and \$1.45 to those earning \$228.23 or more per month.

The SIU Negotiating Committee, which hammered out the industry-high wage boosts, has scheduled meetings with the remaining tanker operators and expects them to sign identical contracts within the next few weeks.



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267

## Uniform Rules

Two weeks ago, the LOG published the recommendations of the Committee on Uniform Registration Rules. These recommendations are repeated in this issue, and they shortly will appear in the LOG a third time.

There is a good reason for printing the recommendations three times: If they are to be adopted for all ports, they must be approved by regular membership meetings which will authorize a referendum ballot on them. Therefore, each member should have every reasonable chance to study them carefully before any action is taken.

The proposal to draft uniform registration rules for all ports is part of the overall program to streamline the SIU's day-to-day operations for the benefit of every member.

At present, each port has its own registration rules, a practice which worked well under the circumstances of the past, but which has become a source of annoyance, inconvenience and occasional unfairness in present times.

The SIU is now nearing its tenth birthday. Ours is a mature Union, solidly established at the top of the maritime labor scene. The time has come to abolish the looser customs of the Union's infancy.

Complaints on the variation in registration rules began piling up this year. Finally it was proposed that one set of rules suitable for all ports and fair to all members be worked out. These recommendations are the end product of that proposal, and they were arrived at in traditional, democratic SIU style.

Port Committees were elected early this summer to do the all-important spade work. The Port Committees pondered the problem from all angles, listening to criticisms and suggestions from hundreds of rank-and-filers of all ratings.

The Port Committees made their own recommendations which were sent to Headquarters. At Headquarters, the Committee on Uniform Registration Rules sifted the recommendations from the ports, heard the opinions of still more men and finally made its own report, the one reprinted on page 16.

These final recommendations are believed to be completely fair to everybody. They eliminate the source of many beefs. No longer can a man with a high rating throw in for all jobs in his department, depriving a low rated man of the chance to get out. Yet they are flexible enough so that no man is frozen to one rating in which jobs may be scarce.

This has been accomplished by distributing ratings into logical groups. To illustrate: Group one in the Deck Department includes Bosun, Bosun's Mate, Carpenter, Deck Maintenance, Watchman—Day Work, and Storekeeper. There is no conflict with AB, which is in the second group, or with OS which is in the third. Ratings in other departments are similarly distributed.

It is believed that the membership will find that these rules are just what is needed to eliminate the conflicts and the injustices which sometimes have attended our present practices. Everybody should study them carefully to be ready to act upon them.

## Remember To Vote

Voting is now under way in all ports on the referendum for the ten-dollar General Fund Assessment. The referendum ballot is the democratic, SIU way of deciding questions of vital importance to the entire membership. It is every member's Union duty to cast his vote, so that the final result will be the full democratic expression of the membership. *Be sure you vote!*

## FOR MEMBERSHIP ACTION



## Men Now In The Marine Hospitals

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

### NEW ORLEANS MARINE HOSP.

J. DENNIS  
EDWARD D. MILLER  
E. LIPARI  
OLES HOWELL  
L. D. RICKETTS  
WILLIAM A. MILLER  
H. C. MURPHY  
V. P. SALLINGS  
C. GREENE  
N. A. HUFF  
RALPH ARMSTRONG  
SAMUEL PRICE  
A. PISANI  
R. L. BARBER  
L. KAY  
K. V. PETERSON  
O. Q. MOUMU  
F. JACOBSEN  
E. G. T. FISHER  
F. B. SHEDD  
A. AUGUSTIN  
E. P. BADON

### BOSTON MARINE HOSPITAL

JOHN J. GEAGAN  
EDWARD DUDEK  
CLARENCE G. CREVIER  
GEORGE W. MEANEY  
V. MILAZZO  
C. E. WILLIAMS

EDWIN D. JOHNSTON  
RUSSEL S. NEARY

### SAN JUAN HOSPITAL

R. SEJO  
A. SILVESTRI  
I. MONTANEZ

### MOBILE HOSPITAL

R. ARMSTRONG  
PETE HENDERSON  
F. T. REYNOLDS  
A. C. McALPIN  
H. LOWMAN  
H. W. PETERS  
B. H. AMESBERRY  
W. D. COVINGTON

### BALTIMORE MARINE HOSP.

B. HARRIS  
E. E. GROSS  
GETTIS LIGHTFOOT  
B. HUNT  
C. J. MITCHELL  
F. BECKER  
C. SIMMONS  
F. PASQUALI  
R. KEHRLEY  
W. T. ROSS  
C. B. VIKEN  
P. DAVASON  
P. M. KHEAUBER

## Hospital Patients

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

Mimeographed postcards can be obtained free at the Social Service desk.

### Staten Island Hospital

You can contact your Hospital delegate at the Staten Island Hospital at the following times:

Tuesday — 1:30 to 3:30 p.m.  
(on 5th and 6th floors.)

Thursday — 1:30 to 3:30 p.m.  
(on 3rd and 4th floors.)

Saturday — 1:30 to 3:30 p.m.  
(on 1st and 2nd floors.)

E. C. SHAFFER  
M. EL MOUR

### STATEN ISLAND HOSPITAL

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

### SAN PEDRO HOSPITAL

L. TICKLE  
T. C. KELLY  
M. BYERS



## SEAFARERS TO THE RESCUE



Seafarers Gene Rabe, AB, and his watch mate, identified only as "Bill," stand at the foot of the Java's accommodation ladder loading food and water into the junk's boat. The junk's crew and passengers were fleeing to Shanghai from the communists in Takubar. The Java Mail turned over enough supplies for several trips between those points, according to Seafarer I. H. Pepper who sent story and pictures to the LOG.

## Refugees From Reds Get Aid On High Seas

It was seamen to the rescue again, when the SS Java Mail spotted a Chinese junk with her flag upside down off the coast between Takubar and Shanghai.

It was one o'clock the afternoon of August 15 that the distress signal was first seen. The Java Mail immediately altered her course to investigate, according to Seafarer I. H. Pepper, who sent in the story with the pictures appearing on this page.

As the big ship bore down on the junk's position, the smaller craft put out a boat. The Java Mail dropped the accommodation ladder and the Chinese Captain came aboard. It was quite a story that he told.

The Skipper, speaking perfect English, related that he had taken the junk out of Takubar 34 days before, carrying a crew of 10 and 13 passengers.

They were refugees from communist uprisings and terrorism in Takubar, he said, and were trying to get to Shanghai.

But the junk had run out of gasoline for the motors, and so calm was the air that the sails were all but useless. To make

matters worse, there was food and water for only one more day.

The junk's crew and passengers obviously were in a tough situation. They could not make Shanghai without water, food and they needed gasoline. Nor could they return to Takubar, which was not only too far, but a dangerous spot for any of them to be found in.

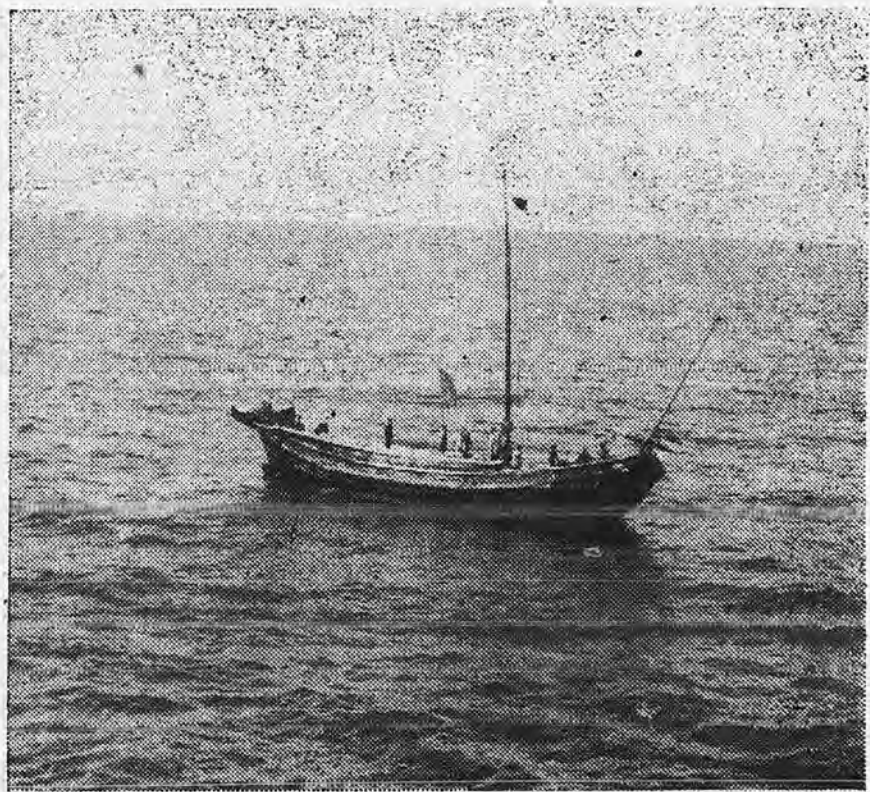
They were lucky that the Java Mail had spotted their signal. The Java's Captain ordered enough water and food to carry the junk for several trips between Takubar and Shanghai, lowered to the junk's boat.

The Chinese Captain received the emergency supplies gratefully and headed back to his hungry passengers and crew,

while the Java's crew and passengers clicked their cameras. The junk still had a hazardous voyage ahead, however, because the Java Mail had no gasoline to send and the little ship would have to depend on its sails.

Meanwhile, those seafarers on the Java could be proud that they had properly carried out the basic law of the sea by relieving the junk's distress, and averting disaster.

I. H. Pepper, better known as "Doc," is a LOG-contributor of long standing. He is always alert to accounts of dramatic maritime events such as this one. The LOG is ever on the lookout for stories of this kind, and all Seafarers are urged to send them in. Pictures are not necessary, but they help.



A traditional sign of distress at sea is an upside-down flag. When the SS Java Mail sighted this Chinese junk with its flag reversed, the big ship altered its course to rush to the rescue. The junk with 23 aboard was 34 days at sea, nearly out of food and water and completely out of gasoline for its engines. Its sails were useless in the calm air.

## How Registration Rules Committee Did It's Job

By GEORGE W. CHAMPLIN

The Committee on Registration Rules for the Port of New York sat on Friday, June 18, 1948; and the Union Committee sat in New York on Monday, July 26, 1948. I was privileged to be a member, for the Deck Department, of both Committees and Chairman of the latter.

The SEAFARER LOG of June 25 carried the report of the first Committee, together with editorial comment.

The Union Committee's activities were reported on July 30, and its recommendations first published September third.

It is generally understood that the object of these activities is to achieve a workable set of rules on job registration, uniformly applicable to all ports.

Referendum ballot will be used to incorporate them into the general body of the Shipping Rules. Then all rules concerning our bread and butter will be standardized, except Dispatchers' Rules.

Flexibility in this respect is necessary, as both physical and economic conditions vary from port to port. Differences in topography and transportation must be considered.

The object of this article is to acquaint the membership with the aims these two committees and—insofar as we were able to determine here in New York—the other port committees, had in mind.

## NEW YORK COMMITTEE

The Port Committee members each aired his particular views. All the Union officials available were hailed before the Committee, in order that we might have the benefit of their views and experience, and the use of data in Headquarter's files.

The factors stressed in the discussions were:

1. **Protection of unrated jobs**—thus rated men were declared ineligible for unrated jobs.

2. **Protection of handicapped men**—thus, such jobs as Fire-Watchmen and Banana-Watchmen are reserved for men over 50 years old, in conformity with Paragraph 23 of the present Shipping Rules; and Ordinaries who, because of physical defects, cannot obtain, or have lost, AB tickets, have had Day-Workers' jobs thrown open to them, provided that they can qualify in other respects.

3. **Protection of the inherent American right to improve one's condition.** Let me expatiate on this last.

Under the regrettable one-rating registration rule in force in New York at the present time, it was stressed that there is little incentive for young men to study for all ratings in their departments, if, after having earned them, they will then be deprived of the opportunity to use them freely, and at will.

Furthermore, oldtimers stressed the fact that a good Seafarer never stops studying the details, both old and new, of his chosen profession.

To take some cases in the writer's own deck department: a Bosun who has never sailed a Seatrain, but would like to do so to round out his experience, would have to make at least one trip as a Car-Deckman.

The only route to the Bosun's job on a V-4 (Moran tug) for

a freighter Bosun would be via a Watch AB's berth. No freighter Bosun should attempt a tanker without first sailing one as AB, Quartermaster, or Deck-Maintenance man. One who has never been on a large passenger ship ought not to sail higher than Bosun's Mate on his first trip. Comparable conditions exist in the other departments.

Following discussion, Chairman Jack Greenhaw's excellent suggestion that we recess and each department separately draw up its own recommendations, was adopted. The resulting three sets of recommendations were, in each case, accepted by the Committee of the Whole. Copies of these recommendations were sent to Headquarters, as were those of such outport committees as submitted them.

## THE UNION COMMITTEE

The Union Committee was elected to sit when the recommendations of the several outports were in hand. All Halls except San Juan and New Orleans submitted recommendations. Fortunately, the Committee was able to hale before it Earl (Bull) Sheppard, and Cal Tanner, Port Agents of New Orleans and Mobile, respectively.

Bull was able to enlighten us on the New Orleans' attitude; and both were of much assistance to the Committee as Agents of our two largest passenger ship ports.

Other persons hailed before us, by both Brother Greenhaw and myself, on one or both occasions, were, as I remember it: Paul Hall, Secretary-Treasurer; Lindsey Williams, Director of Organization; Paul Gonsorchik, New York Dispatcher; Joe Algina, New York Port Agent; Bob Matthews, Assistant Secretary-Treasurer; and various rank and file oldtimers.

In fact, the meetings were never closed to any interested Brothers. During the period of discussion by the Committee of the Whole, the objectives of the New York Committee were reviewed and stressed.

The recommendations of all ports were carefully considered, and emphasis laid upon the fact that all rules must possess practical workability, and be so framed as to satisfy the demands of the majority of the membership.

Furthermore, these rules should better the position of the Union, not weaken or embarrass it, and help toward achievement of the high ideals of our ancient profession.

