

SEAFARERS LOG



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

VOL. X

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No. 24

Commies' Little Helper

One of the greatest assists the communist party in the United States has gotten since the end of the war was given it last week by New York Special Sessions Justice Frederick L. Hackenburg. In sentencing an SIU member who was hauled out of an automobile by the New York police, while he was delivering food to the Wall Street strikers of the United Financial Employees, AFL, Justice Hackenburg said:

"I am shocked to the depth of my soul when I realize that this compulsion (for the SIU to assist the UFE in its strike) was dictated by a foreign government which under the guise of ideology tries to start trouble so that they can publish in Moscow 'Riots In Wall Street'."

An irresponsible statement of this nature, coming from a man so highly placed as Justice Hackenburg, does more to help the CP than a million pieces of communist propaganda. It confuses, in the public mind, the communists with the anti-communists, and allows the party-liners to masquerade as honest trade unionists.

It is the duty of public officials to at least read the newspapers. If the Justice had only done that much, he would have easily found out that the UFE, and the SIU-SUP, the unions which supported the financial workers, were not and are not influenced by the orders from Moscow.

On the contrary. The Seafarers International Union has a long and honorable history of constant battle against the totalitarianism represented by the communist party.

During the war, when men like Justice Hackenburg were blind to the menace of the communists, the Seafarers International Union continued to point out that the red-howlers were a threat to democracy, and were merely lying low because of the aid given by this country to Russia.

Now it is a matter of record that this Union was correct, and that the men who mistakenly gave aid and

(Continued on Page 3)

Coast Guard Stopped In Try To Establish Hearing Units

WASHINGTON — The "never-say-die" boys in the Coast Guard were handed another setback this week when their attempt to reestablish wartime Hearing Units was killed by the House Judiciary Committee. In the event that the CG brass-hats still entertain the idea of regimenting merchant seamen by means of "kangaroo courts," they will have to wait until the next session of Congress to introduce a new bill.

Main opposition to granting the Coast Guard the authority it enjoyed during the war—to act as judge, prosecutor and jury for men charged with violations aboard ship—was voiced by the Seafarers International Union.

In a brief filed a few months ago the Union pointed out that the courts should have jurisdiction in the cases of merchant seamen just as the courts have jurisdiction in the cases of shore-side workers.

Throughout the war the CG

Hearing Units abused their temporary powers, and went so far as to encourage charges and counter-charges among ships' crews. Seamen who were found guilty by the "kangaroo courts" were forced to give up their papers and as a consequence could not ship until the papers were returned.

In one instance, aboard the SS Helen, the Coast Guard attempted to force the men to sail the ship although it was dangerous to do so. When the men refused, their papers were suspended.

A long-time dream of the Coast Guard is that it should have control over merchant seamen. During the war only the SIU was able to limit CG regimentation, and with the end of the war, the Union was first to demand that the Coast Guard return to its honorable job of patrolling the seaways and leave policing merchant seamen to the duly constituted authorities.

Union Hiring Hall Must Be Included In New Pact: Seafarers To Operators

NEW YORK—With the principle in mind that the retention of the Hiring Hall is the most important issue at stake, the Negotiating Committee of the Seafarers International Union, Atlantic and Gulf District, this week started meeting with a committee representing the Atlantic and Gulf Ship Operators Association. At the preliminary discussion, which took place on Wednesday, June 9, the Union's representatives made it clear that no other issue could be settled until it was understood by the operators that the Hiring Hall would not be tampered with.

SIU POSITION

In words which leave nothing to the imagination, the Negotiating Committee of the Union, currently meeting with the representatives of the Atlantic and Gulf Ship Operators Association, has made it plain that nothing less than the Union Hiring Hall will be acceptable in the new contract, which is under discussion. In the first meeting, the Committee informed the Shipowners' committee:

"Although the Union has advanced various contract proposals on wages and conditions, we make clear to you our intention of agreeing to nothing until the Hiring Hall issue is completely settled first of all. We cannot and will not accept any employment clause in our contract which does not provide for all unlicensed members of all SIU contract vessels to be hired through the offices of the Union, without exception. Our position on this matter is unequivocal."

The Committee informed the shipowners' committee that:

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Also high on the Union's demands are substantial wage increases for all ratings and agreement on the principle of establishing a welfare fund. Minor demands include clarification of certain working rules and adjustments of other issues.

The contract now in force expires on July 31, 1948. Meetings commencing at this time, on the initiative of the Union, are designed to allow both sides to settle all questions before the expiration date approaches.

The Negotiating Committee left no doubts in the minds of the

(Continued on Page 3)

House Group Kills Alien Seamen Bill

WASHINGTON — The House Judiciary Committee this week delivered a slap in the face to the many aliens who sailed on American flag ships during the past war by killing a bill which would have granted them citizenship. The bill, which was introduced by Representative Celler of New York, will therefore not be voted on by this session of Congress.

The proposed Celler legislation would have given citizenship to aliens who served aboard the nation's ships for three years during the war, and would have been in line with the many promises made to these men while the war was at its height.

From the first, the SIU has been in the forefront of the fight to recognize the sacrifices made by alien seamen as they fought side by side with Ameri-

(Continued on Page 3)

Florida Labor Vote Beats Watson

For the first time in many years, Florida's Attorney General Tom Watson is going to have to look for a job. Defeated in the race for Governor, where he ran a poor fifth in a field of nine, Watson jumped into the Supreme Court battle and was defeated by incumbent T. Frank Hobson.

It is significant that in both races Watson lost his home county, which includes the industrial city of Tampa, and he only ran ahead in the rural counties, where the voting was light.

Fuller Warren, the successful candidate for Governor, ran on a liberal program which included

repeal of the Watson "Open Shop" Law.

The main feature of the campaign against Watson was the terrific decrease in wages in the State of Florida since the enactment of Watson's pet law. In every speech, and in every other way, Watson's opponents pointed out that in states adjoining Florida wage rates were still at a fairly high level, but that in Florida take-home pay had been slashed almost in half.

That was all that was needed, and as a result the man who had fed at the public trough for many years was retired to private life. In the industrial areas, espe-

cially in Tampa, Watson was opposed by a coalition of AFL and CIO unions. Hobson's main strength came from the large towns, where organized labor was able to put on a sustained campaign against Florida's number one union-buster.

The election of Hobson was a reversal of form. In the first balloting, held on May 25, he polled only 141,888 votes to 226,498 for Watson. This trend was sharply checked by the work of the trade unions, and in the runoff election, held on June 3, Hobson won over Watson by approximately 35,000 votes.

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267

Time To Act

It's about high time the Congress of the United States knuckled down to a little piece of legislation that has been hanging fire longer than a sense of decency should permit.

This item of legislation, which has been gathering dust in the hopper for almost a year now, is known as H.R. 4163. It was introduced in the Lower House by Representative Weichel of Ohio, Chairman of the Merchant Marine and Fisheries Committee, on July 11, 1947. It was then referred to the Committee on Interstate and Foreign Commerce—and it hasn't moved since.

H.R. 4163 is of particular importance to the men who kept the sea-lanes moving with the materials that spelled the difference between victory and defeat for the Allied Nations in World War II, and who now are the backbone of America's important maritime operations.

H.R. 4163 is also important to the conscience of a nation which prides itself for recognizing the contributions of those who serve it well.

There is no excuse for Congress' delay in enacting the law. There's nothing involved about it; the moral justification for its passage has long been established.

The bill would simply "authorize medical and hospital service" for any seaman "who has not changed his occupation" and who "by reason of age, unavailability of jobs or disability is not able to work."

Should this become law, the present strikingly inadequate and unfair 90-day limitation on the period in which a seaman may apply for medical aid under Section 2 of the Public Health Service Act would be eliminated. The doors of the Marine Hospitals, closed to the men whose war injuries periodically keep them on the beach longer than 90 days, and those with illnesses contracted at sea but which do not erupt until much later, would thus be opened without reservation.

What is holding up the passage of H.R. 4163 is a sheer mystery. It cannot be money. The billions upon billions which the government is currently spending certainly removes that consideration.

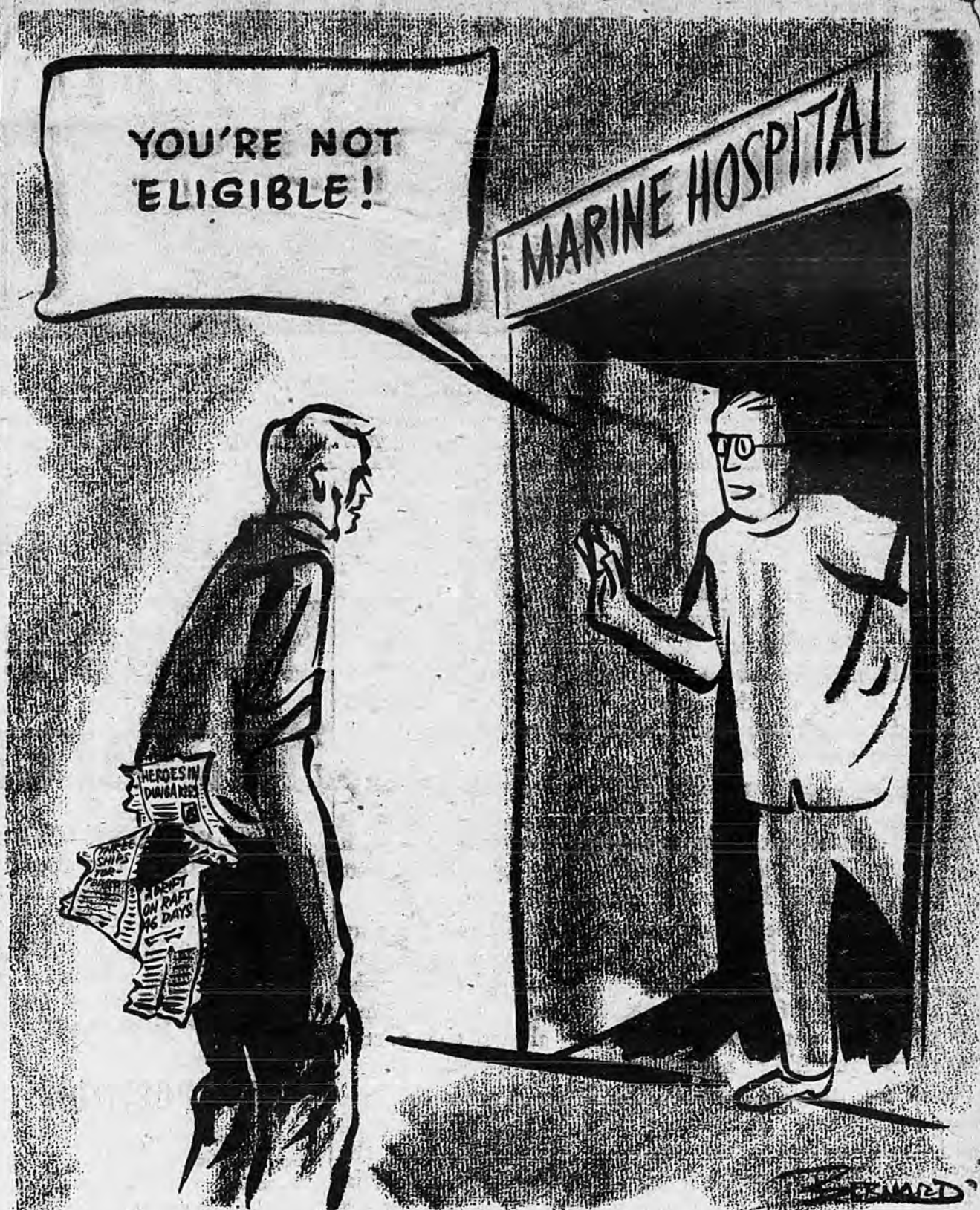
It can't be the lack of facilities. The Marine Hospitals already exist and there are no indications that they are presently overtaxed.

Congress is proud of the fact that it is responsible for the laws which make this nation the healthiest and the best provided-for medically in the world. So its failure to broaden the present service to seamen certainly can't be attributed to that august body's lack of public consciousness.

Nor can Congress claim that the shortcomings of the present 90-day clause have not been properly exposed. The Seafarers International Union has continually condemned the inadequacy and discriminating features of this measure, and it has repeatedly urged that Congress remove them.

The SIU intensified its drive to procure a more adequate program of medical treatment for seamen when the war left thousands maimed and more thousands suffering from occupational illnesses in the course of "delivering the goods."

Congress now must bear its share of the responsibility for "delivering the goods." It should pass H.R. 4163—NOW!