As finally amended, the recommendations of each department subcommittee was received and concurred in by the Committee of the Whole.

## On Performers

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

## Get A Receipt

Every member making a donation to the Union for any purpose should receive an official receipt bearing the amount of the contribution and the purpose for which it was made.

If a Union official to whom contribution is given does not make out a receipt for the money, the matter should immediately be referred to Paul Hall, Secretary-Treasurer, SIU, 51 Beaver Street, New York 4, N. Y.

In advising the Secretary-Treasurer of such transactions, members should state the name of the official and the port where the money was tendered.



## CLSU Enters Ranks Of SIU In Canada

(Continued from Page 1)

through talks arranged by Frank Hall, chairman of the negotiating committee for 18 international railway brotherhoods.

### CLEAR PICTURE

In making the announcement of the absorption of the CLSU into the SIU, it was revealed that the CLSU does not retain its identity, but simply comes into the SIU's Canadian District. This move makes clear the somewhat muddled state of Canadian Lakes and deep sea maritime labor.

The joining of the two unions was not greeted with applause from all quarters, however. The CP-dominated CSU looked upon the move as a threat to its hold on the Canadian seamen and searched for reprisal weapons.

In Canada's highest labor unit, the Trades And Labor Congress, the president of which supports the CSU, fireworks are expected when the group meets next month.

### LINES DRAWN

The communist and anti-communist camps will draw battle lines and thrash out the matter. It is felt that the new SIU strength will be the signal for a general house cleaning of communists.

The CLSU gave several reasons for joining ranks with the SIU. Among them was the feeling that the SIU is a stronger organization and is reliable, responsible and strongly anti-communist. Also, as an affiliate of the AFL, it is entitled to the support of all Canadian labor. This the CLSU did not have, as it had been affiliated with the Catholic Syndicate of Quebec.

The CLSU's position in Canadian maritime had been more of strategy than numbers, although the outfit had contracts with four companies covering ninety ships.

Dave Joyce, Secretary-Treasurer of the SIU's Canadian District, signed the agreement between the two unions for the SIU.

## WFTU President Calls It Commie-Controlled

MARGATE, England — The World Federation of Trade Unions was denounced before the British Trades Union Congress here by Arthur Deakin, British union leader, and president of the Soviet-dominated world labor body.

In an address to the annual meeting of the BTUC, Deakin declared that the WFTU has been completely captured by the Communists and is being used as an agency to carry out the policies of the Cominform and as a platform for advancing Soviet propaganda. He charged that WFTU agents are busy stirring up trouble in Malaya and other parts of Asia.

Deakin's remarks coincided with the traditional position of the American Federation of Labor which has consistently fought the WFTU and exposed it as a "tool of the Kremlin." Unlike the British labor movement and the CIO, which have participated in the WFTU, the AFL refused to become affiliated with the organization.

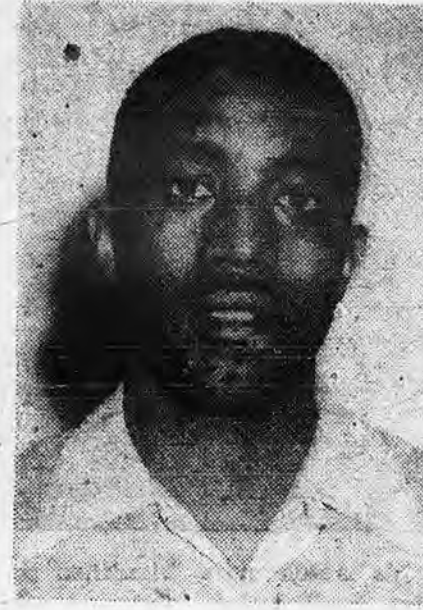
# HERE'S WHAT I THINK...



**QUESTION:** The Headquarters Committee's recommendations for a Union-wide, uniform system of rules for registration were reported out two weeks ago, and was published in the LOG of September 3. What do you think of the proposals? (The Committee's recommendations are reprinted on Page 16 of this issue to insure fullest membership knowledge of the proposed rules before they go to referendum vote.)

### AL. CARMOEGA, Messman:

As far as the Messmen are concerned, I think the Committee's proposals are very good and fair. It is very wise to break down the jobs into two groups—rated and unrated—as they have done. Most of the Messmen who register as Messmen and Utilities get beat out very often by men in the higher ratings under the present rules. Under the proposed rules, Messmen and Utilities will have a much better chance of being shipped out much sooner than they are now. If the Committee's recommendations are adopted, men in these classifications will not have to compete with all other ratings.



### E. D. ODOM, Chief Cook:

I am in favor of the report of the uniform registration Committee, because it gives men in every rating a chance. I sail as Chief Cook. This proposed grouping of registration will mean that I can ship Steward if a job comes up, as well as Cook. At the same time it protects men sailing Messman from being bumped by men with ratings, who ought to sail in their rating. I like to feel that the registration rules will be the same in what ever port I pay off in. This uniform registering system will insure greater fairness for all under our present rotary shipping procedure.

### ROQUE REMOS, Utility:

If these proposals are accepted in referendum vote, it will mean protection for men—such as me—who ship as Messman. It will enable us to take the jobs of Messmen and Utility without worrying about higher rated men beating us out. The higher rated men can still ship out in all ratings except these two, so they're not penalized. It only keeps them from taking the unrated jobs and thus harming those of us who can choose from only the two unrated Stewards Department jobs. When these proposals come up for a vote, I'm going to vote in favor of the change.



### IRWIN MOEN, AB:

I like this grouping of jobs for registration, especially the allowance made for OS unable to get AB tickets because of physical disabilities. Allowing them to ship as rated day workers gives them the incentive to work for higher ratings. This provision is a fair one and one I'm glad to see, even though I'm okay for watch standing. I see that the group system is equally well set-up for the men of the other departments, so there should be no reason for the membership not to vote in favor of the change. I can't see where this holds any man back from advancing. In fact, it protects the men all around.



### DUTCHY MOORE, Ch. Elec.:

One of the most discussed and controversial issues on registration has been requirement for registering in one rating. There is no flexibility or choice for the men with higher ratings under this method. On the ship I was aboard during the past two months this issue came up several time at our meetings and letters were sent to Headquarters telling of our views. In my opinion the Committee's recommendations seem to be quite fair to men of all ratings, with the possible exception of the Deck Engineer, who has high qualifications and should be allowed to register in Group I of the Deck.



### DIMAS CORTEZ, Deck Maint.:

I think the way the Headquarters Committee has sifted the proposals of the port committees and presented a combined version is a good job. However, I think we need further clarification on the groupings, especially for the Deck Department. The recommendations say that when men are not available in one group, qualified men in the next lower group may throw in for a job. By this method the men in Group III would get preference if no men in Group II are around for a job. I don't think this is exactly fair. I think in this case the man available with the highest rating should get it.

### IVAN WHITNEY, FOW:

As far as Group II, Engine, is concerned I think the Deck Engineer should come under Group I, owing to the fact that his pay is much more than the rest of Group II. I am in favor of the general recommendations for group registering, because it is a lot fairer to those men who have all ratings; and at the same time protects men who have not gotten the top ratings from being beaten out on a whim. I will be especially glad, if these recommendations are adopted, to know that the registration procedure will be the same in whatever port I may come into.



### JOSEPH De CABO, Bosun:

I like the proposals the Committee has shaped up. If they are adopted, we can be sure of qualified men in all ratings at all times in all ports. Also they are flexible enough so that you wouldn't be blocked out of a job the way you would be registering in just one rating. As a Bosun, I could be registered for five jobs in the first Deck group, which is okay. I wouldn't be cutting out any guy that's registered AB, and nobody registered AB would be cutting me out. You would always know right where you stood no matter what port you were in. We need some rules like these.





# AROUND THE PORTS

## Ore Ships Largely Responsible For Good Shipping In Baltimore

By WILLIAM (Curly) RENTZ

BALTIMORE — Shipping is back on the downgrade, but we do expect it to go up a bit in the week to come.

We still have plenty of men on the beach, most of them having come in from other ports. They seem to think this is the best port for shipping, which perhaps it is.

It certainly is as good a port as you can find if you count those Ore boats, and the member who doesn't count them is making a big mistake. Those ships are in every week, and some weeks there's one to catch every day or so.

Nevertheless a lot of men hate to take those ships. Just why, we don't know. They are good ships and they make short trips. They are getting to be better feeders all the time. Most important of all, they represent a lot of jobs the Organizers worked hard to get.

### EVERYBODY LOSES

When the Union fails to deliver a crew, the company takes men off the dock. Each and every one of us is the loser when this happens, as it does on occasions. The company does not exactly love unions.

Last week we had five payoffs. To give you an idea, three of them were Ore vessels. The other two were a Calmar and an Alcoa.

In the same stretch, we had seven sign-ons, of which three were Ore ships. The rest were two Isthmians, a Calmar and an Alcoa. What the Ore ships mean to this port is pretty obvious.

Except for a Steward on Alcoa's J. W. Cullen who was a gashound, the payoffs and sign-ons were clean ones. This Steward, who caused a little trouble, cut his stores to allow himself some whiskey aboard, thereby

depriving the crew of a few things, notably milk. Quite a wise guy, wasn't he? He will hear more of the beef.

We are voting on the 10-dollar assessment down here. Apparently everybody knows what it's for and what to do about it. The answer is to vote "Yes," in case you haven't heard. That is, vote "Yes" if we want to keep our strength. We could get caught short some day and be placed in a bad spot, if we don't have the assessment. Suppose we were locked-out! Think that one over.

### GIVES ANSWER

This assessment could save the life of the SIU on a dark day. Don't forget: We are still in a fight, even if we have a two-year



contract. You have to keep those companies up to the mark every day. If we let down our guard, they'll jump us—contract or no contract.

We didn't win those contracts for nothing. And we can't keep them for nothing. "Yes" is the answer. "Yes" guarantees a strong Union.

We have a touch of the West Coast lock-out in Baltimore. The MFOWW and MCS are picketing one ship so far.

The boys in the hospital are doing fine. They are anxious to get out—and vote.

## Gangway Watch

For the protection of the crew's gear and the ship's equipment, and for the protection of the SIU agreement, men standing gangway watches should remain at their post, in the same manner as the Fireman below must stand his watch. Gangways cannot be covered from the messhall or foc'sle.

The gangway watch is as much a part of our agreement with the shipowners as the wage scale. The job is easy and the overtime earned on the weekends fattens the final payoff bundle. Stick by that gangway when on watch.

## Port San Juan Still Maintains Top Shipping

By SAL COLLS

SAN JUAN — Shipping has been tops here for the last six weeks. We even have had to ship some men on emergency cards because of the shortage of members around these parts.

The MV Ponce helped out last week by paying off and taking a full crew. In addition to the Ponce, which belongs to the Ponce Cement Company, we had six Bull Line vessels and a Waterman in transit.

The Bulls were the SS Jean, Arlyn, Suzanne, Mae, Rosario and Elizabeth. The Waterman was the Monarch of the Seas.

### WILFUL WIPER

There were some minor overtime beefs aboard the Ponce, which were settled to everybody's satisfaction. The principal trouble was with a Wiper who was in arrears in dues for four months and all assessments for 1948.

This Wiper was quite a character. He didn't want to pay his dues, he said. To make things look a little worse, he apparently refused to do his work or cooperate with the rest of the crew in any way.

### SUNNY ISLE

We had four days of rain and wind on the Island. However, we didn't get the hurricane, which headed for North Carolina but finally turned out to sea. We're having sunshine again, but this time of year you have to be wary in this part of the world.

Some of the oldtimers around are A. Gonzalez, F. Mateo, L. D. Mullis, F. P. Marquez, D. Kenney and J. Tassin.

D. Trefethen and L. A. Vila are going back to sea after five years ashore. J. Dean just got off the Ponce to put in a little vacation time.

There are only four Seafarers in the Marine Hospital here now, and all of them look forward to getting out in a few days.

## Shipping Slows For Port Mobile; Membership Okays Assessment

By CAL TANNER

MOBILE—Shipping was dead slow last week in the Port of Mobile, with approximately 67 bookmen and 17 permits shipped. We had a total of six payoffs and three sign-ons for the week.

This week we lost two Liberties to the boneyard fleet, the Lyman Stewart, and the Isaac Singer—both had been running for Alcoa on the bauxite trade for a long time. Another Alcoa Liberty, the Henry Rice, is due in today and also is headed for the boneyard.

Ships paying off this week were the Alawai, Daniel Huger, Lafayette, Waterman; the Lyman Stewart and Isaac Singer, Alcoa. The Wild Ranger, Waterman, came in from the Puerto Rico run and paid off.

### GOOD CREW

All were in exceptionally good shape, with practically no beefs. The Wild Ranger, in particular, has a heads-up crew that doesn't tolerate any performing, and has a fine set of delegates.

Ships signing on for the week were the Alawai, headed for Bremen, Hamburg, Rotterdam, and Antwerp; the Lafayette, for Germany; the Daniel Huger for Japan and Korea; the Pegasus for the bauxite run, and the Wild Ranger on continuous articles for Puerto Rico.

All sign-ons were accomplished with a minimum of trouble, with all slop chests checked prior to signing on, and all necessary repairs made.

The Hospital Patrolman reports he made the hospital and found everything in good shape. The following men are in the Mobile Hospital: R. Armstrong, Pete Henderson, F. T. Reynolds, A. C. McAlpin, H. Lowman, H. W. Peters, B. H. Amesberry, W. D. Covington.

Some of the oldtimers sweating out the beach in Mobile now include E. Goodwin, Bennie Turner, B. Johnsen, L. Cheeseman, W. Reynolds, L. F. Davis, Harold Westphal, James Moore, H. Cur-

ry, Malcolm Cieutat, Eugene Morgan, G. Kaleel, B. Graham.

### GENERAL FUND

The main topic of conversation around the Hall now is the \$10 General Fund Assessment, and the good it is going to do the organization, if the membership votes it.

In the talks around the Hall, everyone expressed their opinion as being in favor of it. They all realize that, while we have the strongest maritime Union in the business today, we are losing jobs every day while the ships are being put in the boneyard with a consequent loss of revenue.