Men Now In The Marine Hospitals

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

SAVANNAH HOSPITAL

J. NEELY
W. REYNEN
J. CHAFFIN
TROY THOMAS
J. J. FERGUSON
G. R. ANDERSON
JAN. V. ROOMS

BALTIMORE MARINE HOSP.

M. J. LUCAS
THOMAS BRYANT
CHARLES E. BRADY
THOMAS I. JOHNSON
WILLIAM H. KUMKE
G. COBBLER
PAUL R. SUHR
EDDIE J. CURRON
A. E. YOUNG
B. J. FREDERICKS
J. W. TAYLOR
JAMES G. JOUT
JOHN W. ALTSTATT
WILLIAM T. ROSS
CHARLES L. ATKINS
C. FOWLER
M. W. SMITH
C. B. VEKEN
THOR THORSEN
C. H. JONES
R. S. COWPERTHWAIT
ARTHUR COBB
EDWARD

STATEN ISLAND HOSPITAL

D. DE DUSEN
J. PACHECO
P. FRANKMANIS
C. A. VARRIN
S. HEIDUCKI
E. OLSEN
G. FINKLEA
P. LOPEZ
J. McNEELY
A. JENSBY
J. L. ROBERTS
T. ZEMBRZUSKI
F. NERING
N. MUTIN
E. T. BROWN
H. CHRISTENSEN
W. S. PERRY
A. DUDDE
M. F. MORRISON
R. RUPPERT
B. KOSOW
R. PEPIN
G. VECCHIO
S. RIVERA
I. B. GRIERSON
W. H. RHONE
A. FLATTE
E. GRAHAM

NEW ORLEANS HOSPITAL

R. BUNCH
E. LIPARRI
J. DENNIS

Hospital Patients

When entering the hospital notify the delegates by postcard, giving your names 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.)

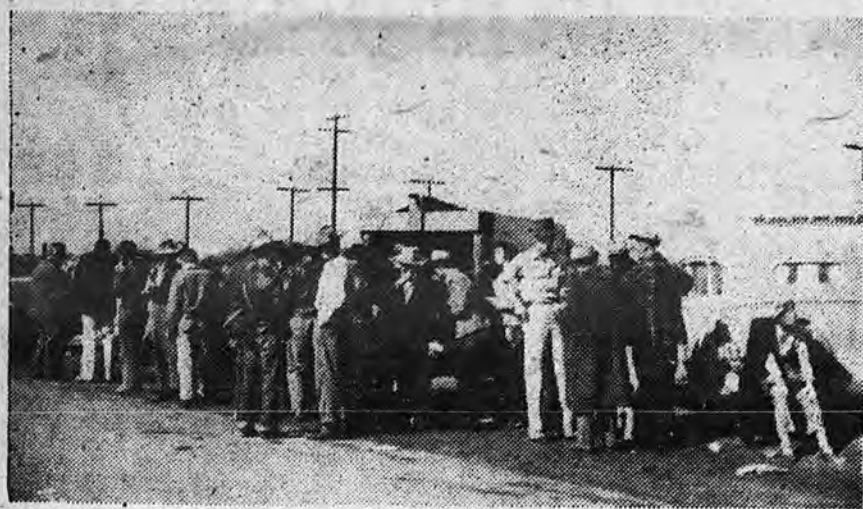
Saturday — 1:30 to 3:30 p.m.
(on 1st and 2nd floors.)

C. MASON
A. MANG
R. F. BLACK
A. LOOPER
C. GREEN
V. P. SALLINGS
C. R. GRIMES
GEORGE CARROLL
W. J. HOULIHAN
J. R. TUNNELL
C. KERRIGAN
D. A. HUTTO
B. BRAUNINGER
S. W. MARTIN
J. M. FORD
T. R. BROCKLESBY
J. W. CURRAN
T. J. TASSIN
W. M. COUSINS

MOBILE HOSPITAL

J. B. McGUFFIN
A. C. McALPIN
D. W. McDOWELL
T. HENDRICKS
J. W. MACKIE
R. A. YEAGER
M. DUMESTRE

KEEPING UP THEIR STRENGTH



Picketing the vast Di Giorgio Farm in California is quite a job and it takes plenty of food to keep up the strength of the strikers. Carloads of food have been donated to the strikers, members of Local 218, National Farm Labor Union, AFL, by many labor organizations and private individuals. Picture above shows one of the chow wagons, with a crowd of pickets around, waiting for the hot food to be served. The strike is now in its ninth month, and even though the commie-dominated CIO Farm Union has tried to disrupt, the Local 218 people are holding out steadily.

New Customs Law Only For Passengers

A few weeks ago, Congress enacted a law upping the value of goods an American resident can bring through the U.S. Customs duty free from 100 dollars to 400 dollars.

While this well may have been a desirable measure, there is no reason for American merchant seamen to be excited. The reply to numerous questions on how this affects merchant seamen is that it does not affect them at all except in special circumstances. As usual they are at the bottom of the pile.

The only occasion on which an American seaman can bring in 400 dollars worth of goods duty free is when he can show a clear and definite intention of leaving the sea for good—unless he is a passenger.

So, the new law is no different from the old one which allowed a merchant seaman 100 dollars worth of goods duty free—when he was leaving the sea for good. Passengers get the gravy.

In the near future, legislation may be enacted by Congress extending the customs privileges of merchant seamen and airline personnel, observers say, but seamen had better not count on it.

Under the new law as it is now being regulated, an American resident may use his 400-dollar exemption every six months. However, seamen can use it only when leaving the sea and Customs officers are expected to take a dim view of repeated "retirements."

However, the Customs authorities point out that new customs regulations are being written. While nobody looks for any serious changes, it may be in the end that seamen will not be allowed the full 400 dollars under any circumstances.

On The Coast

If you have a beef or a problem when you're on the West Coast, contact SIU, A&G District Hq., 105 Market Street. The telephone number is DOuglas 2-5475. Drop in between ships, and get acquainted.

Seafarers Urged To Donate Blood To Aid Men In Marine Hospitals

By JOSEPH VOLPIAN
Special Services Representative

NEW YORK — In compliance with the vote of the membership at the Headquarters meeting in this port June 2, we have made a thorough investigation of the proposal that Seafarers contribute regularly to the hard-pressed bloodbanks at the Marine Hospitals. What we have discovered is that any contributions Seafarers can make will save lives.

In other words, every healthy Seafarer is urged to visit the nearest Marine Hospital as often as feasible to give a pint of blood to protect the lives of his fellow seamen.

When this proposition was first

made, it was believed that some hard-and-fast program, such as 100 pints a week for the Staten Island Hospital, 40 pints for New Orleans and so forth around the coast, could be set up.

We now find that no such plan would be practical, and our recommendation is that Seafarers get actively behind a voluntary plan.

There are several reasons why no regular schedule of blood contributions would satisfy the varying needs of the hospitals.

FOUR TYPES

Blood comes in four types, and those types are not interchangeable. You cannot give blood to your best friend if he is type B and you are type A. A hospital might well become over-supplied with one type and be tragically short of another.

Moreover, blood is highly perishable stuff. It keeps just two weeks and no longer, and in a slow week an apparent over-supply might go bad, leaving a hospital short.

In this connection, an actual blood bank should not be confused with a supply of blood plasma. Plasma, made from blood, is a highly inferior substance. It was useful during the war when it was the only thing that could be made available at battlefronts and remote military stations. But in more normal times, it is used only in the direst emergencies when it may be better than nothing at all.

OLD TRADITION

Contributing blood to the Marine Hospitals is simple adherence to that old and respected law of the sea: help those in distress.

This is the tradition of the sea from time immemorial. It is also the tradition of the Seafarers International Union. The contribution of a pint of blood is just a new way helping those in distress.

Right now, the Marine Hospitals are having a hard time getting the blood to use for transfusions in operations. Modern surgeons save thousands of lives by using blood transfusions in a great many kinds of operations. The practice is one of the great new developments of surgical science.

WHAT BETTER

In most operations, a single pint of blood suffices. In TB and cancer cases, as many as three pints are used. Bleeding ulcers and many accident cases also require more than a single pint. As a consequence, the Marine Hospitals are large consumers of blood.

What better service can any Seafarer render other seamen than making a pint of his seafaring blood available when needed?

Men who wish to donate blood can go to any Marine Hospital. In New York, they can visit the Staten Island Hospital between 9:00 A.M. and 2:30 P.M., and the proper hours at other hospitals can be found easily.

When you go, make sure that they know you are there to give blood and you will be given priority. The whole procedure takes about two hours, since you must have a physical examination, including a blood test, to make sure that you are able to give blood at all. But they do nothing painful.

When you leave, be sure that you get a letter certifying that you have given blood. Some day that letter may get you a priority when you need blood yourself. We're working on such a plan now.

House Group Kills Alien Seamen Bill

(Continued from Page 1)

can seamen. The Union's representative in Washington, Matthew Dushane, has appeared in behalf of alien seamen before Congressional committees, and the waivers granted wartime alien seamen can be credited in great part to the activities of the SIU.

CONGRESS REFUSES

Since Congress refuses to act, then the safest thing for aliens to do is to take steps to qualify for citizenship on their own hook. The first step in that direction is to obtain a visa.

Once a visa has been obtained, and the man has five years of discharges from American ships, he is eligible for citizenship. Men who are married to Americans can receive citizenship after only two years shipping.

The tests which have to be passed are not difficult. Courses are available in the New York Public Schools, and various agencies throughout the country are glad to be of service to prospective citizens.

Seafarer's Son Gets Leading Role In Hollywood Movie

You can't expect to see Seafarers in action every time you go to the movies, but nowadays you stand a good chance of seeing a Seafarer's son.

Richard Webb, now playing the lead in "Isn't It Romantic" with glamorous Mary Hatcher, is the son of Seafarer J. R. Webb who joined the SIU in New Orleans in 1940.

"Isn't It Romantic" a Paramount production, is Webb's first starring vehicle, but he has appeared in a string of top-flight pictures and you can count on seeing more of him.

He will be seen with Bing Crosby in the picture "Connecticut Yankee," which will be released in the near future. His recent pictures include "OSS" in which he played with Alan Ladd and Geraldine Fitzgerald; and "The Big Clock" with Ray Milland and Elsa Lancaster.

Commies' Little Helper

(Continued from Page 1)

comfort to the American communists were building a Trojan Horse, which now threatens all of us.

This Union's activities in behalf of the embattled Stock Exchange employees were not dictated by a foreign power.

True, Mr. Hackenburg, what the SIU did was dictated, but by a power which you may not be able to understand.

The men who make up the Seafarers International Union acted from a compulsion that came from deep within them. They went to the aid of the UFE because of the spirit of trade union solidarity that has made the SIU a valued friend of honest trade unions and a hated and feared enemy of the commie-dominated labor organizations.

Had the SIU been content to stand on the sidelines in the fight against commie control of the waterfront, then this nation's water borne transportation would be completely in the hands of an unscrupulous faction which really takes its orders from the Kremlin.

If Mr. Hackenburg's words had not been so widely broadcast, or his position not such as to give his views wide circulation, his ideas would be no more than laughable. But many people have read the Justice's statement, and therein lies the danger to free trade unions.

The communists do not have the courage to put their ideas before the public, for acceptance or rejection. They mask their motives behind high sounding phrases, and wait for an opportune time to institute their iron-handed control. Poland, Hungary, and Czechoslovakia are perfect examples. So is Russia, for that matter.

What better way for the communists to prepare the groundwork than deliberately confusing the issues, so that the public does not know which groups believe in democracy and which in dictatorship?

So the eminent jurist has had his say, and he has done his part to add to the confusion. He can rave and rant about the red-menace all he wants to, but the communists will consider him a valued friend as long as he does their dirty work of smearing the democratic unions and placing them in the same category with those controlled by the communist party machine.

Union Hiring Hall Must Be Maintained In Next Agreement, SIU Tells Shipowners

(Continued from Page 1)

operators as to the importance of the Union Hiring Hall. Backed up by a united membership, which will fight for this principle, the Committee is determined not to accept anything less than what has already been won through years of hardship and struggle.

Adding weight to the Union's demands is the fact that a \$10.00 Strike Assessment, to be used in the event the operators do not agree to the Hiring Hall, was voted recently by the membership by a better than ten-to-one majority.

Another meeting was held on June 10, but details were not

available at the time the LOG went to press. A full report of the Negotiating Committee will be carried in next week's edition of the LOG.

Members of the Negotiating Committee are Paul Hall, Robert Matthews, Lindsey Williams, Ray White, and Joe Algina.

SIU Contracted Companies: Mississippi

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

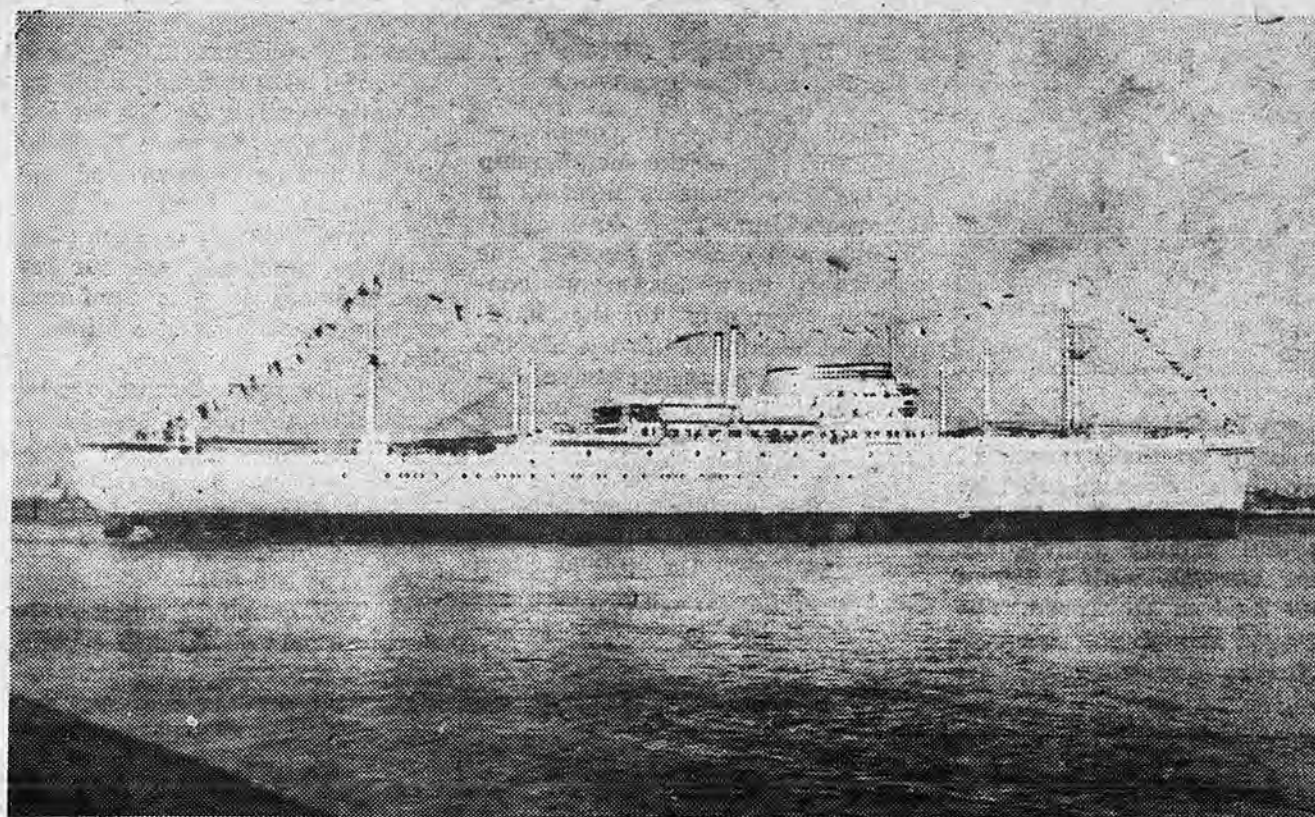
Some of the companies have long and interesting records in American maritime history—some of that history was made with SIU crews aboard the ships.

Last year one of the top tunes on the nation's juke boxes was "There's An Awful Lot Of Coffee In Brazil." It took Tin Pan Alley and Frank Sinatra a long time to discover what the Mississippi Shipping Company has known for over a quarter of a century. They've been hauling the stuff out of Brazil in their ships since 1919, and are still going strong with no exhaustion of the popular bean in sight.

In fact, Mississippi's Delta Line is referred to as "The Coffee Fleet." The company earned the name by pioneering in the trade between the Gulf and Brazil at the end of the First World War, and for years carried more coffee than any other fleet in the world.

Prior to Mississippi's entrance into the South American trade, there was no regular steamship service from Gulf of Mexico ports to the East Coast of South America.

Occasionally a ship left the Gulf for Argentina carrying



The Del Mar, launched in June, 1947, is one of the company's three ultra-modern passenger-cargo vessels. The teardrop stack is just for show, the smoke actually passes out through the two slim stacks directly behind.

the Mississippi Shipping Company in 1919.

The company adopted the trade name Delta-Line, which is denoted on the company's house flag by a triangle, the Greek letter "Delta" or "D."

The first sailing of a Delta Line ship was the SS Bound Brook, which carried about 4100 tons of cargo to Rio de Janeiro and Santos.

A short time later the company acquired the Lake Fontanet, a small coal burner with a cargo capacity of about 3200 tons.

In the fall of 1920 the company was assigned the Hog Islander Lorraine Cross, the first of many Hog Islanders allocated to the line for operation on its trade route.

During this period of active trading with South America the company also operated ships to Europe for the United States Shipping Board. Ships sailed to Glasgow, Belfast, Dublin, Copenhagen, Gothenburg and Baltic ports.

ATLANTIC RUN

In 1921, when the European service was realigned, the Mississippi Company was awarded the French Atlantic Antwerp range. In this trade the company operated under the name of the Mississippi Valley European Line and continued this operation until 1930, when the Government put the route up for sale. It was bought by Lykes Brothers Steamship Company.

Like most companies, Mississippi had its ups and downs. About the time of the depression period of 1921, Europe had recovered from the war sufficiently to reenter trading with Latin America. Due to this, exports from the United States to Brazil and Argentina showed a considerable slump.

SUFFERED SLUMP

At one period, in 1921, southbound freight was so scarce that there was an interval of over two months between sailings from New Orleans to Brazil.

In 1920, the company had maintained three sailings a month, and prior to the outbreak of World War II the company at times had four or five sailings monthly.

Business picked up steadily from the low of 1921 and in 1931 the company entered the passenger field to South America with the sailing of the Delnorte—forerunner of the present Del Norte—which had accommodations for 28 passengers.

She was followed by the Del-sud, Delmundo, and Delvalle, all vessels of the same type, except that the last two had accommodations for 36 passengers.

In 1940, the company further increased its passenger ship operations when it acquired the Delbrasil, Delorleans, and Delargentino. Each of these ships carried 63 passengers and 6500 tons of cargo.

SIU CONTRACT

Thus, as the war in Europe came closer to our shores, the Mississippi Shipping Company's fleet consisted of three C-3-P passenger-freight vessels, four Hog Island freight-passenger type vessels and three Hog Island freighters, by this time all were contracted to the Seafarers

International Union, which had signed a contract with the company in 1938.

The entrance of the United States into the war saw the removal of all Mississippi vessels from the hands of the company, which operated them for the War Shipping Administration. During this period the company purchased five C-2 cargo ships and these, likewise, were operated for the account of the War Shipping Administration until the summer of 1946, when they were turned over to the company for private operation.

HEAVY OPERATORS

At the peak period during the war, Mississippi operated a total of fifty-six ships of all types, losing but five to enemy action.

Three were sunk in the Caribbean and two in the North Atlantic. A sixth ship, the Charles Henderson, was lost through an explosion at Bari, Italy on April 9, 1945. The cause of the explosion has never been determined.

The resumption of peacetime operations saw something new

added to the company fleet—three new, sleek passenger vessels, the Del Norte, Del Mar and Del Sud. Built specially for the Delta Line, the new passenger-cargo vessels are 494 feet long and cruise at 18 knots.

The ships are air-conditioned throughout, including crew's quarters. Each ship has accommodations for 119 passengers and among the features is a new method of disposing of smoke and gases through a stack similar in appearance to a kingpost.

The huge teardrop stack is only a front and contains officers' quarters and radio rooms. The vessels are also equipped with radar and radio direction finders.

The ships, the finest to ever operate on the South American run, are capable of making the trip from New Orleans to Rio de Janeiro in fourteen days, and to Buenos Aires in nineteen days.

The company has arranged 47 day cruises for the vessels in an itinerary which calls for stops at Rio, Santos, Montevideo and Buenos Aires southbound, and Santos and Rio northbound.

While the company stresses trade to South America, it also operates ships on Service No. 2 of Trade Route No. 14 between United States Gulf ports and the West Coast of Africa. The company operates three C-1 type vessels with sailings once a month.

DUE TO GROW

At present the company's fleet consists of 14 company-owned vessels and three chartered ships. With the ever-growing trade to South America and the gradual expansion of New Orleans as a port to the south, Mississippi operations will undoubtedly expand rather than lessen in this postwar period.

The present company ships are Del Norte, Del Sud and Del Mar, all C-3-P Cargo-Passenger ships; Del Aires, Del Alba, Del Monte, Del Santos and Del Valle, all C-2s; and Del Campo, Del Mundo, Del Oro, Del Rio, Del Sol and Del Viento, all C-1s. The three chartered ships are the Brazil Victory, Cuba Victory and Tulane Victory.



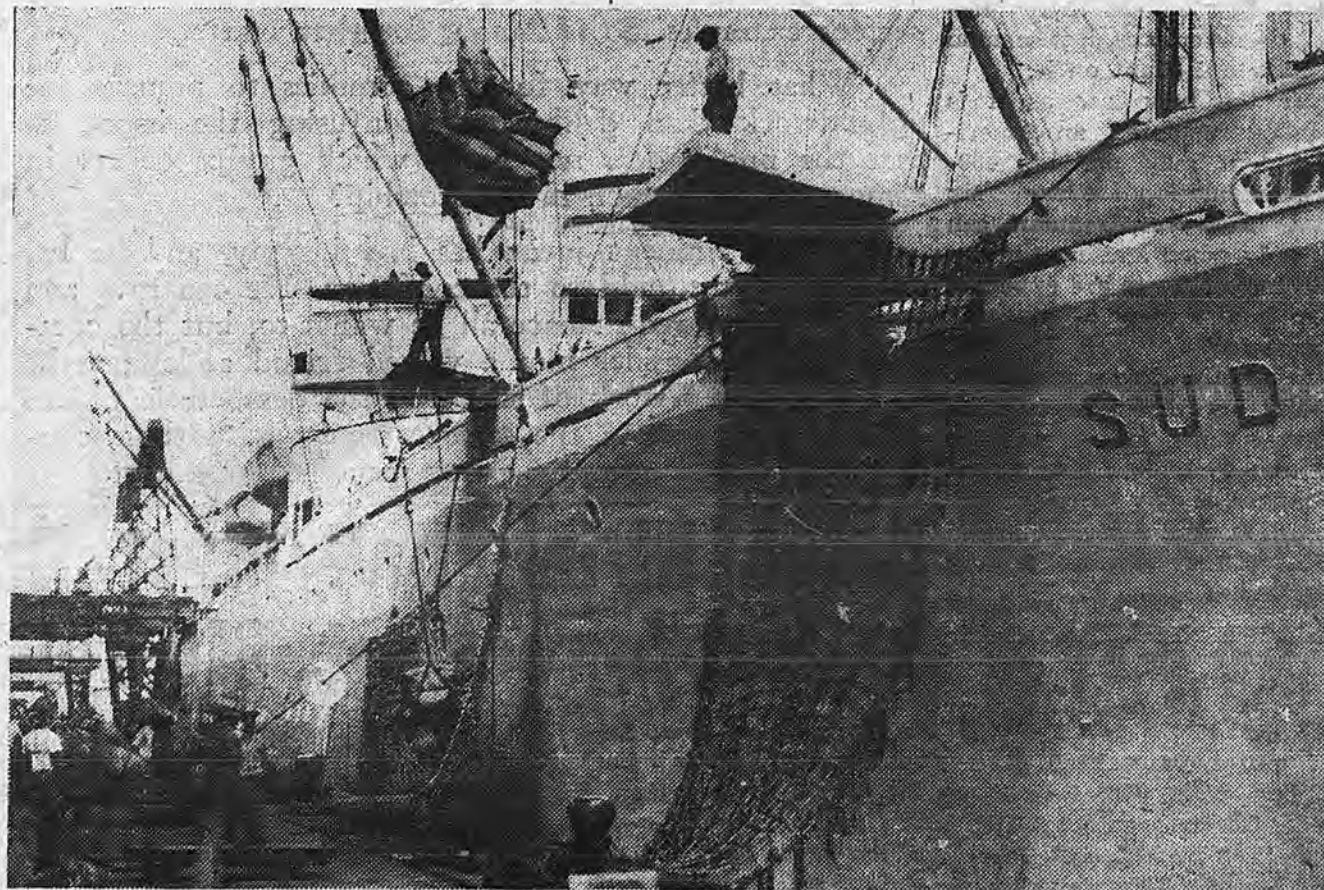
The company's stack has two green stripes around a yellow stripe, colors taken from the national flag of Brazil. The top of the stack is black and the bottom is buff. The company's flag is green with a yellow triangle, the symbol for "delta" or "D" in the Greek alphabet.

lumber, agricultural machinery and rosin, but there was nothing which pretended to be a regular service.