All of the members know a Union is only as strong as its finances; and they are all anxious to keep the SIU the strongest organization in the maritime industry.

Another topic of conversation around the Hall is the recommendation of the committee on registration. All of the members seem to be in favor of the report.

### NO BEEFS

On the labor and organizing scene in Mobile, everything seems to be pretty quiet right now, with no beefs hanging fire. We seldom have anything in this port that is not organized, with the exception of foreign flag ships.

There is nothing new on the unemployment insurance situation right now. We are still waiting for a Supreme Court decision to see which way things are going to go.

The bottom half of our building should be vacated by the end of this month and, as soon as we can get started with the necessary renovations and repairs, we will make it one of the finest Union Halls in the country.

Members are again invited to send in any suggestions before we get started.

## From The Sixth Deck

By EDDIE BENDER

The Union books are closed at the present time, and will remain closed until such time as the membership votes to open them again. Certain permitmen, however, who are helping the organizational drives by sailing the unorganized ships, are issued books from time to time through the recommendation of the Director of Organization.

It is not an easy task doing this organizing work among a bunch of non-Union men on the unorganized ships. It entails loss of cabbage on one hand, and plenty of headaches on the other. Yet it has its compensations.

The Union-minded permitman can be proud of a good job done in helping the Union to expand and obtain more ships, which will mean more jobs on the board in the days ahead. And the Union, in turn, sees to it that such men get their books in a much shorter space of time than would otherwise be the case.

It is a wise policy not to pester the Patrolmen by continually asking if you can get a book. They have plenty to do without constantly going over this ex-

planation. When the books are opened again the announcement will be printed in the LOG. Keep a close check on each issue.

Those fellows now holding permits who hope to obtain their books now should contact the Organizers for advice on how to go at a job on the unorganized ships—they will be more than willing to give whatever advice or help they can.

It is best for permitmen aspiring for membership in the organization to keep their permit in good standing at all times, as this is an excellent asset when applying for probationary membership.

Here are the qualifications for membership, if and when the books are opened:

First, a permitman must have 18 months paid-up time on his Permit.

Second, a year's sea-time as a permitman.

Third, a rating other than Messman, Ordinary Seaman, or Wiper.

Fourth, strike clearances for all strikes.

Fifth, be paid up in full for all monies due the Union.

## Boston Seafarers Are Awaiting Weekly Educational Meetings

By ERNEST B. TILLEY

BOSTON — The members in the Port of Boston are still walking around with their chest pushed way out telling one and all that they are members of the SIU, and add that they have the best Negotiating Committee in the maritime industry, which had just tied up contracts that are way out in front of the rest of the waterfront.

There are plenty of men around here who are looking forward to our Tuesday educational program meetings. They realize that there is plenty to learn—even for the oldtimers—if we are to live up to our contracts all the way. To prevent the companies from saying that there is no need of having this

and that in the contract, as the men don't go by it anyway.

We have started to vote on the General Fund Assessment up here. When the time comes for the tally I think you will find Boston solidly back of it.

By the time you read this, we will have laid up all of our summer boats for the season. As for shipping — there just doesn't seem to be any payoffs scheduled for this Port. We have not had one in the last two weeks, and don't know of any coming up.

But never let it be said that the men on the beach here are not out to organize the unorganized! There is never a ship in the area that is not covered to see if there is a job to land for the SIU.



## Strike Keeps Frisco Shipping At Standstill

By A. S. CARDULLO

SAN FRANCISCO—Are our faces red? After sending out an urgent SOS to all ports for rated men, the strike came along and really froze things from Seattle down to San Diego.

The only things moving in the harbors are the fish and the current.

We take everything back, fellows—stay away from western shores, if you really want to ship. Stay away, there's nothing doing on the West Coast!

### LIT THE FIRE

Here in the port of Frisco we started our stewpot the minute the strike hit. It's been kept up on a voluntary basis. The way things stand at the present moment, while the pockets of the boys who are strikebound here may be empty, their stomachs are full of Michele's cooking.

Frenchy feels pretty good about the whole thing. The boys on the chowline are so broke they don't complain about the food.

He really feels that his cooking is the thing that's making them go back for seconds. For Sunday dinner he has a "Jake Shuler Vinegar Pie" featured. Here's hoping for the best!

### VOTING HEAVY

Voting has been very heavy. The first few days we ran out of ballots.

We asked the longshoremen to release three of our ships which are light, alongside the dock here in Frisco. They refused, on the grounds that the

## RESTING AND WORKING



Norman Maffie, one of the Seafarers' outstanding artists, sketched these two Brothers aboard the Santa Clara Victory. In the picture above, Brother Wilde, AB, curls up in his sack with a good book and seems to be having a pleasant time. On the other hand, Brother Whipple, below, is hard at work sewing reel covers. He apparently enjoys doing his job under SIU conditions.



## New York Shipping Holds Steady Despite Trucking Tie-Up

By JOE ALGINA

NEW YORK—Shipping in this port for the past several weeks has been just idling along at a leisurely pace — no spurts, no dips, just a steady plod. That's the way it is again this week. As usual rated men in the deck and engine departments find it not too bad, but Stewards Department men in all ratings are up against slow shipping.

We expected shipping to be crimped by the trucking strike, which has been underway in this city for the past two weeks but, for some unknown reason, shipping hasn't been affected to any degree, as far as we can determine.

In fact, the number of ships hitting this port in transit has increased. The Teamsters are out for increases up to 25c an hour, plus fringe benefits. The best the trucking concerns offer is a 15c boost with no extras.

On the payoff parade we handled the usual number of neat ones. Waterman ships in port were the Currier and City of Alma. The Stockton, a freight ship, was in for Carras, and the Steel Maker was paid off for Isthmian.

Bull Line sent the Angelina, Emilia and Cornelia. The last mentioned will be around awhile, until she gets cargo commitments.

The week's payoffs were also bolstered by the arrival of the

Marine Star and Robin Hood for the Robin Line, and the Alger for South Atlantic. Not a bad bunch of ships for the week, and all of those mentioned gave the Patrolmen easy times.

### ALL WENT WELL

The same was true on the sign-on front, wherein all went well. Several "in transits" hit port and called for men, which serves to boost the shipping figures.

Now that the shipping picture is spotty and companies are laying off crews for lack of cargo, it is a good idea for crewmen to get a statement from the ship's Skipper attesting to the fact that they were laid off and did not quit. This is especially true of Waterman ships.

If a man is forced to leave a ship due to the company's decision, a statement to that fact will expedite his application for unemployment pay. If the statement is not received, the company will claim he quit the ship. Protect yourself and cut the red tape right on the ship before the payoff.

Just a word or two on the new contracts and gangway watches: When the new agreements with the operators were submitted to the membership for ratification, the men voted to accept the new set-up.

By this they didn't only agree to the new wage boosts, but they also agreed to abide by all the other clauses and provisions. It

is the duty of all of us to live up to that contract. We can't scream "contract violation" to the company, if our hands are not clean.

### BOOSTS EARNINGS

In connection with this, the standing of gangway watch is a contractual obligation. It's not a concession to the shipowner—it is a shipboard job we won after a lot of wrangling. It is just as much a part of a deck man's job as that of the fireman, who must stand watch below.

Gangway watches give the deck men a chance to increase their earnings a great deal, thanks to the weekend overtime,

watches are stood is right at the gangway proper.

It's the watch's job to check all persons boarding the ship and protect the ship's property as well as his own personal effects. A crew can never feel its gear is secure if a gang of foul-ups are standing gangway watches. It's your job, so do it in SIU style.

I'll sign off after a word on missing ship:

I don't have to impress on anyone the importance of making a ship, once dispatched. It's no joke during these days of tough shipping to learn that a man has missed a ship and the ship has sailed short.

Undoubtedly, several men wanted that job and would have stuck with it, but it was lost due to the antics of one character who didn't know what time it was.

### CHECK THE BOARD

It is up to each man to check the sailing board before heading ashore. No lame excuses about the ship leaving early will be listened to. If the rest of the crew made it in time, the blame is yours, not the sailing board's.

Here's an afterthought, suggested by the cool weather here in New York. If it is cold aboard your ship and the heat is not on, notify the Union Hall as soon as possible. This was the cause of many beefs last winter and we want to nip them in the bud this season.



ship will go to some other port and handle diverted cargo.

We explained our position to the longshoremen. We are an East Coast outfit and not on strike—yet our ships were being tied up here, while West Coast ships were sailing on the East Coast with crews from the striking Unions. We felt this was unfair to us.

### NO DICE

After the first refusal it was again referred to a West Coast Committee of strikers, who also turned us down.

H. Hoover, Wiper on the Steel Inventor, had a funny experience with the Chief Engineer. He sounded fuel tanks from ten in the morning until eleven o'clock at night, at which time the Chief knocked him off stating that he would buy him a beer and square things up.

The Chief felt so hurt when Hoover turned in for overtime for doing the work, that he wouldn't buy any beer.





# Minutes Of A&G Branch Meetings In Brief

**SAN JUAN** — Chairman, S. Colls 21025; Recording Secretary, R. V. Ortiz, 6141; Reading Clerk, A. P. Jessen, 21100.

New business of other Branches read and accepted. The Agent reported that he had had the cooperation of the members in filling the shoregang jobs that had come in during the last four weeks. He pointed out that some 300 jobs had been involved, and that the ships' officers had been pleased with the showing of the Union. The Secretary-Treasurer's financial report was posted. The Resolution from New Orleans for a \$10 General Fund Assessment was read and carried by a hand vote. Motion to send a letter to the Secretary-Treasurer explaining the need for a new Hall in Puerto Rico. Amended that when such a Hall is obtained that it be fixed up to the standard of other SIU Halls. Carried. One minute of silence was observed for departed Brothers. Under Good and Welfare the membership expressed their pleasure with the way things were running in the Port. Meeting adjourned at 8:20 P.M. with 31 full books, and 14 permits present.

**BALTIMORE** — Chairman, Al Stansbury, 4683; Recording Secretary, Ben Lawson, 894; Reading Clerk, Dolar Stone, 1996.

The following members were Obligated: C. Mecum, W. Ragauski, W. Cally, L. Spivey, W. Nelson, S. Mills, George W. Martair, Roy W. Burkitt. The Baltimore minutes and financial report of



August 25 were read and accepted. The Secretary-Treasurer's weekly financial report of August 28 was accepted. New Business of Branch meetings was read and accepted. The Agent and Patrolmen made their reports and were accepted. The Dispatcher reported 291 registered, and 334 shipped. The meeting stood in silence for one minute in memory of our departed Brothers. Under Good and Welfare, a number of Brothers spoke on the \$10 General Fund Assessment, pointing out that it was a good thing for the Union. Meeting adjourned at 8:30 P.M. with 350 members present.

**TAMPA** — Chairman, J. L. Jones, 2898; Reading Clerk, A. J. Baker, 32313; Recording Secretary, M. Franggos, 31884.

Previous minutes read and approved. New business of other Branches read and accepted. Accepted communication from Negotiating Committee with vote of thanks and confidence. Secretary-Treasurer's report read and approved. Joe Wread, A. Swenson and N. Ellis elected to serve as a Balloting Committee. Dispatchers report, revealing slow state of shipping, accepted. Agent reported shipping to be poor for two weeks past with the outlook not very bright. However, Agent said, three ships were due in and two of them already had asked for replacements. There might be even more replacements, he added.

## A&G Shipping From Aug. 24 To Sept. 7

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston	35	23	28	86	10	10	8	28
New York	166	154	168	488	168	132	132	432
Philadelphia	37	25	28	90	43	44	31	118
Baltimore	116	101	74	291	125	116	93	334
Norfolk	142	85	64	291	25	22	25	72
Savannah	20	7	4	31	15	9	6	30
Tampa	14	19	12	45	9	9	7	25
Mobile	208	244	227	679	66	62	48	176
New Orleans	174	128	156	458	145	116	153	414
Galveston	62	47	25	134	66	62	43	171
San Juan	28	25	18	71	36	20	25	81
San Francisco								
(No shipping due to strike.)								
GRAND TOTAL	1,002	858	804	2,664	708	602	571	1,881

Tampa building in top shape, Agent reported, and other unions were sending congratulations on its excellence. Photographers making official shots of building inside and out. Tampa financial report accepted. Under Good and Welfare, several Brothers hit deck to express enthusiasm for proposed assessment now being voted upon. Suggested Agent go to Miami to vote members there. Minute of silence for departed Brothers. 150 members present.

**GALVESTON** — Chairman, Keith Alsop, 73511; Recording Secretary, Jack Kelly, G-10; Reading Clerk, W. R. Brightwell, 7279.

Galveston minutes and financial report read, and approved. Secretary-Treasurer's report and Headquarters' report read and approved. Minutes of other Branches read and accepted. Agent, Patrolman and Dispatcher made reports which were approved. Dispatcher said 134 men had registered in two-week period and that 171 had shipped. Communication from Headquarters record regarding social register read and accepted. Minute of silence for departed Brothers. Meeting adjourned with 55 members present.

**SAN FRANCISCO** — Chairman, William McKay, 8; Reading Clerk, C. W. Cothran, 50317; Recording Secretary, Al Bernstein, 21065.

New Business of Branches holding meetings was read and accepted. The Secretary-Treasurer's report was accepted. The Agent reported on the recent Agents Conference in New York and the current West Coast waterfront situation. Accepted. The Branch financial report was accepted. A communication from the Mayor of San Francisco regarding the status of seamen in the draft was accepted and filed. A wire from the Twin Falls Victory was filed until the ship returns. Under New Business a



motion carried to ask the Secretary-Treasurer for financial assistance in taking care of lodging for strike-bound A&G men on the beach in Frisco. Under discussion it was pointed out that a self-supporting stewpot has been going full blast since the first of the week. Motion was made to give the Negotiation Committee a vote of thanks for

getting us the best contract and highest wages in the industry. Under Good and Welfare several Brothers asked if it would be feasible to open an A&G Hall in Honolulu. Minute of silence was observed for departed Brothers.

**SAVANNAH** — Chairman, Billy Harrison, 36878; Recording Secretary, S. J. Colcock, 38407.

Branch minutes having New Business read and accepted. Agent Charles Starling reported that shipping was fair, and expected to pick up in the next



two weeks. He paid off the William Carson, Alexander Clay, Dorothy, and Cape Race with only minor beefs. It was the Dorothy's last run into this Port. The tanker New London took a few replacements in Jacksonville. The Secretary-Treasurer's report and his financial report were accepted. Barry B. Tippins, Marvin Oliver, James H. Manucy were obligated. Under Good and Welfare there was discussion on placing a coca cola machine in the new Hall when everything is straightened out and hanging curtains. Meeting adjourned at 7:30 P.M.

**BOSTON** — Chairman, H. J. Cashman, 40363; Reading Clerk, E. B. Tilley, 75; Recording Secretary, L. N. Johnson, 108.

New Business of Branch minutes read and accepted. The Agent took the deck to tell the membership of the program drawn up at the Emergency Agents Conference in New York the preceeding week, and asked that the Port of Boston go all out to see that this policy is lived up to. He stated that the educational program for the men on the beach would start Tuesday, September 14, and would continue every Tuesday from then on. All hands were asked to be on hand. He asked the membership to cooperate in trying to land jobs on the unorganized ships. The Dispatcher reported 86 registered, and 28 shipped. The report from Headquarters to the membership, the Secretary-Treasurer's Financial Report for weeks ending Aug. 21, and 28, and the SIU A&G Negotiating Committee's Report were read and accepted. Communication from Brother N. Foster, regarding \$50 fine put on him for missing the SS Yarmouth was read and non-con-

curred with. The Agent was instructed to see that the fine was paid. A Balloting Committee for the General Fund Assessment was elected from the floor. Brother Antonio Collello was obligated. The membership observed one minute's silence for departed Brothers. Under New Business a motion carried to raise the Hospital benefits from \$3 to \$5. Motion made to have the Agent purchase the rotary converter motor now on trial for the loudspeaker, at the price of \$50. Carried. Motion carried to ask the Secretary-Treasurer to meet with the Alcoa SS Company in regard to men shipped from Boston to Canada not receiving subsistence money for the trip. Meeting adjourned at 8:30 P.M. with 80 book men present.

**NEW ORLEANS** — Chairman, Johnny Johnston, 53; Recording Secretary, Herman Troxclair, 5743; Reading Clerk, Buck Stephens, 76.

The New Orleans financial reports of Aug. 28, and Sept. 4, and the Secretary-Treasurer's financial report of Aug. 21 were read and accepted. The minutes of Branches holding New Business were read and accepted. The Agent reported the affairs of the Port were in good shape. There were ten payoffs and four sign ons in the past two weeks. He reported on the special Agents Conference. Over the weekend someone burglarized the Hall and stole money from the machines. It was recommended that the tenants who are renting the old Hall be allowed to repair the roof and deduct the costs from the rent. The Agent recommended that a committee be elected right away to start balloting on the \$10 General Fund Assessment, and he urged the membership to vote yes in order to build up the Union for the tough times ahead. It was pointed out that employees of the Crescent Towing and Wrecking Company are out on strike, and the Agent asked the mem-



bership to be ready, willing, and able to help these Brothers in the Marine Allied Division if they should have to call on us for help. The Agent's report was concurred in unanimously. The Dispatcher reported 458 registered, and 414 shipped. In addition there were 22 men shipped on lay-up jobs, 25 on

tugboats, and 5 standbys, for a grand total of 422 shipped. The Secretary-Treasurer's report was accepted. The following members were Obligated: W. B. Gates, V. D. Brunnell, A. R. Faciane, W. P. Hopkins, E. Cain, J. P. Shaughnessy, V. H. Sanders, J. B. Gunter, F. G. Hays. The meeting stood one minute in silence for departed Brothers. Meeting adjourned 8:50 P.M. with 340 present.

**MOBILE** — Chairman, J. Morrison, 24213; Reading Clerk, H. J. Fischer, 59; Recording Secretary, L. Lord, 192.

New Business of Branches read and accepted. The report from Headquarters was read and accepted. The Resolution from New Orleans on the \$10 General Fund Assessment read for the second time and accepted. The Agent's verbal report was made and accepted. A motion was made under New Business that the Secretary-Treasurer be asked to come to Mobile for the purpose of helping plan the renovation and alterations of the building, which the SIU owns, and which we are to take full possession of by the end of the month. Under discussion it was brought out that in the past he had played a part in helping plan the renovations and alterations of SIU Halls in various ports and that his experience would be of great help to us in planning our Hall. Carried unanimously. Patrolmen Jordan, Morris, and Morrison made their reports, which were accepted. The Dispatcher reported 679 registered and 176 shipped. There was dis-



cussion under Good and Welfare about the Doorman. Agent Tanner informed the members that all Doormen are to be eliminated in all ports. Meeting adjourned at 8:30 with 249 members present.

**PHILADELPHIA** — Chairman, L. A. Gardner, 3697; Reading Clerk, D. C. Hall, 43372; Recording Secretary, G. H. Seeberger, 6932.

New Business of Branches holding meetings was read and accepted. Special meetings minutes from New York, Baltimore, New Orleans, Norfolk, and San Francisco were read and accepted. Great Lakes and SUP minutes were filed. The Agent reported that shipping had been fair for the past two weeks. He gave the membership a report on the Agents Conference, which he attended in New York the previous week, and explained the various subjects discussed. Also he gave the membership the new SIU policy of economy and explained that in line with this, the Port of Philadelphia was laying off one Patrolman, and one stenographer-secretary. There was no New Business. The Secretary-Treasurer's financial report, the Secretary-Treasurer's report to the membership, and the membership, and the Patrolman's report were all accepted. The Dispatcher reported 90 reg-

(Continued on Page 15)





# SHIPS' MINUTES AND NEWS

## Sea Trader Stowaway Wins Support Of Crew; Topside Takes Dim View

When the crew of the SS Sea Trader found a stowaway on the way back from Naples to New York, they opened their hearts to the scared, skinny kid who just wanted to get somewhere a kid might have a chance.

All the unlicensed men chipped in to get the kid in good shape as long as he was aboard and for the future, according to Frank Boyne, AB.

First the boys fed the young Italian some of the good food that's found on SIU ships. Then they rigged him up SIU style from the slopchest. As a result, the kid put on about 10 badly needed pounds and took great delight in wearing each change of his new clothes including his white Seafarer's cap. His gratitude was heartwarming, says Boyne whose sympathy for the desperate lad was enhanced by an experience of his own 15 years before.

The Skipper, however, failed to share the crew's feelings for the stowaway. First off, he tried to sign the lad on to work in competition with the SIU crewmen and perhaps chisel a little overtime. Naturally, the Seafarers refused to allow any such goings-on as that, but they were happy to pay the kid to do their laundry and similar services.

### FAT KITTY

The night before they reached New York, the unlicensed men tossed \$150 into a kitty to take care of the kid. However, Boyne reports that, anticipating that the immigration authorities would send the youngster back to Naples, the Seafarers withheld some of the cash to be sent directly to Italy. No donations came from topside.

Believing that there might be some chance of sending the boy to work in the fields in Califor-

nia or somewhere else, Boyne offered to go bond for him to the tune of \$500 with the immigration people, but nothing came of his proposition. Whether he has been sent back or not Boyne doesn't know.

Talking freely through Seafarer "Blackie" Mancino, whose knowledge of the Italian language came in handy, the kid revealed that this was his second attempt to reach America. The first time he had stowed away aboard one of the American Export ships contracted to the NMU, but was put off at Gibraltar. On the NMU vessel he had worked the ship, but been put on rations. On the SIU ship he ate the regular meals.

### DUCKED GUIDE

The Sea Trader had come into Naples for orders after carrying a cargo of surplus Army trucks, clothes and other supplies — but not arms — to Tel Aviv in Palestine, now more properly called Israel. Tel Aviv's modern character greatly impressed Boyne who never had been there before.

At first the Israelis refused to permit the Sea Trader's crew to come ashore at all. But after a couple of days, the authorities relented. However, they provided the crew with a "guide" who had a tough time.

Taking care of two dozen Seafarers proved to be too much for one bewildered guide. First Boyne and Mancino, and then the rest got away from him by ones and twos—and everybody had a most pleasant time. Many of the boys ended up at the beach for a dip in the Mediterranean.

Boyne's own sympathy for the Neapolitan stowaway was based on the memory of stowing away himself in Sydney, Australia, in

1933. Boyne was only 16 then, and things were tough everywhere in 1933 which was just about the low point of the depression.

He was sitting on a Sydney dock watching a rusty British tramp load grain. The way things were, he had nothing to lose. He didn't know where the bucket was going, but he stowed away on her. The ship went to Wales by way of South Africa and Boyne was signed on as an OS in Durban.

He has seen a lot of blue water since and he sailed under several flags before coming aboard SIU ships during the war. He says that the memory of that English freighter really makes him appreciate SIU conditions.

## Crew's Cold Box Serves Suds To Cool Heads

There's plenty of beer aboard for the crew of the SS Alcoa Clipper, now sailing out of New Orleans, since the boys — and girls — bought an electric cold-box to keep it in.

Previously the crew members were allowed a little beer of their own, but since they could use only a corner of the crew's ice-box, most of which had to be reserved for food, there was a limit to what they could carry.

"Frenchy" Blanchard, who reported the purchase to the LOG, wrote "Beer on this ship is here to stay." He said that Brother Vic Moriana, Storekeeper, had been put in charge of dispensing the beer, and that Vic was doing a fine job. Everybody got enough, he said, but nobody got too much.

What made the cold-box possible was the "ship's treasury" maintained by the Clipper's crew. Sister Magge Greenberg, the Clipper's smiling Stewardess keeps the fund, and keeps it at \$200 all the time. It was Magge who disbursed the dough for the box, but she makes no disbursements that fail to qualify as Union welfare.

Because they have the box, the Clipper crew now can carry 100 cases of beer on each run to the Islands. The cool brown stuff comes in mighty handy after a day's work in the Caribbean.

The cold-box for the crew's own beer is symbolic of the constant improvement in conditions aboard SIU passenger ships. The crew of the Alcoa Cavalier has a record-player and a public address system. Similar advances have been registered on other passenger ships, largely through ships' funds.

Incidentally, Magge Greenberg, who administers the Clipper fund with great efficiency, broke into the LOG recently when an account appeared of the help she rendered the surgeon who removed a crewman's appendix. Sister Greenberg is always around when there's something to be done.

## Crew-Officer Fund Enables Bishop To Reach Ill Mother

Thanks to the complete cooperation of the entire crew—both unlicensed and topside, less one—Seafarer Charles J. Bishop was able to leave his ship in Georgetown, British Guiana and fly to the bedside of his dying mother, so reports the ship's Third Mate in a letter to the LOG.

Bishop received word of his mother's critical condition while the ship was anchored in the British Guiana port and immediately was given permission to pay off. Bishop, however, did not have enough wages due him to make the trip, so a collection was taken up among the ship's crew.

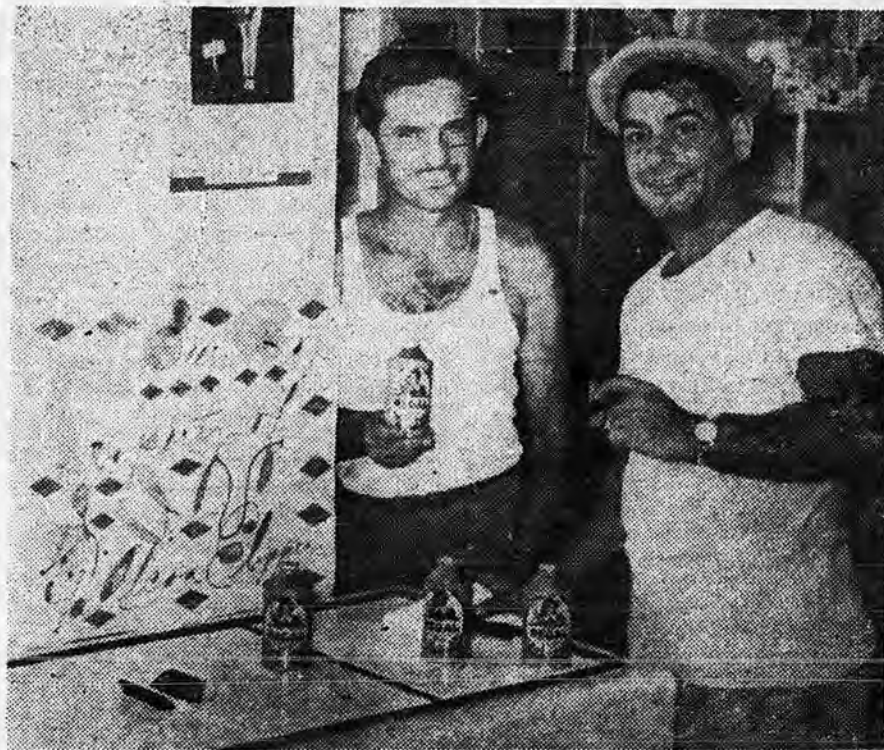
All men aboard, from the Captain down—excepting the Junior Third Mate—contributed to the

fund and offered their sympathy to Brother Bishop in his hour of grief.

### NOT TYPICAL

The Third Mate reports in his letter, signed by the entire unlicensed crew, that the men request that the story be printed in the LOG so that it will be known that the Junior Third's action does not typify that of ship's officers in general and those of the Alcoa Pointer in particular.