Most of the trade between the Gulf and South America was conducted by European vessels making a triangular run from Europe to South America and New Orleans.

COMPANY FORMED

Sensing a trend toward increased trade between our southern ports and those along the East Coast of South America, a group of New Orleans business men got together and formed



Mississippi's Del Sud, having completed her 47 day cruise to South America, has discharged her passengers and here is unloading her coffee cargo in New Orleans, the company's home port. The ships have seven holds with a capacity of 457,700 cubic feet of general cargo space and 61,400 cubic feet of refrigerated cargo space.

Showdown On Unemployment Pay For Seamen Is Due In Alabama

By CAL TANNER

MOBILE — For years we've battled the shipowners for every buck we got from them, and now they're making us fight for every dollar the State Unemployment Compensation Board gives out to seamen in unemployment benefits.

In this matter, however, we don't intend to go on for years haggling over payments to seamen. We are appearing before the Board every week in behalf of the membership here, but in the near future we expect the whole matter of unemployment benefits to go to the Supreme Court for a final and binding decision.

In the meantime, we are battling it out on a local level. Last week we were involved in 49 appeal cases, and succeeded in getting the companies to drop their charges in about six or seven of the cases.

The rest will continue to go through the channels of the courts until a final decision is rendered. The six or even men knocked off the list this week will start drawing their money immediately.

COMPANY WILL APPEAL

If a man gets off the ship for medical reasons, or if the ship is laying-up, we have no trouble in collecting — but in all other



cases the company will make an appeal and carry the matter to the courts.

It's becoming a real headache to the seamen deserving of unemployment pay, and we'll be happy when the courts make a ruling. Several of the lower court decisions have been in our favor, so we stand a good chance of winning when we appear before the Supreme Court.

The slow shipping in this port at present makes us very anxious to get a clear picture of unemployment benefits. We shipped 98 bookmen and 35 permitmen last week, but that still left a large number of men waiting on the beach.

The payoffs totalled four: Wild Ranger and Hastings, Waterman; Roamer and Runner, Alcoa. Sign-ons were Wild Ranger and Warrior, Waterman; and Roamer, Alcoa. These ships left for Japan, Puerto Rico and the Bauxite Trail respectively.

PLENTY OF MEN

Prospects for the next week look a wee dab better, with both of the big companies here—Alcoa and Waterman—scheduling several payoffs and sign-ons. However, we have a big shipping list and will be able to handle anything that comes up.

We had a new tanker hit port last week and the Organizers ing out of here is grain. If the covered her with a blanket of grain rate drops the port will organizational literature. The be dead,

crew's eager response was music to the ears of the organizers, so we expect to have something good to report on this by next week.

HAPPY HOLIDAY

It's a little late to call it spot news, but Memorial Day was well celebrated here in the Hall. The doors were open for the regular holiday hours, and from all reports everyone had a big time.

We've been encouraging the membership to make suggestions for the improvement of the Hall. While the response has been slight to date, we expect the ideas to start coming in soon.

All of them will be considered and put to the membership when time comes to make the improvements. We have a good sized repair list taking shape, and we want to be sure we have everything listed when we give the "go ahead" signal.

Weather Warm, But New York Shipping Cool

By JOE ALGINA

NEW YORK—Maybe the operators around here expect the waterfront to be tied up come June 15, and have diverted their ships to foreign ports. Anyway, the good shipping this port enjoyed for the past weeks has piddled out to a trickle.

For the first time in quite awhile we have plenty of rated men waiting for jobs along with the usual number of unrated men. Right now the feeling among the membership seems to be "Grab a ship—any kind."

Some of those ships available in New York this week were the Steel Worker, which paid off clean; the John B. Waterman and Topa Topa, both of which were easy tasks for the Patrolmen. The Waterman had a few minor beefs and the Topa Topa was right up to her reputation of being always a clean ship.

The Sea Trader, Mar Trade,

Slump Hits Montreal As Nothing Moves But Grain Cargoes

MONTREAL—This port is in so bad a slump that utter economic disaster will be the result if things don't take a turn for the better, shipping officials declare.

One trouble is that the Marshall Plan, which was supposed to stimulate things here as well as in the States, has not yet started. Another trouble is the world-wide shortage of foreign exchange, which means a shortage of dollars.

The waterfront is quieter than it has been at any time since the depression year 1936. The other day, there were only 31 vessels in port compared to 50 on the same date in 1947.

Normally, two of the big shipping companies here have 36 gangs of longshoremen working steadily with 20 men to the gang. Last week, the same two companies had nobody working on the docks at all.

The only thing that is moving out of here is grain. If the covered her with a blanket of grain rate drops the port will organizational literature. The be dead,

AROUND THE PORTS

ON THE SS DEEPWATER



This vessel, formerly the SS John H. Marion, was crewed by the Union, on the West Coast. It is the first of U.S. Waterways' Liberty tankers, and is already on the high seas to Curacao.

Seafarers Find Port Baltimore In Poor Shape

By WILLIAM RENTZ

BALTIMORE—The past week was one of the slowest this port has experienced in the memory of most men on the beach. We handled but three payoffs and one sign-on. Shipping can't get much worse than this.

As a result of the poor shipping the Baltimore is groaning at the seams with men waiting for jobs. At last week's meeting we had almost 500 men. Our only hope is a sudden boom in shipping or a lot of calls from other ports for men. Neither of these, however, is an immediate prospect.

The ships in for payoffs were the Oremore, Ore Line; Messmar, Calmer, and Yugoslavia Victory, Isthmian. The Yugoslavia Victory took on a new crew for our sign-on of the week.

In transit we had a large number of ships in from the Gulf area. Most of them were Alcoa scows. They hit the port on their way north but rarely needed replacements.

SKIPPER SKIPPED

Of the three payoffs, that of the Massmar was the only one to produce a beef. When the time came for the ship to payoff the Captain was nowhere to be found. So, for three days the ship was tied up, the Captain finally returning to take care of the payoff as his job requires. The crew then went ahead and paid off.

There is quite a bit of talk around the port over the possibilities of the NMU hitting the bricks on June 15. Naturally, all the men are anxious to see the NMU retain the hiring hall and rotary shipping. What happens to the NMU in a couple of weeks may set the stage for us when our contracts expire in July.

A lot of things can develop out of this. The government may step in with injunctions, thanks to the Taft-Hartley Law. They pulled it on Lewis and the railroads so there is no sense in our thinking we are exceptions. At any rate, what happens in the next few weeks will be very interesting.

paid off with little difficulty as did the Monroe, Bull Line. Even the Alcoa Cavalier paid off with no difficulty. That's not unusual anymore. She has become one of the cleanest ships afloat, thanks to a conscientious crew. It's too bad we're scheduled to lose her in a few weeks.

Another loss will be Robin's Virginia City Victory, which came in and paid off this week. She was replaced by a company purchased vessel.

DOWN TO AN ART

We had several other payoffs and sign ons. The Patrolmen handled them all with dispatch. It's become an art, this matter of handling beefs, straightening out books and seeing that everyone is happy at the payoff—and one the Patrolmen have mastered.

Incidentally, summer weather is here in the big city with the result that the Patrolmen have switched to summer attire, short sleeves, panama hats and air-conditioned shoes. Regular fashion plates.

Another new feature around the New York Hall is the showing of regular full-length movies, complete with sound. The show

all marine hospitals so men being admitted can notify the Union at once.

These postcards will make it easier for the Special Services Department to keep track of the members in the hospitals and see that they receive their benefits.

Sometimes in the past men have called the Hall to report their presence in the hospital and the information has not been forwarded to the correct department. The postcard should eliminate this.

DIRECT WIRE

Another means of making things easier for the membership would be for crewmembers calling the Hall for a Patrolman to ask the operator who takes your call for "6th Floor Counter."

The call will then go right to the Patrolmen and save the caller telling his story half a dozen times to everyone from the bookkeeper to the doorman.

One last matter before closing up shop for the week—

On tankers, when overtime is received for work after 5 P.M. and before 8 A.M., the overtime should be divided equally without any squabbling. The crew should be able to get together and rotate the watch without having to call the Hall for assistance.

The Union fought long and hard for after-hours overtime so Union men should be able to work out a matter like this among themselves.



starts every Saturday about noon with a different picture weekly, plus a newsreel.

Last week it was "South of Tahiti" and the week before it was "Jack London," with Michael O'Shea in the title role.

If you haven't anything to do these summer Saturday afternoons, come on down to the Hall and see a free show.

POSTCARDS READY

For the benefit of Seafarers entering the marine hospitals the Special Services Department is placing prepared postcards in

Gear-Grabbers Hurt Union

The membership of the Seafarers International Union has consistently reaffirmed its position that gear-grabbers can't be good Union men. Any individual who stoops to pilfering gear such as coffee percolators, linens, etc., which are placed aboard SIU-contracted ships for the convenience of all hands, is, above all, guilty of a malicious disregard of his shipmates' welfare.

Crew conveniences on most SIU ships today are not there by accident. They are there because of the Union's successfully fought struggles to bring greater benefits and comforts and to provide decent conditions for the membership while out at sea.

These hard-won conveniences are for the benefit of ALL HANDS. They ARE NOT to be appropriated by any individual for his own personal use. Violators of the membership's welfare will be dealt with in accordance with the firm stand taken repeatedly by Seafarers in all ports.

Philly Gets Pleasant Surprise: Shipping Is On The Rise Again

By LLOYD (Blackie) GARDNER

PHILADELPHIA — We are happy to report that shipping has been very good in this port for the past week, despite our gloomy prediction.

Moreover, shipping continues good as we write this, and we hope it's going to keep on that way. Everybody is happy when there are a few payoffs and a lot of jobs on the board.

That is everybody is happy but the poor Dispatcher. Sometimes, lately, he has had to have ABs or Oilers or Firemen right away, and we have seen him set out on a dreary round of the neighborhood spots to plead "Won't you please take this job?"

Too often the answer has been, "Go away, the beer is cold, it's the ninth inning and the score is tied three-to-three. Go away!"

We imagine that he's been heard muttering in his sleep, "Two ABs, three FWTs, where are they?"

LONG DAY'S WORK

We paid off the SS Alexandra, a Carras tanker that the organizers brought into the Union fold a few months ago. Paying her off and squaring her beefs proved to be quite a task, the Patrolman and the Agent being aboard her from nine a.m. until 10 p.m.

But it was worth it. New companies will become accustomed in time to the SIU way of doing

business, and these days too much stress cannot be placed on the activities of our Organizers, including the volunteer rank-and-file organizers. They're bringing those ships under the SIU banner.

We also paid off the SS Maiden Creek, a Waterman C-2 in from a long run to the Far East. She was a pleasant surprise. We boarded her expecting most anything since her Master was none other than — yes, you guessed right—Morgan Hiles.

SMOOTHING OUT

Well, we don't know what's come over him. Maybe he's getting old, or getting religion. At any rate, it was a smooth payoff.

What little disputed overtime we found we squared away very easily. There were some logs



on the crew, but the Shipping Commissioner would not handle them since they were against men who took days off without permission from department heads.

As we said, it was a pleasant surprise to pay off the Maiden Creek without trouble, after what we expected. The pride and joy of the Waterman brass is still not the best Skipper afloat from the viewpoint of seamen, but he is far from the riproaring, hell-raising bucko of old.

OWN BEEF

We can't wind up this weekly tale without airing a beef of our own. This is it:

We had a Meseck tug in here and couldn't get men to take all the jobs on her. Those who did go aboard worked a day and quit. The Skipper told me the story was the same all along the coast, and that he had been held up in nearly every port by men quitting.

This is definitely a bad situation, one that puts the SIU in a very poor position. Of course, there are some jobs better than those on tugs, but the latter are jobs that take up a lot of slack in a period of tough shipping. So take them.

A word to permitmen: One way you can prove to everybody that you are a good potential bookman is by taking some of these less desirable jobs on organized ships, and jobs on unorganized ships.

That's the way you permitmen can build up the SIU into an even better and bigger maritime union than it is today.