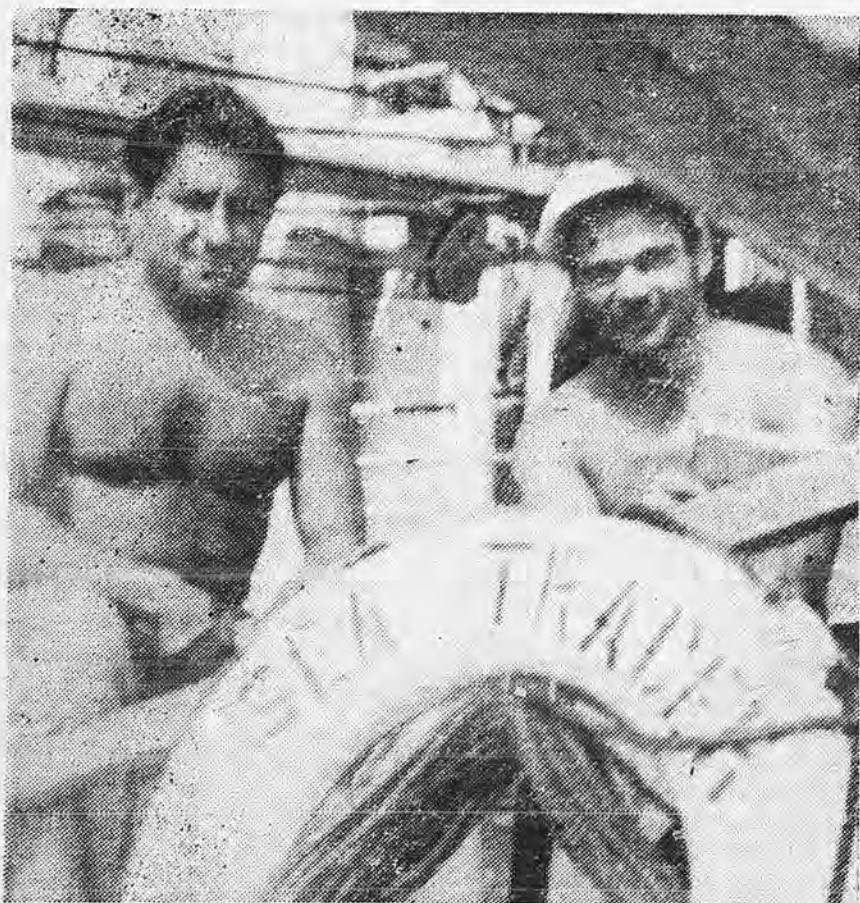
In closing the Mate expressed the opinion of the entire crew when Bishop departed. "It is with sincere regret that we part with a good shipmate under such sorrowful circumstance. Our deepest sympathy goes to him."



Their faces wreathed in smiles, Frenchy Blanchard and Vic Moriana stand proudly by the beer box purchased by the Alcoa Clipper crew to insure a steady supply of "cool ones."



What the handshaking was all about wasn't mentioned in the letter accompanying the pictures. Maybe it's just an excuse for a picture. Anyway, Frenchy Blanchard says these Seafarers aboard the Alcoa Clipper wanted to see their "mugs" in the LOG. H'yar they is! Left to right—Al Mauffray, 2nd Electrician; Frenchy Blanchard, Bosun's Mate; Baldie Ballinger, Quartermaster, and O'Leary. Photos by Magge Greenberg, Stewardess.



"Blackie" Mancino (left) and Frank Boyne pose for a picture at sea during the SS Sea Trader's recent trip to Palestine. These Brothers and their shipmates, through their kindness, won the warm gratitude of a hungry young stowaway who came aboard in Naples.



# Digested Minutes Of SIU Ship Meetings

**SEATRAN NEW JERSEY, June 28**—Chairman J. Chermosino; Recording Secretary Bob Burns. Minutes of previous meeting were read and accepted. Stewards Delegate asked that men remove their cots from deck before getting in to port. He asked that men in Stewards Department get their time-off squared away. Motion carried under New Business regarding cleanliness of toilets. Under Good and Welfare it was decided that the card players clean the messhall after they finish, or pay the Messman to do it. One minute of silence for Brothers lost at sea.

\*\*\*  
**AMELIA** — Chairman Rubio; Recording Secretary Fred Lewan. Steward Delegate reported just one hour disputed. Deck Delegate reported one permitman in bad standing but will pay up dues on arrival. Motion under New Business by Fred Lewan to have Deck Delegate see Mate about having low men turned to on overtime. Bosun made motion to have Patrolman check all Deck Department overtime at payoff. Under Good and Welfare members asked for change of brand of coffee and better night lunch..



\*\*\*  
**TALLULAH**—Chairman "Pug" Harell; Recording Secretary P. Allgeier. Motion made under New Business to elect Ship's Delegate. Brother Newby elected by popular vote. Motion carried to have Brother Newby see Captain about opening slopchest. Cleanliness of ship was discussed under Good and Welfare. One minute of silence for Brothers lost at Sea.

\*\*\*  
**COLOMBIA VICTORY, July 17**—Recording Secretary Michael J. Delaney. Deck Delegate reported the overtime was not checked, and he was instructed to have it checked by the Chief Mate at end of meeting. Steward Delegate reported a little disputed overtime. Under Good and Welfare Brother Don Williams pointed out that water in the showers was hot only. The Delegates declared that the showers in all Department were in the same condition, and it was decided to see the First Assistant to have them repaired. The Chairman asked Delegates to make up a complete repair list. Bosun asked that each Department rotate the job of keeping Laundry room clean. All Departments were asked to cooperate and work together. One minute of silence for Brothers lost at sea.



\*\*\*  
**NOONDAY, June 27** — Chairman J. (Red) Barbarbin; Recording Secretary E. B. Swank. Motion carried under New Business to have the ship's hospital checked at the home port to see that sufficient medical supplies are put aboard for the next voyage. Motion to have the slop chest checked to see that average range of sizes in clothing is available. Motion carried to turn the ship's minutes over to the oncoming crew so they will know



what the score is. Under Good and Welfare, a vote of thanks was given the Steward Department for preparing tops in food, giving good service, and keeping things clean. One minute of silence for departed Brothers.

\*\*\*  
**NOONDAY, July 11** — Chairman J. (Red) Barbarbin; Recording Secretary E. B. Swank. T. Dear was elected Ship's Delegate by acclamation. The Deck Delegate reported twenty hours overtime in dispute. Motion under New Business to have the Patrolman get locks and keys for the foc'sles. Motion to require each man to put up a deposit for his key when issued to be sure he return it when leaving ship. Motion to have ice box put in galley, and to check fans and other repairs before hitting port. Motion to have Ship's Delegate and Patrolman check slopchest. One minute of silence for departed Brothers.

\*\*\*  
**BRET HARTE, July 11**—Chairman C. L. Davis; Recording Secretary R. W. Tindell. The repair list last trip was turned in but only the Stewards Department was taken care of. The Department Delegates reported disputed overtime which would be turned over to Patrolman. Motion carried to improve slopchest. One minute of silence for lost Brothers.



\*\*\*  
**NEW LONDON** — Chairman Tex Suit; Recording Secretary John McVey. The Ship's Delegate reported that one of the crewmembers left ship in Corpus Christi. Under New Business Brother Ziggy moved that Engine Delegate see Chief Engineer about having blowers turned on in crew's quarters. Motion carried, that man leaving ship not be allowed to sail un-organized vessels, and that Delegates bring him before trial Committee. Brother Tex Suit gave a talk on the organizing and voting for the benefit of the non-union members of the crew. Under Good and Welfare, the Chief Pumpman suggested that those staying on take up a collection for a washing machine. There was discussion on cleanliness of ship, and it was decided to make up repair list.

\*\*\*  
**SEATRAN HAVANA, July 18**—Chairman H. R. Hutchins; Recording Secretary John Word. John Word elected Ship's Delegate. The meeting moved to recommend messman Paul Covington for a transfer from the AFL Fisherman's Union to the

SIU. Motion carried to have all Delegates and Chief Cook F. Avery, Ordinary Pitts, and Car Deckman J. J. Word who witnessed the fight in which the Radio Operator Mendel Goldberg put Ordinary Seaman George Weldon in the hospital at Texas City on hand when an investigation is made in New York. There were motions on cleanliness of the ship, and the placing of jacks on main deck to prevent falling. One minute of silence for Brothers lost at sea.

\*\*\*  
**ANNISTON CITY, June 1**—Chairman William Doran; Recording Secretary Paul L. Goodman. The Delegates reported the membership to be in good standing. The minutes of last trip were posted. The meeting went into Good and Welfare where a dispute among the messmen about the division of duties was settled. Small repairs were discussed and the Steward was warned not to give crew's mattresses to the officers. Under Education, SIU pamphlets were distributed, and the Permitmen were instructed to ask the bookmembers to clear up any questions that might come to their minds regarding Union procedure and practices. It was decided to hold regular Educational meetings. One minute of silence for departed Brothers.



\*\*\*  
**SOUTHSTAR, July 18**—Chairman R. A. Carter; Recording Secretary Alex James. The Deck Delegate reported one man with two books. It was decided to refer to Patrolman. The Engine Delegate reported disputed overtime to be settled at payoff. Motion made by Gilbert, seconded by Godwin that ship be fumigated before sign on. Carried. Motion by Godwin, second by McCranie that a water line be run through the water cooler to the deck for longshoremen's use. Motion that additional shelves be put in recreation room for books, and that the Ship's Delegate obtain new library. Motion by McCranie, seconded by Anderson, that larger variety of meats be included in light lunch. Motion by Chief Cook and seconded by McDuffie that ice boxes be checked to be sure they are down to regulation temperatures before leaving port. Permitmen Ted B. Lewis and Clem E. Mosley recommended for full books. One minute of silence for Brothers lost at sea.



\*\*\*  
**JEAN, June 28** — Chairman George Ehmsen; Recording Secretary Fitz Stephens. Motion under New Business to refer repair list to Patrolman and to wait until repairs are made and ship fumigated before signing on. Under Good and Welfare it was suggested that if only one light was left burning in the messhall after hours there would be less noise and the Cooks and others would not be disturbed while sleeping. One minute of silence for lost Brothers.

Seafarer Sam says:

READ IT AGAIN!

THIS WEEK, ON PAGE 16, THE LOG REPRINTS THE REPORT OF THE COMMITTEE ON UNIFORM REGISTRATION RULES - AND WILL RUN IT AGAIN NEXT WEEK - TO GIVE THE MEMBERSHIP ENOUGH TIME TO READ, DIGEST, AND THOROUGHLY UNDERSTAND THE PROPOSED RULES BEFORE THEY GO TO REFERENDUM VOTE. READ THEM CAREFULLY - IF PASSED, THESE WILL BE THE REGISTRATION RULES IN EVERY A & G PORT.

## CUT and RUN

By HANK

Brothers, when you sail from American ports don't throw away those LOGS aboard ship after you've read them thoroughly. Save them for those SIU ships you come across in foreign ports. Your other Brothers will certainly appreciate them... We have always known that the best beer is brewed in Milwaukee. Now we have been informed by a brother that Connecticut taps out some real fine beer which is brewed in New Haven. Furthermore, the stronger drinks are about fifty cents or more cheaper than in other states... We've been asked to ask this question. Who was the Seafarer who went around in the Bamboo Cafe asking if anybody had a needle and thread? Wot happen?... One of the best dressed Brothers, Johnny Ward, sailed into town with his mustache from Mobile. Johnny said that "Red" Whidden and some other oldtimers are on the beach down there... Brother F. F. Smith and Brother E. F. Lessor have sent a postcard from New Orleans giving their best regards to us. Thanks, fellas—the best of everything to you in your trips—and don't forget to vote in favor of the ten-dollar General Fund Assessment for strength, security and more jobs.

Bosun Charlie Bush logged some real helpful information for those Brothers hitting the ports of India. Prohibition is drying up India—closing all bars on Sundays, Tuesdays and Thursdays. The government of India is determined to cover the nation with complete prohibition in a year's time. From such dry news we go to something more cheerful. If your ship ever hits Bombay, India—steer your legs to the British Seamen's Club. They have movies (American, too) every night, sell beer, toothpaste, etc. and the price of admittance is at a rock bottom level—twelve annas. Sounds okay. In fact, we'd like to know of other good spots like this in those foreign ports where a sailor needs a decent place to go to if he wants to avoid trouble.

Hospitalized again, Brother George Meaney writes from the Brighton Marine Hospital. He says that Clarence Crevier, Cecil Williams and Henry Art Meats are a few of the Brothers up there. George praises the doctors and nurses as being hard workers and very obliging and pleasant people... Here are most of the oldtimers who may still be anchored in our over-heated baseball town—John Rivera, R. Encarnacion, A. Dudde, Teddy "The Terrible" Babbowski, Charles "Carioca Red" Benway, Charles Fischer, Glen Renstrom, Wilber Fowler, Herbert Kreutz, J. C. Smith, Vincent Meehan, Ed Szarythe, Harry Cronin, M. Schapiro, Roger Williams, Mitchell Reed, A. R. Guidry, Les Ames, William Wolfe and J. Masongsong.

Brother Frank Devlin from Chicago is in town right now and talking about horses... The high cost of living is hitting the Brothers hard these days. They're waiting for ships, waiting for unemployment benefits—and waiting to escape from the high cost of borrowing and giving, too. One Brother said that if he hadn't got a ship he would have had to sleep in Battery Park. Nowadays the SIU's organizing program operating in all ports is the biggest weapon we have to bring in more companies and jobs. The cooperation every Brother gives towards ailing unorganized ships to bring them into the SIU is of the greatest importance at all times. The hard-hitting efforts of all hands in these times will shape a greater and stronger SIU tomorrow.



# THE MEMBERSHIP SPEAKS



## Member's Sick Wife Thanks Alcoa Men, Offers Counsel

### To the Editor:

Long before this date it had been my intention to write and express my heartfelt appreciation to the crewmembers of the SS Alcoa Cavalier, who were so solicitous about the two operations I had for cataracts on my eyes last summer in New Jersey.

The reason I delayed was that two more operations had to be performed in Miami last October. Today I have fair sight in the right eye with the aid of a very thick lense. However, I thank God that this much has been given me.

In this expression of gratitude I also wish to include Brothers Hall, Gonzales, and Algina and last but not least, the Editor of the SEAFARERS LOG, whom I had the pleasure of meeting when my husband, John Heitzenroeder, took me to the Union Hall last September 2.

The great feats of success that have been won by the Seafarers International Union—the finest and fairest Union in the world—which the LOG has kept us fully informed of, proves beyond a question of doubt what solidarity and fighting for what is right and just will accomplish. It also proves what planning a course of action and keeping at it until its ultimate goal has been reached will do for an organization.

### BLASTS GASSERS

This brings a thought to my mind as to how any member of so fine an organization can willfully bring discredit to his Union. I am referring to the no-good performers and gas-hounds who should be eliminated from this Union as quickly as possible.

They not only harm the good name of the Union in the eyes of the world, but by holding down their jobs, keep a worthy man on the beach. They are

## ORDERS BOUND LOGS FOR 1947; 1948 READY YET?

### To the Editor:

I am sending you a \$5.00 check for the two volumes of the SEAFARERS LOG—January to June, and July to December, 1947. Please let me know when you will put on sale the volume January to June, 1948. I want my library to be complete.

I. H. Pepper

Portland, Oregon

(Ed. Note: Back issues of the LOG are now available in handsomely bound editions. Twenty-six weekly issues of the LOG are bound together in each volume, running from January to June, and July to December—at \$2.50 each. The new book, January to June, 1948 is ready now, so send in your order to the LOG Office, 51 Beaver Street, New York 4, New York.)

cancers eating at the very vitals of a Union which works unceasingly to better the working conditions of its members on board ships as well as a decent living wage.

Having read several times in the LOG your request for a human interest story—here goes:

In 1946, my husband was Chief Steward on the SS Roy K. Johnson. On board was a cat who was about to become a mother. One morning while my husband was on his way from his room to the galley, he noticed a large printed sign on the door of the recreation room. It read, "Maternity Ward—Quiet Please!"

He obeyed orders and quietly opened the door, and there lay the mother cat and her babies in an improvised bed—which was a large carton fixed up for the occasion. I got a big kick out of this, as have those to whom I have told it. What a kind and thoughtful gesture and so humane!

I wish the Seafarers International Union continued success in all its great undertakings.

Harriette S. Heitzenroeder

## Gadsden's Galleymen; Religious Rite



Following the completion of the first voyage of the MV Gadsden under its new 18-months charter to carry locomotives to Turkey, Steward Frank Gardner came up with the two pictures shown. Above are shown Frank and his department. "A fine bunch of fellows," he stated. Back row, left to right—Aroya, BR; Remosa, Chief Cook; Gardner, Steward; Basmente, 2nd Cook-Baker; Craig, Crew Messman. The two men kneeling are C. Smith, Saloon Messman and Stewards Delegate; Miller, Utilityman. Directly in front is Negron, Galley Utilityman.

## Bauxiter, Employing Rhyme, Notes Of Men And Vessels

### To the Editor

Open your envelope, and read your mail.

This scribe comes from the Bauxite Trail.

Gather round me, SIU men, while I preach some; I'm shooting the breeze, so here I come.



We're sweating it out under Caribbean sun.

And pitching a ball on the Alcoa run.

The Oliver W. Holmes ran into Port of Spain,

And the Girls ran out through a driving rain.

And why was the female population so enthused? Because the Great Aubrey (Sonny) Rankin was on board! Sonny has been on the Bauxite run for the last seven years and has also done a couple of beach-combing hitches down there—so he's in. The Brooklyn Kid is now forced to play second fiddle.

It more than pains my heart to see the Alcoa Pilgrim steaming in through the Dragon's Mouth to Port of Spain with us heading out—Puerto la Cruz bound. One day is all we get in Trinidad.

Vernon "Dago Red" Brew, Chief Cook on the Pilgrim, has sure changed since the days we rode the Cape Henlopen.

### SAW THE BOYS

Tell Winston Battles that the Holmes also made Trinidad (this from Sonny Rankin). Saw the Alcoa Polaris in Barbados. Robbie is on there as Steward; Oliver Thompson, Chief Cook; "Big Mack" is Night Cook and Baker; Frank Nunn is Second Cook, and quite a few others out of New York.

It made me homesick to see the guys, but what else can I do except stay south when it's the only way I'll get to Bauxite Country regularly.

Ellis "Coffee-Joe" Gaines is shuttling down here on the Span Splice.

Peloco is still Chief Belly Robber on the Holmes, and Lamont Scott is his assistant. Jimmy "Begging and Blind" Crook; Brother Red from Cedar Street; and Joe "Rummy" Brown are all on the Mooring Hitch. (This bit of information comes from Sonny Rankin.)

Dennis Saunders  
SS Oliver W. Holmes



As is the religious custom, a ram was slain as the first locomotive was lifted over the side. This expressed thanks to Allah for the ship's safe arrival. In the picture a townsman is shown delivering the coup de grace to the ram.

## Oldtimer Enjoys Wunderlich Tales

### To the Editor:

I wonder if it would be possible to get Brother Wunderlich, Jr., to smoke a couple of weeds and write us another story of facts, such as "Thoughts Of A Lonely Sailor In His Darkened Bunk" (July 30 LOG)?

The boy is all right. I appreciated his article very much. That glove fits a lot of us oldtimers!

O. Jones

(Ed. Note: How about it, John?)



## SEAFARERS Quiz

By ROCKY BENSON

How is your IQ, Seafarers? See if you can answer these 10 questions. Score Yourself: six—fair; eight—very good; and 10—tops. One point is allowed for each question.

1. What doorman is called the Bing Crosby of the SIU?

1. Johnny Bananas
2. Moon Koons
3. "Make a motion" Charlie
4. Polack of Brooklyn

2. How many degrees to a rudder on the port side?

1. 20
2. 25
3. 30
4. 35

3. What is the biggest block on a ship?

1. Jumbo Block
2. Heel Block
3. Butcher's Block
4. Snatch Block

4. Who is known as "Sparks" on the ship?

1. Radio Operator
2. Chief Electrician
3. Chief Engineer
4. Captain

5. What is a scuttlebutt?

1. A rumor
2. Drinking Fountain
3. Foc'sle
4. Galley Sink

6. If a ship is heading 135 degrees on the compass, in what direction is it heading?

1. South
2. South East
3. North North East
4. West

7. What is the longest line on a ship?

1. Heaving line
2. Hawser
3. Spring line
4. Water line

8. How many navigation lights does a ship carry?

1. 3
2. 4
3. 5
4. 6

9. What is known as a Sou'wester?

1. A pair of shoes
2. Sea boots
3. Rain hat
4. Rain coat

10. Who is known as the Pearl Diver on a ship?

1. Bosun
2. Wiper
3. Dishwasher
4. Purser

(Answers to Quiz on Page 13)

## Correction

To the Editor:

I would like to make a correction on the story regarding my Ruskin scholarship which appeared in the LOG of September 10. I definitely was not delegate aboard the SS Marina, and being an OS, I have never been department delegate aboard SIU-contracted vessels. I was, however, delegate aboard the two Isthmian vessels I sailed during the organizing drive.

Irwin Suall  
Book No. 34500

(Ed. Note: The LOG stands corrected.)

## BEFORE THE BISTRO THEY PRAISE



A few of the Marquette Victory crewmen line up before the Victory Bar with its proprietor. Front row, left to right—Artine Radigkian, the owner; C. Banden, Deck Maintenance; R. Mills, BR, and E. Albinski, AB. Standing in the rear are F. Bakc, Bosun; C. Disposito, Wiper.

To the Editor:

The members of the crew of the Marquette Victory wish to inform all Brothers who may go to Beirut, Lebanon, Syria that the Victory Bar is the place. Yes sir! It's A-I. Spend your time there while in port.

Art Radigkian, the owner of the place, is an honest man. He treats the American seaman

right, and makes him feel at home. He will obtain any kind of souvenirs or merchandise that you may like to have—and at a minimum cost.

He serves the best American and Canadian liquors at a normal price. We found Beirut, in general, a very good port, with plenty of everything.

The Crew of the  
Marquette Victory

## Seamen's Wives 'Heroines,' Due Credit, Says Brother

To the Editor:

Johnson had been married for four years to the most beautiful woman a man could desire. She was helpful and understanding, even though to wait for him during the long trips down South was very hard for her to endure.

They had a daughter, three years old, with light golden curls that swished around her head as she danced on the terrace facing the valley below. She was the first one to notice the car climbing up the steep hill toward their little cottage on the mountain-side.

### IS IT HIM?

Mrs. Johnson was having breakfast under the awning at the entrance to the dining room. She looked up from the garden page of the daily newspaper, a tender smile playing at the corners of her sensual lips, as her glance fell on her daughter who came running towards her shouting: "A car, Mom, coming up the hill! Maybe it is Daddy!"

Her mother did not answer for a moment. Then she said with a wistful, yet sad expression, "No, Joyce. I do not think it will be him. It is still three months to spring and his homecoming."

That was the mother of little Joyce, and the wife of Johnson—a Seafarer who was away from home the major part of his life.

### WAITED — WAITED

A lot has been said and written about the wives and girls,

mothers and sisters of servicemen during the war. How brave they were waiting anxiously at home for their dear ones to return, wondering when, if, and how they were coming back.

Quite a few broke under the strain of restless wondering. Some stepped out with other men. Others became neurotic wrecks through suffering from lack of male companionship—but they were few.

### STAYED TRUE

The majority fought temptation and remained true American women—thank God! They did it once, can they do it again? Do they have the willpower and courage for a repeat performance?

The seamen's wives have. They do it day after day, weeks into months—even years on years. They will always be there doing their utmost to give when needed, and take the few moments happiness when they can.

Kissing him good-bye when his ship leaves, with tears in her eyes, she waits in misery and loneliness until his return. Then his strong arms around her, and his caresses and loving words reassure her of his love. But it is shortlived happiness—and again good-bye.

### FEW ADMIT

Does any one proclaim those women as heroines? Not many realize or will admit the courage and fortitude shown by seamen's wives, sweethearts or mothers waiting there at home and raising the kids as true steadfast Americans, and believers in freedom.

Though they appear forgotten by most, I say, and I will say it again and again, if a monument were to be created for brave women it should be dedicated to the many seamen's wives who sit at home all over the world waiting for their seafaring men to come home.

J. F. Wunderlich, Jr.

## Late Brother's Wife Thanks Pennant Men For Kindness Shown

To the Editor:

Enclosed is the message received from the wife of Brother John W. Worsham, who died on August 27, 1948 on the Alcoa Pennant enroute from Norfolk to Baltimore.

Please place it in the LOG.

Frank "Red Sully" Sullivan  
Ship's Delegate

~ ~ ~

To the Crew of

SS Alcoa Pennant:

There are no adequate words to express my deep and sincere appreciation for your kindness and thoughtfulness at the time of my husband's passing.

My thanks to Frank Sullivan for the message of consolation, and the flowers were indeed beautiful.

I convey my heartfelt thanks to all of you.

Mrs. Mellise Worsham

## Cook Jilts Alma For Easy Life On Ranger

To the Editor:

I intended to write my first article in the LOG, last June and July, after paying off the SS City of Alma.

Having one and a half year's employment, I keep up on Waterman's port repairs of this ship. Now being on board the Ranger (Alcoa), I see quite a difference.

On the City of Alma—running Far East and to Europe—the maintenance of the reefer boxes was a complete foul-up for a month. How five Engineers can have what we of the crew called "dropsy"—which meant that the hind-quarters dropped whenever it ranged over anything to sit on—how they could all have it

## RETIRED BOOK, WANTS THE LOG TO CONTINUE

To the Editor:

I have been receiving the SEAFARERS LOG for sometime now and have been obtaining a great deal of knowledge and enjoyment from it, but now I am retired in good standing. Will the Union assume that my rights to receive the LOG have been cancelled after terminating my active membership?

I am bringing this to your attention in order that you may cancel my subscription if I am no longer entitled to it.

Thank you for such fine service in sending out the LOG.

Fred F. Steppe

(Ed. Note: You will be receiving the LOG regularly as before. It is the policy of the Union to continue sending the LOG to retired members.)

at the same time, without Waterman doing anything to remedy it, we Cooks just couldn't figure out. But finally the three-in-one box set-up was fixed.

Then, too, what could we of the Stewards Department do when the decks kept cracking in the Atlantic? The Mate could get a job in the shipyards after all the welding at sea he did that trip!

That ship was sure hot on the Manila-Shanghai run—in June, 1947, with no air circulating and a shortage of fans.

My last three trips on the Alma, were on the Marshall Plan run. Our boilers just about blew, but the Chief Engineer noticed the panel board on his inspection below, and claimed that he saved the day.

Again in New Orleans, the boilers were fouled up. Water ran dry and the red-hot boiler tops had the city Fire Department boys busy.

So it's a little different on this

Ranger—a Navy type C-2—that has the nickname, "Alcoholic Stranger." Things run smoothly. We just received roasting pans this morning, all repairs are fixed, and our requests for watermelons and other perishables were promptly filled. So it looks like a good trip coming up on here. We leave tomorrow, the tenth.

It's a pleasure to work with a good outfit and our recent raise was indeed appreciated. I paid \$7.65 for a handkerchief and tie!

One incident marred our previous trip: An Oiler caused a rumpus in the messhall down in the Islands, and one of the Deck gang slugged him. He said, "I thought you said stand up, not shut up."

But the trip was enjoyed by most, and was surprisingly quiet for a "rum and coke" run.

I hope you can run this in the LOG.

James B. Elliott

## Stewards Department And Paint

The LOG has received several letters recently, asking for a clarification on Stewards Department men painting. The answer is: NO! THEY DON'T!

The Stewards Department has plenty to do to take care of their own work without taking on a job entirely alien to their normal duties. This matter was clearly discussed on page four of the LOG for March 26 by New York Patrolman, Freddie Stewart; but just for the record the LOG has again checked with the Headquarters office and here is the dope:

The Union has fought to free the Stewards Department from the responsibility of painting in addition to their regular duties. At the same time the Union has obtained many improvements in the working conditions within the Stewards Department which allows for a fair proportion of overtime. So, to protect your working conditions and your contract do your own work, and let the other departments do theirs—which includes all of the painting!



# Okays Ras Tanura Club; Suggests Union Pressure For Improvements

## To the Editor:

I read the article on Ras Tanura in the June 25th LOG, so I know that you will be anxious to hear about the new seaman's club there.

The Arabian-American Oil Company has opened a building for seamen where you may write letters, play cards and checkers, etc. It also has a snack bar with sandwiches and soft drinks—but no beer! There is also a sand-lot ball field (four feet of it), as well as very salty and oily water to swim in.