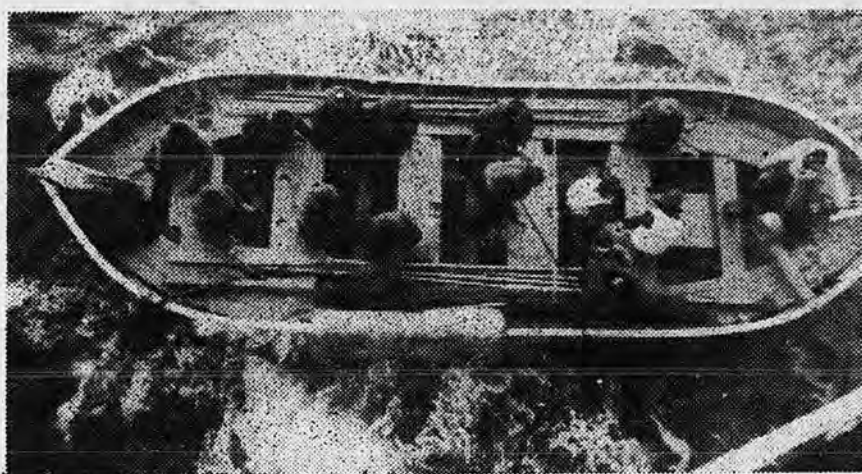
That's all for now, except to say that the Philadelphia beer and the Philadelphia Athletics are still up there. Adios, amigos.

(Ed. Note: Brother Gardner's report must have been written before the Cleveland Indians invaded Shibe Park.)

ONLY A SHORT TRIP



When the SS Southland was at sea a few days, returning from a recent trip to Europe, four stowaways were found. One had hidden himself in the smokestack. As soon as they were found, arrangements were made to transfer them to a vessel heading for Le Havre. These pictures were taken by Seafarer George Meaney, who was a workaway passenger on the Southland. Top picture shows the stowaways as they got into the lifeboat, and the bottom picture shows the lifeboat pulling away from the side. Within a short while the unfortunate stowaways were aboard a ship bound east for France and their short trip was drawing to a close.



The Sea Is A Relentless Mistress

By JESSE A. MILLER

Underneath its tawdry and expensive gaiety New York is one of the loneliest spots on this earth. Amusements are abundant—if you can afford them—but even the veneer of purchased glamour wears thin when you are alone.

Hundreds or even thousands of miles from home, the seaman becomes the loneliest of all in this roaring metropolis; everyone is in too much of a hurry, rushing around on meaningless errands, to make friends with him.

The only people interested in a seaman are those who think they may get a little of the money in his pocket. While the money lasts, the leaches are steadfast and true, constantly by

ter is revealed; he'll risk his life for yours, let you borrow his clean shirt, or give you a buck to get your watch out of hock.

Out at sea, among men who feel the same way, a fellow leads a clean life. No one out there to try to swindle you out of the little money you do have—no gin mills to lure you off the path—none of that empty loneliness you feel in port.

For a seaman that is the only life—hard work, good food, and nothing except the wind and waves to betray him.

THE WAY IT GOES

A Swedish seaman once painted a vivid picture to me of what happens when he hits the beach after a long trip:

"I come ashore thinking I am going to stay just a few days, to rest up from my trip, then catch another ship.

"The first few days I go to see movies until I can't sit anymore; I walk until I'm tired; I read until my eyes water.

"Suddenly there is nothing else for me to do except think—think about my home, family, friends whom I'll probably not see in years.

BRIGHT LIGHTS

"One day, strolling down the street, I happen to pass a bar. There are bright neon lights, exciting music from a juke box, and maybe a couple of girls. 'Why not go in and have a beer?' I ask myself.

"I have one. It tastes good, so I have another. After the fourth I say, 'What the hell, this is the life for me; how did I ever miss this place?' Two weeks later, after constant drinking, I wake

Paper Cargoes Keep Dropping Despite ERP

One American export that can be expected to drop off steadily despite the Marshall Plan is paper, according to leaders in the paper industry.

The export market in paper, built up during the war, has been getting smaller during the past year, and the continued refusal of many countries to license dollar payments for paper will force the paper export rate down still further, the spokesmen believe.

The Marshall Plan probably will result in restoring and strengthening the paper-making capacity of many European countries, and American exporters will not benefit from the Plan at all, although exporters in other fields will continue to benefit greatly. If other cargoes more than make up for paper, American seamen will not feel the loss.

Barriers against American paper are maintained these days by India, Australia and Argentina among others. India along with China, South Africa, the Middle East and the nations of South America have been the principal buyers of American paper cargoes.

up to find that I'm broke. Then there is nothing left for me to do except catch another ship."

ON THE BUM

Sometimes, though, the loneliness ashore gets the best of a man. He becomes a beachcomber—a derelict with no port of call.



Like the once proud ships he sailed, he lies rotting at his berth, bumming nickels for beer or cheap alcohol.

The object of people's scorn, he wants no sympathy—just a little booze so that he may once more relive the days of his youth when he was handsome, strong, and shipping out to all the strange ports on the seven seas.

CALM HARBOR

Eventually he finds a calm, quiet harbor in some unmarked grave near the sea that he always loved in his own strange way.

This then is the seaman: industrious and sober at sea, lonely and sometimes drunken ashore. Condemn him, society, if you wish; but no pity, please, for that is what happens to all who are betrothed to such a jealous and unrelenting mistress as—The Sea.



his side—when he is broke, they no longer recognize him.

PROTECTIVE COVERING

Landsmen sometimes consider a seaman to be coarse and rough. The coarseness is really camouflage for the loneliness he feels; the roughness is protection against shysters.

Aboard ship his true charac-

Minutes Of A&G Branch Meetings In Brief

NORFOLK—Chairman Steely White, 56; Recording Secretary Ben Rees, 95; Reading Clerk James Baker, 44348.

Minutes of all branches read and accepted. Norfolk financial report read and accepted as was the report of the Secretary-Treasurer. West Coast and Great Lakes minutes to be filed. Agent and Patrolman reported. Said shipping was tough and was expected to be tough through the immediate future. Many of the boys are broke in this port, and would be having a bad time if it were not for the SIU's little stewpot. If luck holds, however, nobody will starve between now and the time shipping picks up. Meanwhile, what sign-ons and payoffs there have been in this port have been accomplished with minimum of difficulties. Several members took the deck under Good and Welfare to discuss matters of general interest. At this point, a minute of silence was observed for departed Brothers. One man obligated. There were 327 members present at the meeting.

§ § §
SAVANNAH—Chairman E. B. McAuley, 26081; Recording Secretary S. Heinfling, 5368; Reading Clerk C. Starling, 6920.

Savannah minutes read and accepted. Voted to read only new business from other branches. All branch minutes accepted except Boston and New York in part. Voted non-concurrence with that



part of Boston minutes calling for shipping only twice a day, and with that part of New York minutes calling for registration in only one job. Great Lakes and SUP minutes to be posted and filed. Secretary-Treasurer's report heard and accepted. Agent's report heard and accepted. Agent said two ships paying off headed for boneyard. One out of next three will do same. After that, port hopes to hold its own. Had to turn permits away from meeting for lack of adequate room. However, new Hall has been found and will be leased if membership approves. Two men who stood by on SS Southstar can get disputed meals and lodging, plus a day's pay, if they write South Atlantic company. The SS Willard that paid off gets vote of thanks from branch, it being a sweet payoff. Dispatcher's report accepted. Moved by Nicholson, seconded by Lawton, to ask why Norfolk is pulling bookmen off ships after one round trip. Amended by Lawton, with several seconds, to say that any branch violating shipping rules should be disciplined. Carried with amendment. Moved by Fricks, seconded by several, and carried that Agent be empowered to sign lease on new Hall. Voted fine of \$100 against Brother who showed up drunk at meeting and tore up his book when refused admittance. Previous good record kept penalty from being worse. Minute of silence for departed Brothers. Several Brothers discussed matters of interest under Good and Welfare. There

A&G Shipping From May 18 To June 1

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston	42	42	40	124	9	7	5	21
New York	227	247	227	701	189	205	246	640
Philadelphia	64	68	47	179	85	59	48	192
Baltimore	186	115	84	385	207	142	120	469
Norfolk	72	64	31	167	84	62	48	194
Savannah	49	36	35	120	13	8	5	26
Tampa	17	15	13	45	14	19	11	44
Mobile	103	104	101	308	70	66	54	190
New Orleans	195	130	133	458	220	114	134	468
Galveston	76	41	41	158	51	43	24	118
San Juan	13	10	7	30	15	8	13	36
Grand Total	1,044	872	759	2,675	957	733	708	2,398

NOTE: A&G men shipping on the West Coast are not included in this report.

were 91 men present, all bookmen.

§ § §
GALVESTON—Chairman Frenchy Michelet, 21184; Recording Secretary Keith Alsop, 7311; Reading Clerk Val James, 7803.

Galveston minutes and financial report read and accepted. Secretary-Treasurer's report read and accepted. Quarterly Finance Committee's report read and accepted. Headquarters report to the membership read and accepted. Minutes of other branches read and accepted. Great Lakes, West Coast and special minutes to be filed. Agent's, Patrolman's and Dispatcher's reports were accepted. One man obligated. Voted that Cook should be allowed to sail as Steward if he has had three years as Third Cook or as Second Cook and Baker, or one year as Chief Cook. Minute of silence for departed Brothers. Under Good and Welfare, extended discussion of necessary qualifications for Steward's rating. There were 101 members present.

§ § §
SAN FRANCISCO—Chairman A. S. Cardullo, 24599; Recording Secretary Al Bernstein, 21065; Reading Clerk R. H. High, 24326.

San Francisco minutes accepted. Minutes of all branches read and accepted. Reports of West Coast Representative, Patrolmen and Secretary-Treasurer read and accepted. Motion by Roy Pierce, seconded by several, that any SIU, A&G—contracted ship paying off on the West Coast should have an SIU, A&G District representative present at the payoff, regardless of how far north or south the payoff port; and that SUP outports be asked to inform the A&G San Francisco branch of prospective A&G payoffs; ports of particular interest being Wilmington, Portland and Seattle. Motion by Abbey, seconded by several, that Union Delegates not hesitate to bring anybody, A&G or SUP, rank-and-filer or official, up on charges, if person is trying to discredit Union or any part of it in any way. Motion by Joyner, seconded by several, that differences between A&G and West Coast shipping rules be ironed out. Several matters of general interest discussed under Good and Welfare, notably the fine new Halls in Philadelphia and New Orleans, the excellence of the Building Assessment, the good work of the organizers, and the overall spirit of the SIU. Minute of silence for departed Brothers.

PHILADELPHIA—Chairman R. Oates, 25128; Recording Secretary R. W. Pohle, 46826; Reading Clerk W. Gardner, 42941.

Philadelphia minutes read and accepted. Non-concurrence voted with New York and Galveston minutes. All other branch minutes accepted, as were minutes of all special meetings. Great Lakes and SUP minutes to be posted. Agent's report read and accepted. Motion by Bronson, seconded by Karlunas, that men be allowed to ship in all ratings. Moved by Pohle, seconded by Healy, that motion be tabled. Secretary - Treasurer's financial report and report to the membership read and accepted. Dispatcher's and Patrolman's reports read and accepted. Eight men obligated. One man ordered before a trial committee. Minute of silence for departed Brothers. There were 125 members present.

§ § §
SAN JUAN—Not enough members on the beach for a regular meeting. Committee elected to audit the books, bills and receipts. Committee elected: George Litchfield, 44794; Juan C. Cordero, 44118; L. Calderon, 2424; Robert Rivera, 25280; Juan Sanchez, 30284; Juan Maldonado, 2765. Committee later reported all in order and was dismissed with a vote of thanks.

§ § §
MOBILE—Chairman J. Parker, 160; Secretary C. L. Stringfellow, Reading Clerk H. J. Fischer.

Minutes of other branches read, accepted and filed. Agent's report accepted. New business: Motion carried to instruct the agent to purchase 25 additional chairs so the entire membership can be seated. Men obligated: Ray Murphy, M. V. Luther, M. Darawich, R. G. Long, E. C. Pittman, I. F. McGowan, C. C. Rayford, B. L. Brannan, N. C. Bernard, W. F. Paschal, W. M. McNeil and W. H. Holliday. 155 men present. Special meeting called earlier for the purpose of getting the membership's views on rider being attached to articles of ships going to Far East and back to the Coast. Motion by E. A. Patterson that on all ships sailing to Far East and back to West Coast the rider be changed to list specifically a final port in the Gulf or East Coast. Discussion opened, following which motion was passed unanimously.

§ § §
TAMPA—No regular meeting held due to lack of quorum. Special meeting called by Agent for purpose of electing an auditing committee. M. Ellsworth, 23207; D. B. Carpenter, 34; and

C. S. Williams, 35; elected to serve on committee. Agent Simmons reported port as running smoothly and shipping much improved. SS Florida's return to operations helped clear the beach of many men.

§ § §
NEW ORLEANS—Chairman Earl Sheppard, 203; Secretary Johnny Johnston, 53; Reading Clerk Buck Stephens, 76.

Charges read against bookmember. Man to face trial committee for investigation. Minutes of other branches read, accepted. Agent Sheppard reported shipping as being very good and ships paying off in good shape. Only beef in port being aboard the Del Oro, which sailed short on stores. Reported the death of Brother Charles G. Stevens, oldtimer around the gulf. Brother Stevens fell from the mast of the Del Oro and was killed. Recommended that committees be elected for the trying of men found defacing new Hall, if such occurs. Recommended that men promoted at sea during an emergency step down at end of trip for man holding rating. Brother Sheppard's report accepted. Trial committee reported on a number of men desiring to come out of retirement. All approved. Under obligations, the following men took the Union Oath: R. O. Spears, R. M. Boyd, A. Patingo, E. P. Vanney, A. A. McConathy, V. L. Byers, E. Painter, F. C. King and G. E. Rouse. Good and Welfare: Much discussion regarding taking care of the new Hall. Members urged to make less talk in gin mills and on street corners and more in the Union Hall. One minute of silence for Brothers lost at sea. 270 members present.

§ § §
BOSTON—Chairman John J. Mogan, 216; Recording Secretary Eugene Dakin, 180; Reading Clerk D. Sheehan, 22856.

Minutes of previous meetings in other branches read and accepted. Election of committee to hear excuses and report back to meeting. Acting Agent gave verbal report. He discussed beef on SS Yarmouth, which during the time it was in drydock had no hot water or heat. Only the Deck Department submitted beef in regulation manner. Union forced company to make payment, after which Stewards Department came to Union Hall and asked that their money be collected. It was pointed out to them that they had failed to comply with the standard procedure in making their beef valid. He also reported that Marymar crew advised Union ship did not have any food

aboard. He added that beef would be settled in SIU style. Report was accepted with vote of confidence. Motion carried that John Mogan stop using Union meeting as means of expressing his personal grudges and for a personal campaign and that any motions he makes of this nature be stricken from the records.

§ § §
BALTIMORE—Chairman William Rentz, 26445; Secretary Ben Lawson, 894; Reading Clerk Al Stansbury, 4683.

The first order of business was the obligating of the following men: R. Mursell, R. Scott, C. Copper, F. Boracz, J. Splunter, D. Garrigues, G. Skyllberg, R. Mitchell, F. Harris, O. Farrara, J. Waitt, J. C. Hanson. Motions carried to accept minutes of all branch meetings except three ports. Voted to nonconcur with that part of New York minutes concerning shipping; voted to nonconcur with that part of Philadelphia minutes concerning Baltimore minutes; voted to nonconcur with that part of Savannah minutes concerning the shipping of stewards. Motion carried all ship's minutes go to the Editor of the SEAFARERS LOG. Agent reported the port as running smoothly. Dispatcher reported the theft of the Hall radio. New business: Motion carried that the



Agent get a new radio for the Hall. One minute of silence in memory of departed Brothers. 426 members present.

§ § §
NEW YORK—Chairman John Arabasz, 29836; Recording Secretary Freddie Stewart, 4935; Reading Clerk Robert Matthews, 154.

All minutes of other branch meetings read and accepted except for a motion to non-concur with that part of Savannah proceedings recommending a ten-dollar fine for men failing to turn in room keys to Delegate when leaving ship. A motion was offered asking that future negotiating committee try to procure inner spring mattresses aboard all SIU ships. Motion was withdrawn when it was pointed out that negotiating committee already has made this one of its objectives. A motion carried urging that something be done about procuring shore leave in Ras Tanura, or that some recreational facilities be established at the dock-heads so that crewmen will not be confined for long periods of time while in that area. Motion was adopted recommending that at some future date a committee be elected to study the possibilities of a credit union. Under Good and Welfare: Several matters of interest and benefit to the Union were discussed. The practice of men taking jobs and then not showing up was condemned. Shipboard cleanliness was stressed. Several brothers spoke about men returning keys to their foc'sles to heads of departments so that oncoming members would not be inconvenienced. The customary one minute of silence in memory of departed Brothers was observed.



SHIPS' MINUTES AND NEWS

SS Warrior's Chow Beef Aired At Ship Meeting

There were a couple of gripes aboard the SS Warrior, during a recent voyage, if the minutes of one of the shipboard meetings are any indication. But the SIU's characteristic democratic process ironed out everything.

Apparently the feeding was the biggest beef. At any rate, the Stewards Department was thoroughly roasted in the course of the meeting. After hearing evidence pro and con, the crew denounced both the Steward and the Chief Cook as poor Union men in a series of strong resolutions.

In fact, the meeting was called for the express purpose of doing something about the food situation. When Brother Lipari took over as Chairman, and Brother Ridge got ready with sharpened pencil to act as Recording Secretary, the fireworks began.

WASN'T ENOUGH

The Crew Mess said there was never enough food to go around. Brother Bush said the ham omelets and the braised lamb were woefully overcooked. In addition, he announced the hams were improperly cured.

Brother Reddan chimed in to say that the spaghetti and meat balls and the chicken broth always ran out. Brother Husson pointed out that once he had gotten second rate meats. This the Steward denied indignantly.

Brother Bibow insisted that the Warrior's chow was far and away the worst he ever had eaten on any ship. Brother Coziar, Messman, declared that he ate the same food as the rest of the crew and that only once had he gotten fruit juices instead of fruit. Another Messman, Brother Wade, said that when he was through serving he usually found nothing left for him to eat.

Chairman Lipari, relinquishing the chair for a moment, revealed that two men had been put off because they were made sick by the food, and added that there were several men still aboard who were sick. At this point, the sorely beleaguered Steward admitted that the frankfurters were somewhat green in the middle, but, he said, fluratively shrugging his shoulders, how could he check everything?

20 MINUTE EGGS

The attack continued when Brother Reddan said that the

pickles served every night were so revolting that just looking at them turned a man's stomach. Brother Bush got his oar in again, saying that it took him 20 minutes to get "straight up" eggs which were generally burnt anyway.

The Steward, having no supporters whatsoever, had to defend himself the best he could. He had nothing to do with buying stores, he said. The Port Steward stored the ship.

Brother Yianatos wasn't having any of this, however. Why hadn't the Steward notified the crew that the stores were insufficient, he asked? The Steward replied that he'd told the crew there were two months stores—such as they were.

Brother Bush wanted to know why meat had been thrown away on the previous trip. Steward claimed that he couldn't keep it cold enough, a point which Yianatos disputed.

After a few more accusations, charges and allegations, including some linen and overtime beefs against the Steward, the boys just ran out of ways to say the chow was bum. There was nothing to do but close the discussion at this point.

However, the Steward and Chief Cook must have been too very hard-working seamen for the balance of the trip.

Brother Says Cash Awaits SIU Talented

If you happen to be in Brooklyn of an evening and would like to spend a couple of hours having a good time without blowing your whole roll, take in the Patio Cafe, advises Frank Coiro, an SIU Cook who knows his Brooklyn cold because it's home to him.

The Patio is at the corner of Flatbush Avenue and Fenimore Street, not too far from Ebbetts Field, in case you spent the afternoon or early evening rooting the Dodgers to victory over the Giants or Cards—or vice versa.

There is good food, good drink, good music and good dancing at the Patio, Coiro says, and he adds that it all comes reasonably.

He points out that, if you fancy yourself as a crooner or a buck-and-wing man, your night is Sunday night. That's amateur night, and Seafarers might as well win the cash awards as anybody else. There's 10 bucks every Sunday for the first prize, five for the second and three for the third.

Keep It Clean!

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

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

Seafarer Phil Acree Dies; Member Of Union Since '38

Philip H. Acree, a Seafarer since 1938, died suddenly in Seattle on May 15. Funeral services were held at his home in Cordele, Georgia.

His last illness apparently caught him in an especially weakened condition due to a spot on his lung left by pneumonia which he had in Germany last winter.

Acree was in good standing and the Union paid his death benefit.

GIVES THANKS

In a letter to the SIU Agent in Savannah, Brother Acree's mother thanked the SIU for a splendid floral piece which the Union sent for the funeral.

"Phil loved all of his buddies and so do I," his mother wrote, "and I aim to always take the SEAFARERS LOG so I can still

keep in touch with the work and everything pertaining to Phil's buddies. To me, he has just gone on another long trip.

Phil Acree shipped out of Mobile in January as Bosun on the SS Yugoslavia Victory, an Isthmian ship. Later he signed on the SS Joseph Lamarr on the West Coast for a trip to Belgium but had to return to the Seattle hospital, his mother said.

During the war, Acree sailed in all theaters and was once stranded for three months in Russia due to loss of a ship.

He is survived by a brother and a niece as well as his mother, all of whom reside in Cordele.

One-Time Wrestler Meets Muse Of Poetry Aboard SS Cavalier

There's a helluva of difference between tossing off some lines of lyrical poetry and pinning an opponent's shoulders in a wrestling match. But Seafarer Frank Boyne is adept at both techniques.

Although his talent as a poet is new-born, having made his first try at verse-writing some four months ago aboard the SS Cavalier, Brother Boyne's experiences in the ancient manly sport date back to before his sailing days. He wrestled professionally for many years prior to going to sea for a living.

Boyne's grunt 'n' groan career reached a climax in 1938, when he squared off for the world's light-heavyweight title in Bellevue Stadium in Manchester, England.

NO ILLUSIONS

Boyne had no illusions, however. He very sensibly realized that the peak days of professional athletes are few. It was for that reason that he shortly after turned to the sea. But he still keeps himself in fighting trim, working out in various gyms when he is ashore.

Prior to going aboard the Cavalier, Boyne had never written a single line of verse. But the "Cavalog," a publication turned out by and for crewmembers on that ship, encouraged all hands to submit material. Frank, who was sailing as Bosun, suddenly dashed off a couple of stanzas and turned them in. He was the most surprised guy aboard when they were applauded by Cavalog readers.

Since then he's been cultivating his new-found talent and he now has a number of pieces shaped up, several of which will appear in future issues of the LOG. Frank says he has no formula. He writes when the mood seizes him, or a theme seems challenging. In many of his efforts, Frank demonstrates a profound respect for the merchant seamen and in all his verse there



FRANK BOYNE

are philosophic overtones, which reveal his serious side.

AWAITS CITIZENSHIP

Now in his third year as a member of the SIU, Frank is an Australian citizen, but is anxiously awaiting the day when he can become a citizen of the United States. He has made his home here for almost five years now, and lacks just a few months of having the necessary time to be eligible for citizenship papers.

Brother Boyne takes his membership in the Seafarers seriously. During the long and important campaign in the Isthmian fleet, he served capably as a volunteer organizer and followed this up by serving on one of the strike committees when the Union struck that company's vessels last year.

HE'S DETERMINED

With characteristic determination, Boyne says he's going to

keep working on his poetry.

"Now that I've found it enjoyable, I'm going to try to brush up on my technique," he says.

(For a sample of Brother Boyne's work, read his tribute to merchant seamen, "Lest We Forget," on page 10 of this issue—Ed.)

Got A Story? Send It In!

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

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

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

That's where you come in.

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

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



Digested Minutes Of SIU Ship Meetings

STEEL SCIENTIST, April 24— Chairman J. Peirone; Secretary D. O. Harvey. R. W. Perkins elected Ship's Delegate. Voted for a steam line for laundry, and that departments take turns keeping laundry clean. Also voted that Chips make new condiment box for messhall. Steward to get some first class steak. Locks on crew foci's to be changed to Yale type. Suggested that catwalk be rigged over deck cargo. Ship's library contents to be changed. Minute of silence for Brothers lost at sea.



HURRICANE, Feb. 29—Chairman W. D. Tracy; Recording Secretary R. G. Slater. No beefs in departments. Patrolman to have latest agreement at dock to prevent conflicts. Steward to order electric percolators. Repair list to be made up. Voted more attention to all around cleanliness.

CASA GRANDE, Mar. 23—Chairman Eddie Cole; Recording Secretary Armand Stepanian. All departments running smoothly. Elected A. H. Sherman to be Ship's Delegate, voting being unanimous. Decided to have Patrolman tell Purser latter can't strike out overtime. Duties of Stewards Utility to be clarified. Ship's Delegate to check stores list. Messhall to be kept clean.

EVELYN, Feb. 25—Chairman B. Hansen; Recording Secretary T. Cornick. No beefs from departments. Decided that Deck was to do inside painting formerly done by Stewards. Wanted new all purpose gangway. Joe Marcoux elected new Black Gang Delegate. Voted fine list. Gangway to go on repair list, which was to be drawn up by delegates. Minute of silence for departed Brothers.