According to the steward in charge of the place, ARAMCO has elaborate plans for a seamen's canteen, the present place being only a trial. I am inclined to believe, however, that it will take some prodding before they get started in these plans. Since many Isthmian ships hit this port, it no doubt will be the SIU that will have to carry the ball if improvements are made.

At present there are four Isthmian ships in port: The Kenyon Victory, the Steel Apprentice, the Winthrop Marvin, and the Anniston City. The Steel Age left us a few days ago for the States.

## PLAY BALL!

The crews of the Anniston City and the Steel Apprentice join forces every evening to corral the crew of the Kenyon Victory into a ball game, with the crew of the Marvin looking on. So far the Kenyon Victory has suffered two defeats, 12-2 and 10-9; but they did manage to win a scrub game, 6-4 (We just wanted to bait them!)

Throughout the games lots of fun has been had by all, and true SIU sportsmanship has prevailed. We would like to have some pictures taken for the LOG, but rules allow no cameras on the premises. Five will get you ten we manage somehow to get some pictures!

One bad situation here at Ras Tanura is the Isthmian Agent (as if we didn't have enough trouble with the Isthmian finks). While he cleared our ship, the Anniston City, and the Kenyon Victory, he failed to come back with money for a draw—and this is our fifth day in port!

Fortunately, one of our crewmembers had a double sawbuck, so we weren't too bad off, but the Kenyon Victory had to peddle smokes at a loss in order to buy cokes and sandwiches at the snack-bar after the ball games.

There are also several men in need of medical attention.

We intend to present the beef to the Patrolman when we get back to the States, for we believe that when Isthmian is aware of what is going on—and especially when they see the overtime we are putting in for the Agent's failure to supply passes and launch service as other ships are getting—they will jar this agent out of his complacent mood.

## WANTED: LOGS

The LOG office could make things a little brighter in this god-forsaken part of the world, by sending some LOGs, c/o Bawada Seamen's Institute, Abadan, Iran, as there is not a sign of news to be had out here. They should be addressed to SIU crewmembers in care of the above address, for there are many English and Panamanian tankers that make this port.

We obtained four copies of the LOG (our first bit of SIU news since we left the States, May 29) from the Steel Apprentice on August 2nd. Brother, they were so hungrily devoured that you'd think it was a 30 percent wage increase or that Dick Tracy was in the hands of Annie Orphan. All you could hear all day was "next," or "after you!" A healthy sign, indeed—a most healthy sign.

Before closing, I'd like to inform the Headquarters officials, as well as the entire membership, that on a person to person canvass among the crews of these Isthmian ships, I found that Union spirit is very high, and

that maintaining our Union Hiring Hall, and Union security is uppermost in everyone's mind. Should strong economic action be necessary to maintain the gains we have already won, such measures would have the complete backing of these particular ships' crews.

The prevalent feeling on these ships is that the contract with Isthmian is not being lived up to in good faith by the majority of Isthmian officers. To put in a legitimate hour of overtime is like pulling their eye-teeth.

## ASKS HARMONY

I would like to ask the officials and the membership to continue to foster the idea of closer and more harmonious feeling between bookmen and permits.

Many of these permits are stronger Union men than some of our bookmembers (as demonstrated in the UFE beef) and abide more closely to the rules than do the later. The permits of today are the books of tomorrow.

Here are some of the SIU and SUP men in Ras Tanura at present:

Gay Drew, Bosun on Anniston City. Andy Anderson, Paul Goodman, Frank Soriano, Tommy Griner, Pete Gunderson, Jimmy (Bull Wiper) Rogers, Porky Lashbrook, Louie Brain, and Charlie Buscarella.

On the Steel Apprentice are Bill Garrity, Butch Cox (Bosun), Nick Isauski, Johnny Kostelok, Grenchy (BR), and Jimmie Griffin of the Kenyon Victory.

Bill Dörrann

# Member Thanks SIU Donors For Saving Mother's Life

## To the Editor:

I wish that I were better able to express my feelings toward our good Union, the SIU, and to all of our Brothers.

Two months ago my mother was rushed to the Norfolk General Hospital and underwent two serious operations. The doctors were calling for blood so fast that I did not know just what to do or where to go for help.

Then I remembered my Union. I asked for donors and ten Brothers gave their blood. When I was in the Norfolk Hall that day, everyone was anxious to do anything he could to help.

I am sorry that I have not

been able to see each and every one of you, for some are out to sea now; but thanks a million, and remember me if I can ever be of service to any of you. The ten donors were Frank H. Walters, Thurman Hyatt, Wendell L. Zeeb, S. S. West, Arthur Johnson, William Shaw, Carl Hatarson, R. Wallace, H. Parks, and David H. Massie.

My mother will be leaving the hospital this week, and she sends her love to my sea friends. Thanks again, Brothers, and I hope this letter will get in the LOG and all of you will know just how I feel.

"Red" Guy N. Haslett

## 'The Voice Of The Sea'

By SALTY DICK

Joe Kowloskis is one sailor who was always unhappy. He thought the whole world was against him. I hope he has changed. In '42 I sailed on the Alcoa Banner to North Africa. While in Safi, an OS took a dare and ate some fried grasshoppers and became very sick. I wonder if he has ever tried again... Jean Millet, Chief Baker for one trip, proved to be the best we ever had. Being a permit man, he had to go to the Hall to register. While there he was Shanghaied and taken to the Cavalier. Our loss is their gain. Good luck, Jean.

The Chief Purser, Joe Wyble, has gone on a vacation to Mexico. While there he will attend Spanish classes. He will return soon. He's the fellow outside of whose room a pair of lady's slippers were found (on ship board). Just an accident... Keep a sharp lookout for the sneakers who register for a job before they payoff. Let's enforce Rule Number five of the Shipping Rules... Just learned that cola drinks will soften your teeth. I put a tooth in a jar with coke so I can see the results. A dentist told me 7-Up was still worse.

Our Galley Boy, a few trips ago, sneezed and lost his false teeth. The boys certainly teased him for the rest of the trip... Smitty was seen on a riverboat with a gal. By the look in his eyes you could tell he had a romantic feeling. She looked good, too... R. M. is a fellow who you will always see with a smoking pipe in his mouth—yet he doesn't smoke... Please remember this: No matter if you come from the East Coast, Great Lakes, West Coast or Gulf Area, you are all members of the same Union. Let's not be clannish. Remember, we must stick together to be strong.

What do you think of the new look? These women wearing long dresses look like potato sacks walking the streets. I'm the type who likes to admire beauty. What type are you?... For a good cup of java try the Preview Restaurant in New Orleans. Some times you can take sugars (girls) out of there.

Heard rumor where Mississippi is taking some ships out of the boneyard. We can use them... Why can't seamen, accustomed to all languages, tolerate Brazilians or Argentin-

ians speaking their own tongues? I never forget the time when I was in Persia and a sailor said: Why don't these so-and-sos speak English? We at the time were the trespassers and we couldn't speak their language. Live and let live!

What Stewardess went to Texas for a rest and when she arrived back needed another vacation? She's walking like a cow-girl... What Quartermaster went to the races determined to beat them? The following day he had to stay in because he was short of funds... To Paul Gonsorchik (New York Dispatcher): Whatever became of that old couch in Number Two Stone Street, where all the drunks fell asleep. Remember when you blew your cork because they were using your office as well? Those were the good old days—or were they? I also remember when I saw Paul taking his physical (during the war) and saying: The army doesn't want me. A short time later he was on the high seas as a seaman!

## Widow Wishes To Contact Husband's Pal

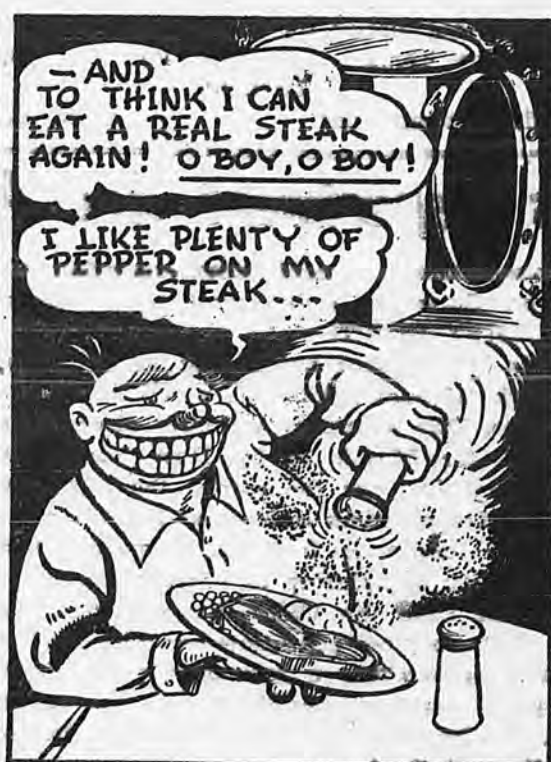
### To the Editor:

Would you please forward the LOG to my home address so that my mother can read it. I know she would like it very much, as I also do. I have only been here for about three months now, and haven't missed reading it. My father-in-law keeps it for me when I come home from work at night.

My late husband, Edward Watter Bolehala, was killed on the SS Newhall Hills last year, May 24. I would very much like to hear from one who was a very good friend of his at the time of his death, whose name, I believe, is Andy Shark. I am leaving for home next month, so I would very much like to hear from him or anyone else who was acquainted with my husband, before I go.

Mrs. M. Bolehala  
66 W. Rambo Street  
Bridgeport, Penn.

also  
c/o Mrs. H. Clough  
2 Creek Street  
Forest Lodge  
Sydney, Australia





# LOG-A-RHYTHM

## The 20-Degree List

By BOB McCULLOCH

Here's a true story, old shipmates  
And all of you salts from near and far,  
Of a trip I never will forget  
That started at the river bar.

We all have weathered many a gale,  
Even the channel's fog and mist,  
But I'd rather ride a hurricane  
Than a scow with a 20-degree list.

It was on a Friday morning  
That we left Vancouver's pier,  
Loaded to the guts with lumber,  
But nary a case of beer.

The lines were coming from the dock,  
Being hauled in fore and aft,  
When the dirty rustpot took a list—  
We all thought that she was daft.

The crew all beefed to the captain;  
They said, "Sir, We can't proceed;  
If we ever hit a blow out there,  
A prayer is all we'll need."

The skipper replied with anger,  
"Like a bunch of sheep you bleet;  
After we take fuel in Pedro  
She'll come back on her feet."

Twenty degrees we were listing  
As across the bar she sailed;  
The pilot piled off in a hurry,  
For his heart had almost failed.

The lumber was stacked to heaven,  
The cook was sore as hell,  
For the stew was all over the range  
When they rang the dinner bell.

It was a four-day run to Pedro  
And somehow they got us fed;  
But did you ever oil an engine  
While standing on your head?

The decks were sloping badly,  
The seas were touching the boats,  
The deck gang hollered loudly,  
"We're a bunch of mountain goats."

But somehow we made it to Pedro,  
In spite of the company lug  
Who loaded us like the Tower of Pisa  
Just so the boss would him hug.

Around the board meeting table  
I'll bet the jokes were told  
About the brave but stupid sailors  
Whose work lined their pockets with gold.

Their ears would have been closed to the cry  
If ever we had been sunk,  
And their dreams would be undisturbed  
By a specter sailor trapped in his bunk.

I hope they are buried far inland,  
Deep in some mountain cave,  
So they will never enjoy the privilege  
Of sharing "the sailor's grave."

So, shipmates, you've heard my story,  
Just as true as I can tell,  
Of one way they make their money—  
I'd sooner make mine bell to bell.

## NO RICE DIET FOR THESE RICE MEN



Crewmembers of Alcoa's SS Henry M. Rice are proud of the shark they caught on the bauxite trail. Front row, left to right: R. Steigman, G. Esteve, M. Short and J. Brady. Second row: G. Thornhill, L. Malone, J. Hartling, Sparks and A. Medina. Third row: W. Clark, O. Rappana, G. Allan, N. O'Kray and S. Barras. On top: C. Horton and G. Thrasher. Picture is the property of Pedro Carreo.

## SS Henry Rice Crew Finds Trip Beefless, Thanks Greatly To Tip-Top Chief Steward

### To the Editor:

We are paying off in a few days, and we, the crew of the SS Henry M. Rice, Alcoa, find it fitting at this time to say a few words of high praise for our Steward, George Thornhill, and our Chief Cook, Orville Payne. Those two have combined their devoted efforts to keep their department in a harmonious mood throughout the trip. The result has been that we have not had a single chow beef during the entire voyage.

At each port we hit we knew that we could count on Thornhill's determination to get the stuff to which we were entitled in such quantities that there was no danger of running out. Nor is there any stuff left over in the storerooms waiting for another trip.

Another man worth mention is Captain Roxy "How Much Do You Want?" Tallon, Master, who really went out of his way more than once to be sure we were not on the wrong end of any

deal. With no culinary beefs and the only beef in the Deck Department being that there is too much overtime it is no wonder that we are coming as "The Queen Mary of the Bauxite Highway."

The most recent scuttlebutt around is the sad news about the draft which has quite a bit of the population aboard worried. Another rumor making the rounds is that our "alma mater" is heading for the boneyard. We hope this is not true since a few of the boys are planning to make the next trip.

We note that a lot of Seafarers have been sending in pictures and stories of the big sharks they catch here and there. We don't want to be left out. Enclosed is a photo of one we caught in Barahona.

We looked all over for a camera big enough to get the whole thing in one picture. The best we could do was this one which leaves out part of the head. The darned thing was so heavy and big that we had to break out the jumbo gear to get it on deck.

One more thing before we sign off concerns the shoreside guards in Rouen. Michael Rossi, our whip-cracker, came back from ashore, took off his suit and bunked in. At seven in the morning he awoke to find his suit and all his papers gone.

But there was a guard. He stood right outside the door watching the gangway all the time. It was impossible for the suit to have gone through the porthole, so we were left with one conclusion—but no proof.

If you should ever hit there it would be wise to watch your gear even though there is a watchman at the gangway. Don't think that we think it was the guard. We asked him and he said, "Who Me? Me no Steal!"

Maybe you guys can figure it out.