SEAMAR, April 18—Chairman H. J. Acosta; Recording Secretary E. M. Dianna. Eight hours disputed in Engine Room. Long discussion of food situation. Stewards Morgan, Jones, Sawyer and Sterner participated. List of repairs discussed in detail. Minute of silence for Brothers lost at sea.

JOSHUA HENDY, May 2—Chairman Red Baron; Recording Secretary Robert McCullough. No beefs reported from departments. Man from each department to clean laundry in weekly turns. Repair list to be made. Discussion of painting. Men leaving should leave foci's keys for next crew. Minute of silence for departed Brothers.

TRINITY, April 11—Chairman E. H. Duke Leger; Secretary Fred Morris. New Business: Joe Valenti moved that the ship's delegate see the Captain about fans. Due to fact that ship is carrying two women passengers, several crewmembers complained of having no place to sunbathe sans clothing. Jack Cleator moved that the ship's delegate ask the Captain to have the after deck house set aside for the crew's exclusive use. Education: Union literature distributed to crew; instruction on shipping rules and conducting Union meeting given to crewmen.

DEL SANTOS, April 18—Chairman Spider Koriola; Recording Secretary Floyd Crumpler. No beefs from departments. Koriola left chair to make motion seconded by Hubbs to set up a list of fines, to be donated to hospitals, but voluntary donations finally voted. Minute of silence for Brothers lost at sea.

DEL SUD, April 18—Chairman Allen Voorhees; Secretary John Zimmer. Delegates reported a few petty squabbles, nothing important. New Business: Motion carried that an investigation be made as to why a promotion was made in the reefer department aboard ship. Man sent from Hall for job had to make pierhead jump only to find another man—not rated—was doing the work. Brother feels he is entitled to additional salary spread inasmuch as he has both the endorsement and the job ticket from the Hall entitling him to the job. Motion carried that the Purser be compelled to get a better quality of merchandise in the slopchest.



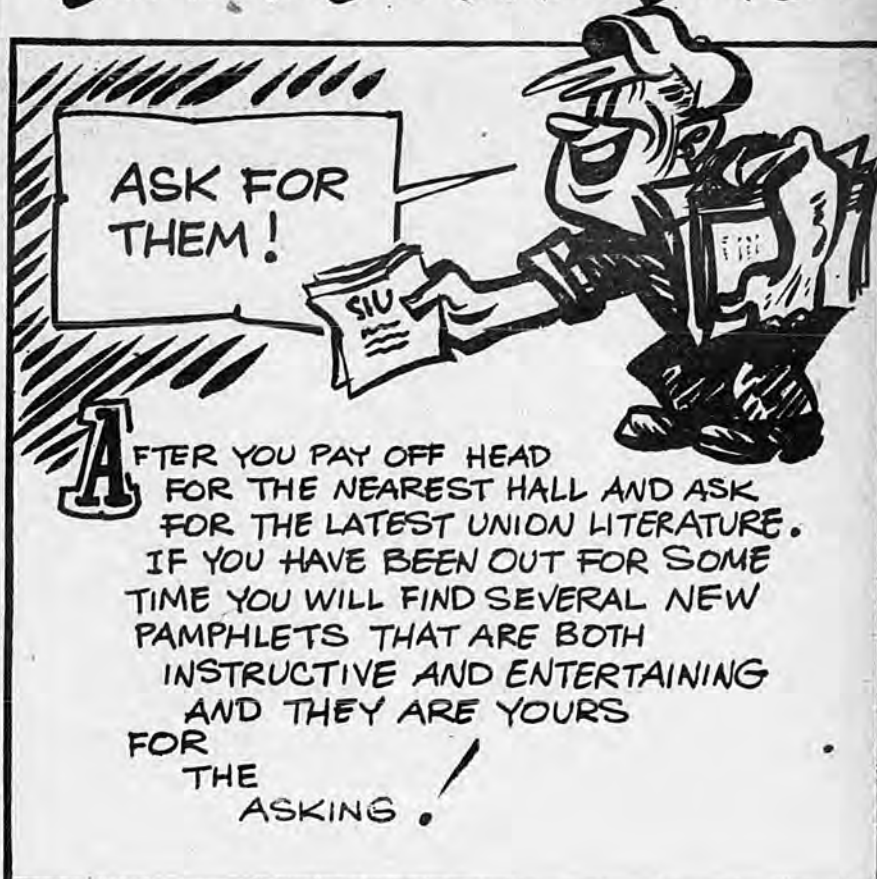
SEATRAN TEXAS, May 16—Chairman (not given); Secretary W. J. Fitch. Delegates reported no beefs; number of books, permits in their departments. New Business: Motion carried that in view of the fact that ninety percent of the crew lives aft, a gangway should be installed aft of the cradle space. Good and Welfare: Discussion on the emptying of trash cans about the ship. Tom Plunkett, Stewards Delegate, thanked the crew for their help in keeping the messhall clean at night.

STEEL WORKER, May 9—Chairman Harold G. Anacker; Secretary John Straka. Delegates reported plenty of disputed overtime. New Business: Motion carried to have the water tested for purity. Motion carried that a separate system be installed for the drinking water before a new crew comes aboard. Education: Permit and tripcard men were instructed as to their shipping rights. Also stressed was the importance of abiding by the Union rules and regulations. Good and Welfare: Suggested investigation of brother who belonged to the SIU in 1942, quit to go to the NMU and then took out an Isthmian book in the SIU. One minute of silence for Brothers lost at sea.



ANNISTON CITY, April 18—Chairman Frenz Paskowski; Secretary Merrill F. Hummell. Delegates reported no beefs. New Business: Motion carried that anyone drunk at payoff or who pays off without Patrolman's okay will be fined \$50, money to go to hospital fund. Motion carried that five bookmembers sign petition for tripcard members aboard. Motion carried that decks in passages be painted and rooms be soogeed out. One minute of silence for Brothers lost at sea.

SEAFARER SAM SAYS:



CUT and RUN

By HANK

In other large industries there are not thousands of men broke and troubled with unemployment. However, maritime industry's merchant seamen are suffering with critically unjustified nationwide unemployment. Furthermore, they are getting a tough runaround in trying to collect weekly unemployment payments because of ridiculous and unreasonable action by—of all people—the profit-weary shipowners. The 50 per cent share of Marshall Plan cargoes to be carried in American ships to foreign nations isn't helping enough—if the 50 per cent is being strictly enforced right now. It remains a disgraceful tragedy that so many ships were sold to foreign nations—that so many ships are laying idle in America—and that the finally proposed big shipbuilding program for our Merchant Marine remains in a mysteriously slow blueprint status. If the shipowners keep laying up ships we won't have any Merchant Marine—thanks to them and the other confused but efficient landlubbers, the Washington politicians and the Maritime Commission experts.

THIS WEEK'S SEAFARER: Edmund Larkin, the electrician. Here's a young Seafarer who takes his job aboard ship and his membership in the union seriously and actively. And you find him constantly with a sense of humor—cracking jokes and getting along with everybody. He has a top rating but to benefit himself and the SIU, he keeps on studying aboard ship and ashore to improve his knowledge towards his rating. Here is a good union man trying to become fully competent for a well-paid job. We hope many more Seafarers take their membership in the SIU and their ratings as seriously and correctly. A vote of thanks to Brother Edmund Larkin, indeed.

Here are some oldtimers who may still be in town: R. Seay, J. Doyle, John Schupstik, Carpenter G. Iversen, F. Aponte, B. Fleming, E. Sato, J. Frazer, J. Murphy, A. Diaz, J. Maisonet, J. Leon, F. Proudfoot, J. Pierce, C. Music, Steward H. Cordes, H. Iliff, W. Murphy, Steward T. Foster, Bosun J. Cates, James Stickney, W. Rasmussen, V. E. House, J. Mendelsohn, S. Delgado, J. Axelson, Chief Cook F. Allen, F. Serrano, P. Lara, R. Garofalo, F. Ingante, Steward H. P. Knowles, H. V. Nielson, Chief Cook H. Morris, R. Encarnacion, and J. Fediow.

Brother Charles Little, the oldtimer, is in town again in between his coastwise voyages... Bosun Carl Lawson (which sounds like poetry) sailed into town after a South African trip... The SIU's weekly newspaper, SEAFARERS LOG, will be traveling all over the nation free of cost to the following brothers: John O'Nye of Michigan, Ruben Carr of Michigan, Leo Thomas of Rhode Island, R. Pawlak of New Jersey, Albert Payeux of Maine, William Tradewell of Louisiana, Albert Bailey of Maine, Maurice Jones of Alabama, Leo Watts of Louisiana, E. C. Pittman of Mississippi, John McKarek of New Jersey, Edward Lessor of Connecticut, Ronald Gates of New York.

Also Lester Pugh of Alabama, Fred Smith of Ohio, Richard Paul of New York, Clarence Weaver of Ohio, Philip Wagner of Nebraska, John Owen of Alabama, Van Hearndon of Mississippi, Isaac McGowan of Mississippi, Charles Winfrey of Oklahoma, Tobe Beams of Kentucky, William Roden of California, Clyde White of Florida, Joseph Richoux of Louisiana, W. T. Gardner of Mississippi, Jack Tyson of Michigan, Roland Sullivan of Alabama, Henry Piwet of Texas, Marvin Hauf of Maryland, William Jennings of New Jersey, Victor Romolo of New York, R. A. Carter of Georgia, Paul Silver of North Carolina, Joseph Stanley of Louisiana, Drury Waters of Georgia, Michael Gatto of Louisiana, Henry Boykin of Alabama, Fred Miller of Florida.



DEL CAMPO, May 3—Chairman A. Bougart; Recording Secretary M. O. Carrol. Department delegates' reports accepted, no beefs. New Stewards Delegate, C. Terrel, elected. Minute of silence for Brothers lost at sea.

GEORGE OGDEN, May 6—Chairman Z. Ching; Recording Secretary E. Black. All departments going smoothly. Ship's Delegate asked for repair list. Patrolman to settle linen beef and foggy question about the articles. McGranie suggested vote of thanks for Second Cook McGranie also volunteered to procure a library. Educational talk by Ship's Delegate.

THE MEMBERSHIP SPEAKS



Percy's Middle Grows Lean; He Moans For Moon's Meals

To the Editor:

Yes Brothers, tis true—

We all have our tough trips every once in awhile and it's things that I'm about to mention that make them tough.

In Poland, while standing gangway watch, I commenced to get so hungry that my false teeth tasted like red beans, but the night lunch was gone, small as it was. I asked the Steward, who was sitting in the messhall making out his menus, for a can of sardines or anything to make a sandwich.

He replied that if he gave me a can of sardines he'd have to

Another lollypop is the Purser. When you see him about a head and chest cold he gives you two aspirins and a teaspoon of cough syrup. One brother sprained his wrist, so the Purser put a turn or two of gauze on it and then ordered him to return it when his wrist improved. That took the cake.

When I get back to New Orleans, I'm going to entice Moon Kouns to change departments and ship out as bellyrobber. I'll bet my horse and buggy against Mike Rossi's moustache that Moon would be every bit as good as this guy. On top of that, Moon would provide us with dinner music. Maybe a few choruses of "Jelly-roll Blues."

Percy Boyer

SUP BROTHER WANTS TO SWITCH TO SEAFARERS

To the Editor:

I am a member of the SUP and have been sailing almost constantly on SIU ships since becoming an SUP member in 1943. I would like to transfer to the SIU, as many other SUP men have; but I understand that transferrals from other districts have been stopped.

I have been active in all SIU beefs on this coast and have learned that the SIU contracts are superior to any in the maritime field.

I like sailing on SIU-contracted ships, and as I feel that I am practically already an SIU man, I'd like to make the transfer. Please publish in the LOG when it will be possible to make the switch.

Lee DeParlier

(Ed. Note: At present the machinery for transferring to the SIU has been halted per resolution of the membership. As long as the resolution is in effect, it is not possible to transfer to the SIU.)

BELLY GROWL

By the time we got to Buenos Aires the crew's stomachs were growling so loud no one could sleep at night. We got together in desperation and saw the company officials concerning our plight. Things then began to improve, but just a little. Now we are back where we started. My stomach has contracted so much an aspirin would have trouble squeezing through.

We asked the Steward for iced tea (dying man's diet), but the Steward claims the company won't pay him overtime for putting a pan of water in the ice box.

'CONTENTED CREW' OF THE ALGER



Aboard the SS Russell Alger, crewmembers—some of whom appear above—believe in cooperation. "Everyone seems to be happy and contented," says Ship's Delegate M. W. Sword. "Most of the crew are oldtimers in the SIU and they all are glad to help out the younger men aboard."