Stanley J. Barras,  
Ship's Delegate  
George L. Esteve,  
Deck Delegate

## Drydocked, Thanks Steel Pier Men

### To the Editor:

Just a few lines to let everyone know what goes on up here in "Beantown."

I'm hung up out here in Brighton with a hellova sore knee after falling over a deck chair on the Steel Pier! (You're damn right I was sober—I wouldn't have hurt myself if I had been half shot!)

I would like to acknowledge my appreciation to the boys on the Steel Pier. They are one of the finest bunch of fellows I ever sailed with. Do you know how much "lettuce" was picked up and brought out to me by Brother Fazakenly? Not a damn bit less than fourteen good American greenbacks.

Jees, I liked to dropped dead when I counted it! Hell, I'm doing better than a lot of guys that work ashore.

### OKAYS STAFF

While I am at it, I will say a word about the staff out here at

the hospital. They are a very efficient and cooperative gang. Just a good bunch all around, and we sure think a lot of them for being so nice to us.

Guess I'm almost out of gab for now, so I'll ring off. I just want to say thanks again for the generous contribution from that great crew on the Steel Pier.

That new contract sure is "de berries!"

E. M. Mabie

## Mosoil Crew Asks LOGS For BA Bar

### To the Editor:

The American Bar, in the Dock Sud section of Buenos Aires, has shown us their appreciation of our patronization by throwing a barbeque for the crew of this ship. We had all we wanted to eat and drink on the house.

The American Bar is one of the very few bars in BA where a seaman can go without the fear of being clipped. There is only one thing wrong with this bar: They haven't any issues of the SEAFARERS LOG.

In view of the circumstances, we, the crew of the SS Mosoil, would like to have the LOG sent to the American Bar.

C. J. Hill  
Deck Delegate

(Ed. Note: A bundle of LOGS will be sent regularly to the American Bar as suggested.)

## Quiz Answers

1. Moon Koons
2. 35 Degrees
3. Butcher's Block
4. Radio Operator
5. Drinking Fountain
6. Southeast
7. Water line
8. 5 Navigation lights
9. Rain hat
10. Dishwasher



# Malden Victory Was A Happy Ship



Murphy (left), FWT on the Malden Victory, and Moore, OS, are wreathed in smiles. Possibly it is the San Pedro sun that has put them in this good humor. Or perhaps they have just heard about the SIU's new two-year contract.



Ronnie Wisham, DM (above), spreads some paint on the Malden's side. Below, Moore (right) and an unidentified Brother seem ready for a friendly wrestling match.



The man sitting alone on the bollard is Martin Blackwelder, Stewards Utility, who sent the pictures to the LOG. On the right, Herbie Freedman, OS, flashes a hearty Seafarer smile that makes him a first-rate subject for any portrait photographer's camera.



Seafarer Blackwelder (right) failed to identify the man with him in this picture. However, if this and the other evidence on the page are correct, the boys on the Malden Victory were having a pretty good time until they were locked-out in the West Coast beef.



# SIU BROTHERS WHO GIVE LIE TO NMU CLAIM



During the Isthmian organizing campaign, the NMU used as one of its propaganda weapons the claim that, should the SIU win the fleet, all Filipinos would be barred from SIU membership. The Filipinos aboard Isthmian ships didn't fall for the line and most of them voted for SIU representation. Here are a few of these Brothers, now in the SIU, who give the lie to the NMU.

The Brothers are, left to right, front row—Felix E. Dayrit, Lock Kumhing, Fidel Lukban, Wong Yau, Sabino Intigra, M. Boyles. Second row—Leoncio Ocol, Joseph Luuhiwa, Y. Tsang, Kow Cheung, J. P. Macahilas, John Hassin.

## The Patrolmen say

### Gangway Watch

Every now and then on various ships, the question arises in the Deck Department concerning who is going to stand the gangway watch. We all know by this time that our agreement calls for gangway watches in all ports, except for those places where the company has a prior contract with the ILA.

These gangway watches, when stood by the sailors, constitute a split of forty-eight hours overtime on all weekends, and an extra twenty-four hours on all holidays. It is that much more take-home pay—and it took a good deal of negotiating to get it!

Now that we have the section covering gangway watches in our agreements, it is the duty of all Deck Department men to see that they are stood.

The usual procedure is for all hands in the Deck Department, with the exception of the Carpenter, to split these watches equally on weekends, so that all will have an equal chance at the overtime.

The Bosun is included on these watches in order to equalize the top-man overtime for him.

Unfortunately, we have received complaints from various companies from time to time, that in certain ports these watches were not being stood. This must be corrected—the watches must be stood.

The men who are required to stand them should be on board at the allotted time. In case a man has other plans, he must make an arrangement with another sailor—with the approval of the Chief Mate.

Whenever a beef comes in of a man missing his watches, the crew should take a proper action against such a culprit.

We feel that these watches are an important addition to every sailor's earnings. Every member must do his part to protect them or the entire membership may suffer.

We are sure that the sailors are pretty well aware of their duties during the standing of gangway watch—in other words, the combined duties of Watchman and Quartermaster, without the payment of penalty overtime. Any other work done while on this watch will be paid in accordance with the agreements.

So let's see those watches stood, without a miss! We all stand to gain more income from them.

Louis Goffin

## SIU HALLS SIU, A&G District

BALTIMORE .....14 North Gay St.  
William Rentz, Agent Calvert 4539  
BOSTON .....276 State St.  
E. B. Tilley, Agent Bowdoin 4455  
GALVESTON .....308½—23rd St.  
Keith Alsop, Agent Phone 2-8448  
MOBILE .....1 South Lawrence St.  
Cal Tanner, Agent Phone 2-1754  
NEW ORLEANS .....523 Bienville St.  
E. Sheppard, Agent Magnolia 6112-6113  
NEW YORK .....51 Beaver St.  
Joe Algina, Agent HAnover 2-2784  
NORFOLK .....127-129 Bank St.  
Ben Rees, Agent Phone 4-1083  
PHILADELPHIA .....614-16 No. 13th St.  
Lloyd Gardner, Agent Poplar 5-1217  
SAN FRANCISCO .....85 Third St.  
Steve Cardullo, Agent Douglas 2-5475  
SAN JUAN, P.R. ....252 Ponce de Leon  
Sal Colls, Agent San Juan 2-5996  
SAVANNAH .....220 East Bay St.  
Charles Starling, Agent Phone 3-1728  
TAMPA .....1809-1811 N. Franklin St.  
R. H. Hall, Agent Phone M-1323  
HEADQUARTERS .51 Beaver St., N.Y.C.  
HAnover 2-2784

### SECRETARY-TREASURER

Paul Hall

### DIRECTOR OF ORGANIZATION

Lindsey Williams

### ASSIST. SECRETARY-TREASURERS

Robert Matthews J. F. Shuler  
Joseph Volpian

## SUP

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

## Gt. Lakes District

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

## Canadian District

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

## Minutes Of A&G Branch Meetings In Brief

(Continued from Page 7)

istered, and 118 shipped. J. E. Kirchner was obligated. Under Good and Welfare there was much discussion on general shipping situation. The proposed method of registration drawn up by the Headquarters Registration committee was discussed at length. One minute's silence for departed Brothers. Meeting adjourned with 120 members present.

**NEW YORK — Chairman, Lindsey Williams, 21550; Recording Secretary, Paul Hall, 190; Reading Clerk, Al Kerr, 29314.**

Minutes from the Great Lakes and SUP Districts were not received. Canadian District minutes filed. Under New Business, motion carried that the Stewards Department rules in the Isthmian contract be clarified. Motion that we instruct our Negotiations Committee, if at all possible, to insert clauses into all contracts guaranteeing the shipping of Chief Stewards off the board. Discussion brought out that the maker of the motion referred specifically to Isthmian SS Company. Various Brothers spoke on this issue and it was pointed out that to finally achieve conditions in Isthmian, it will still take a period of time, because of the fact that we just recently acquired this company, and that they had been non-union for 30 years before we took them over. All hands agreed, however, that we must constantly work with the thought in mind of bringing all contracts up to as high a point as possible in every respect. Motion carried. The Secretary-Treasurer's verbal report to the membership was made and accepted. The Secretary-Treasurer's financial report was accepted. The Dispatcher reported 488 registered, and 432 shipped. The meeting stood in silence for one minute for departed Brothers. Meeting ad-

joined 8:20 P.M. with 1,232 members present.

**NORFOLK — Chairman, Ben Rees, 95; Recording Secretary, James A. Wynn, 30783; Reading Clerk, J. A. Bullock, 4747.**

The Norfolk financial reports dated August 28 and September 4 read and accepted. New Busi-

ness of other Branches read and accepted. Agent Ben Rees gave a report on the Special Agents Conference. Motion made to accept the Agent's report in its entirety and give him a vote of thanks. The Dispatcher reported 291 registered, and 72 shipped. He stated that shipping is very slow, with lots of men on the beach in this Port, and advised no one to come to Norfolk to

ship. Under New Business a motion carried to adopt the program of economy—cutting expenses to the bone—as outlined by the Agent. Motion made for the Brothers present to try to convince other member, whom they might meet, of the need for passing the General Fund Assessment. Motion to accept and concur in the Agent's plan of organizing Virginia Ferries. Motion carried to elect a Balloting Committee to take care of the voting on the General Fund Assessment. Brothers John Nugent, William Hatcher, Gerald Nance, John Dixon, Melvin Libby, Horace Mobley, Ulus Veach were obligated. Under Good and Welfare several members discussed the poor outlook of Norfolk shipping and the necessity of a program of economy for the Port of Norfolk. Meeting adjourned at 9:15 P.M., with 163 bookmembers and 123 permits present.

## PERSONALS

### KENNETH MARSTON

Send your address to Bill Andrews, Whitman, Mass.

### ROBERT C. MELOY

John W. Ward is on the Hilton, Bull Line, headed for the Mediterranean. He would like you to write him.

### JERRY PALMER

Contact Don Brown, care of Al Bernstein, Blackstone Hotel, 340 O'Farrel, San Francisco, California.

### JOSEPH TOMPSON

Get in touch with Kenneth R. Hennig at 1150 N.E. Lenore St., Portland, Oregon. He asks that you leave your address with Linda.

### DONALD EUGENE KNOWLES

Your mother is anxious to hear from you.

## New Tanker Wage Scale

Rating	Old Rate	New	Increase
Carpenter .....	\$270.00	\$295.00	\$25.00
Bosun .....	270.00	295.00	25.00
Quartermaster .....	(new rating)	231.50	—
AB .....	220.00	225.50	5.50
AB Maintenance .....	235.00	243.50	8.50
OS .....	185.00	196.00	11.00
OS Maintenance .....	185.00	220.00	35.00
Electrician .....	350.00	361.00	11.00
Chief Pumpman .....	290.00	305.50	15.50
Engine Maintenance-2nd Pumpman .....	265.00	305.50	40.50
2nd Pumpman .....	(new rating)	269.50	—
Oiler .....	220.00	225.50	5.50
FWT .....	220.00	225.50	5.50
Wiper .....	208.00	220.00	12.00
Steward .....	285.00	296.00	11.00
Chief Cook .....	265.00	267.00	2.00
2nd Cook-Baker .....	230.00	237.50	7.50
Galleyman .....	185.00	196.00	11.00
Messman .....	185.00	190.00	5.00
Utility .....	185.00	190.00	5.00

The overtime rate for unlicensed personnel receiving less than \$228.23 per month shall be \$1.15 per hour. Ratings earning \$228.23 or more per month shall receive \$1.45 per hour.



# SEAFARERS: HERE ARE THE PROPOSED UNIFORM REGISTRATION RULES—

## DECK DEPARTMENT

The Registration Committee recommends the following registration procedure for the Deck Department:

Members shall register in three groups. A man can throw in for any job in the group in which he is registered, if he has the Union's required qualifications. When men are not available in one group, qualified men registered in the next lower group may throw in for the job.

### Group I — Day Workers

Each man must be qualified for the job he throws in for and have necessary endorsements. At registration time his qualifications shall be checked.

Ordinary Seamen who cannot obtain AB tickets because of physical defects—such as color-blindness, etc.—may, upon proving that they have sailed three years as Ordinary out of SIU Halls, register in this group.

Bosun  
Bosun's Mate  
Carpenter  
Deck Maintenance  
Watchman—Day Work  
Storekeeper

### Group II — Rated Watch Standers

Quartermaster  
Able Seaman  
Car Deckman  
Watchman—Standing Watches

### Group III — Only Ordinaries On Watch

## ENGINE DEPARTMENT

The Registration Committee recommends the following registration procedure for the Engine Department: Members shall register in three groups. A man can throw in for any job in the group in which he is registered if he has the Union's required qualifications. When men are not available in one group, qualified men registered in the next lower group may throw in for the job.

### Group I

Each man must be qualified for the job he throws in for and have the necessary endorsements. At registration time his qualifications shall be checked.

Chief Electrician

Second Electrician  
Unlicensed Jr. Engineer—Day Work  
Unlicensed Jr. Engineer—Watch  
Plumber-Machinist  
Chief Refrigeration Engineer  
First, Second, and Third Refrigeration Engineer  
Chief Storekeeper  
Evaporator Maintenance Man  
Pumpman, 1 and 2  
Engine Maintenance

### Group II

Deck Engineer  
Engine Utility  
Oiler—Diesel  
Oiler—Steam  
Watertender  
Fireman—Watertender  
Fireman

### Group III

Wiper

## STEWARDS DEPARTMENT

The Registration Committee recommends the following registration procedure for the Stewards Department: Members shall register in two groups. A man can throw in for any job in the group in which he is registered, if he has the Union's required qualifications. When men are not available in one group, qualified men registered in the next lower group may throw in for the job.

### Group I — Rated Men

Each man must be qualified for the job he throws in for and have the necessary endorsements. At registration time his qualifications shall be checked.

Chief Steward—Passenger  
Second Steward—Passenger  
Steward  
Chef  
Chief Cook  
Second Cook  
Night Cook and Baker  
Third Cook

### Group II — Messmen

Utility Messman  
Messman

READ THEM... ...DISCUSS THEM..  
 UNDERSTAND THEM.. 