Readin' 'n' Sunnin'



Somewhere out in the South Pacific, Seafarer S. Ogonowsky, relaxes on board an old tramp freighter on which he sailed as AB. Name of vessel did not accompany photo, which was taken and submitted by R. L. Schmidt, a shipmate.

Seafarer Family Lost Without Log In New Home

To the Editor:

A few months ago, I moved from 805 So. McDonough Street, Montgomery, Ala. I moved all my furniture, the children and the dog and cat. But after all, I forgot the most important thing—to have our mailing address changed for the LOG.

I have been lost without it. If I don't have it, I can't keep up with my husband's or Union's activities. I will appreciate it very much if you will see to it that the LOG is forwarded to our new address.

Mrs. John Prescott
Fairhope, Ala.

(Ed. Note: Your request was attended to immediately. We'd like to take this opportunity to wish the family of Seafarer John Prescott the best of luck in their new home.)

Log-A-Rhythms

Lest We Forget

By FRANK BOYNE

He was battle scarred and weary,
And his throat was parched with thirst,
In this wilderness of water,
Which the gods with salt had cursed.

He scanned the far horizon,
Not a sign of life in sight,
Not a ship to set his eyes on,
How he feared the coming night.

Soon the sun would be declining,
Neath the undulating sea,
In his heart there was a yearning,
Burning longing to be free.

Retrospection seemed to haunt him,
—He'd a wife and kids on shore—
Death's grim reaper seemed to taunt him:
"You'll never see them anymore!"

Tis at times like this one wonders
If there is a god above,
These disturbing thoughts we ponder,
Can he be a god of love?

Though these thoughts may seem impious,
When your body's wracked with pain,
If this torture's sent to try us,
Does it not seem all in vain?

When the sun in all its glory,
Heralds the new-born day,
Drifting wreckage tells the story
Of the price we have to pay.

And a body wracked and broken,
Just a shell that once was man,
What a grim and grizzly token,
What an end to life's short span.

When you take this life for granted,
Turn your thoughts to such as he,
And just offer "one minute silence"
—For the men who died at sea."



Moving Picture Men Enjoy Reading Log; Like Its Coverage Of Waterfront News

To the Editor:

Please allow me space to congratulate the SIU brothers for having such an interesting and instructive trade union paper.

I have been the recipient, as Secretary of Local 253, Moving Picture Machine Operators, AFL, of complimentary copies twice of late.

LOG COVERS ALL

To state that the news in the LOG is all there is in all is putting it mildly, for the LOG covers the waterfront, the ships at sea and the foreign ports completely, in my opinion.



I have passed the copies around among men who work with me and I notice that they

have not been content to merely glance through the paper, but have been interested enough to read all the articles thoroughly.

GOOD MOVE

It is a sensible move on your part to let other branches of Union Labor become conversant with the working of your organization.

Again, thank you for the copies and congrats on your efficient publication.

Frank B. Spencer, Sec.
Local 253 Int' Alliance
Moving Picture Operators,
AFL Rochester, N. Y.

HE HELPS HIS SHIPMATES RELAX



Seafarer Lester sits beside his projector in the Seatrain New Jersey's messroom.

Nights are not so long aboard the SS Seatrain New Jersey, thanks to the cooperative spirit and enterprise of Brother Lester. A Quartermaster, Lester owns a complete motion picture outfit, which he runs exclusively for the crew's entertainment, without charge. The shows are run on a cooperative basis, with the crew chipping in for the rental of films and Lester supplying his equipment and effort.

SIU's Baltimore Supporters Aided UFE In Wall St. Beef

To the Editor:

I'm just another SIU man writing to the LOG. My book is in good standing and the LOG is my paper so I'm asking you to publish the following article. Keep it away from the re-write man. He might louse it up more. I don't say he will, but he might.

I collected funds for the UFE strike in New York. The collections were made here in Baltimore where SIU men hang out. The ginmills mentioned are our favorite places. That is why they were asked, and gave to this worthy cause.

Remember now, no re-write man. I'm writing this and no one else.

At present, I'm on a lay-up job going to the boneyard in Wilmington, North Carolina. I'm writing by a kerosene lantern. The weather is lousy, the cook makes a good AB.

Please set this up nice and neat. 12 point bold face, the donors, I mean. (We were pressed for space, hence the 8 point type—Ed.)

Loretta's Seven Seas Bar, Trocadero Bar, 408 Bar, Gay White Way, Miami Nite Club, Maritime Cafe, Ritz Bar, Harry's Cabaret, Oasis Nite Club, Beulah's Bar, Benny's Bar, Duke's Bar, Kathleen's Bar, Galley Bar, Village Bar, Victoria Bar, Tower Bar, Liberty Bar, Anchor Hotel and Bar, Gay Bowling Alley, Gay Cleaners, Pine's Pharmacy, Mayflower Restaurant, The New Grill, Gray Barber Shop, Coney Island Grill, Murray's Chicken Roost.

The above establishments gave to the UFE strike and were glad to do so. Next is a list of individual donations collected by myself:

Laura Auld, SIU Stewardess; Bull Frenchy, SIU; Heavy McVery, SIU; Madalin; Janie; Pollock Doty; Ramona and Steamboat Peggy, all barmaids at the Victoria Bar. Bubbles, Mae, Jeanette and Doris, all barmaids in the Seven Seas Bar.

Peggy Newton, barmaid in Beulah's Bar. A Standard Oil sailor, Paul Sweezy, also gave to

the fund saying he was a union man at heart.

There you have, I believe, a complete list of all donors to the UFE strike fund collected by me in three days. The total being \$274.50. If I've left out any one who deserves honorable mention, I shall gladly rectify my mistake. The money collected was sent to New York by Ben Lawson, Baltimore, Deck Patrolman, and turned over to the UFE Strike Committee.

Book No. 31256

Nobody Likes 'Jake Overtime' — It's No Wonder

To the Editor:

Just a line from one of the boys aboard the SS Steel Navigator. We're in the last port of call and are headed back for New York. With good luck we should arrive about the second week in June.

We have a First Assistant we call "Jake Overtime," for the simple reason that in his estimation nothing is overtime. That's time number one. Secondly, the Wipers have to be ABs on this scow because when there's an oil spill they put them over the side.

According to the First Assistant, a Junior Engineer is responsible for everything and is supposed to take orders from everybody and can be made to do anything, like blowing tubes without the payment of overtime.

The Chief Engineer thinks we're all plotting against him. He goes around telling people nobody likes him and that everyone is trying to foul him up. From the looks of these engineers the people who give away engineers' tickets are having a bargain day.

In the Stewards Department we have "old-fry-it, stew-it, hash-it-and-mash-it." We're getting to be so good at it (eating the slop), we can darn near tell whether it's going to be stewed or hashed.

J. Schaeffer, Jr. Eng.
SS Steel Navigator

Crewmen Nab 350-lb. Tiger Shark As Drifting Ship Undergoes Repair

To the Editor:

Yes this is "Big John" Wunderlich again! And as always when I'm on a voyage things are happening. No matter what ship I'm on, be she a good one or a bad one, things happen.

You remember my last ship, the SS Alexander Clay. She certainly was a jinx. They story of how we went into Brindisi, Italy, under sail was in the LOG.

This time I am on a Greek vaseline tanker out of Jacksonville. She sure is painted up pretty, but underneath her camouflage—woman that she is—she is ugly as a duckling that fell into the fuel oil.

SWELL CREW

But I am not going to dwell on her bad points now. We have a perfect gang aboard. The Savannah Hall sure sent out one swell crew.

She is one of those Liberty tankers on her first voyage for a new company. There is a lot to be done aboard her, but with a 100 percent SIU crew aboard we'll everything as straight as should be.

The other day was when we had our excitement after our HP broke down and we drifted for five solid hours accompanied by a few enormous tiger sharks.

After a bit, we decided to try to catch one of these babies. But deciding and catching proved to be two very different things. However, with true SIU persistence we finally succeeded.

First we used a heaving line, but it broke after we hooked one of the big fish and while we were hauling it in. Then we tried baling wire—and ditto, it broke.

But then our tempers got the best of us and we became determined. We rigged a two-inch flax line with one-inch chain-stopper and a steel meathook.

One of the sharks bit, and couldn't escape. After a lot of pulling and a vast amount of shouting we finally landed her. She was a big brute of a mother tiger shark, tipping the scales at



Seafarers aboard the tanker SS Andrew Marschalk acted fast when a school of enormous sharks slapped hungrily against the vessel as she drifted five hours while engine were being repaired. Hastily improvised gear netted the seven-foot man-eater, shown above with its captors. Second from left is Johnny Wunderlich, AB; others are unidentified. The boys kept the big fish just long enough for a few pictures, then threw her back.

about 350 pounds and measuring seven feet over all.

Someone suggested that we hang her up to dry as we might need her for the stewpot before the trip was over. This was a joke, of course, as this tanker has been feeding pretty fairly well for a newly contracted ship. (Believe me, I know. I was on some Isthmian ships back when we were "reforming" them.)

Well, to make a long story short, we hung the shark enough to make some good photographs, then dumped her over the side for her brother and sister sharks to feast on. And now I'm sending you the story and a couple of the pictures from the United Kingdom.

Johannes Wunderlich

Says Log Won Hospital Changes; Likes San Juan

To the Editor:

In the past few years the Brothers who have been in the Marine Hospitals have called upon the Union to straighten out the food situation and other below-par practices.

Through our efficient leadership these situations have been straightened out. In several cases, strong criticisms appeared in the LOG. The practice of public criticism is a very healthy one in that it brings the problems of the less-fortunate brothers to the attention of the membership as a whole.

I am now a patient in the San Juan Marine Hospital, in Puerto Rico, and I wish to commend the entire staff for the treatment of their patients, for their considerate professional care, their general courtesy and friendliness. They are always ready to do personal favors, which are certainly not required of them by regulations.

The food isn't such as you would find in the Waldorf but it is well prepared. There may be some brothers who disagree simply because of those side dishes of rice and beans. Of course it should be remembered that the hospital is in Puerto Rico and rice and beans are "potatoes" to the native patients, who predominate.

Tommie (Beachie) Murray

P.S. The brothers whose signatures follow concur wholeheartedly with the sentiments expressed above.

William Capps
Ramon Gann
Ramon Galarza
Arcangel Saavedra
L. E. Scott

THE BEEF BOX

SEEKS ASSESSMENT 'DEADLINE DATE'

To the Editor:

Since the Tallying Committee has announced the results of the voting on the ten-dollar Building and Strike Assessments, why isn't a deadline set as to when the assessments are to be collected? The Annual Assessments have a three-month deadline each year, so why not set such a deadline for these new assessments?

As you probably know there are many men on the beach at the present time who cannot pay this assessment at this time. These men should be allowed to ship and pay this assessment at a certain deadline to be set by Headquarters. By no means should these men have to pay this assessment before shipping out, except those men who are in the process of paying off after this date.

I hope you will put this in the "Beef Box" immediately so a precedent can be set.

E. B. "Mac" McAuley, Book No. 26081

ANSWER:—The assessments referred to here are due at the first payoff coming after May 1, 1948, which was the effective date for the assessments, voted by the membership. In this way a member is financially able to take care of the assessments. As for the deadline date, the three-month period applies just as it does to the Annual Assessments. The deadline date, therefore, is August 1, 1948.

Member Sees Gimmick In N.Y. State Legislation On Seamen's Balloting

To the Editor:

It seems to me that things supposedly favorable to John Sailor always wind up with a gimmick in them, like the latest ballot for seamen.

I learned, via the LOG, while on deep water last winter, that New York State had legislation pending concerning balloting for seamen and recently learned that it had been passed. But—I have still more recently learned that Lakes seamen aren't eligible, which brings in my argument as to gimmicks in seamen's affairs.

A gimmick, friend, is a phony apparatus inserted into the mechanism of games of chance to insure the operator that the players will never top him unless he sees fit, or like a roll of quarters in your opponent's fist in a fight. Sort of an all-around insurance.

But to get on with my story—I, of course, was pleased to learn of the ballots for seamen

and had a letter already written to my congressman to learn how to go about registering, etc., but it looks like I will have to pile off, go to my New York State home town to register and then wait again to vote.

Here, though, is where the gimmick stacks the deck against men and a lot of the John Sailors riding the Lakes. In my case, I'm on a sand-sucker out of Erie, Pa., at present and with good intentions of staying on here until late fall, sort of home-steading.

CHANCES SLIGHT

We seldom go to other ports and the chances of our hitting my hometown on registration day and election day are out of this world. In other words, the gimmick has been put against me.

In the cases of others sailing the Lakes, many are on ships that never touch their home ports and they in turn are affected by the gimmick. How

in Hades are we supposed to voice our political opinions?

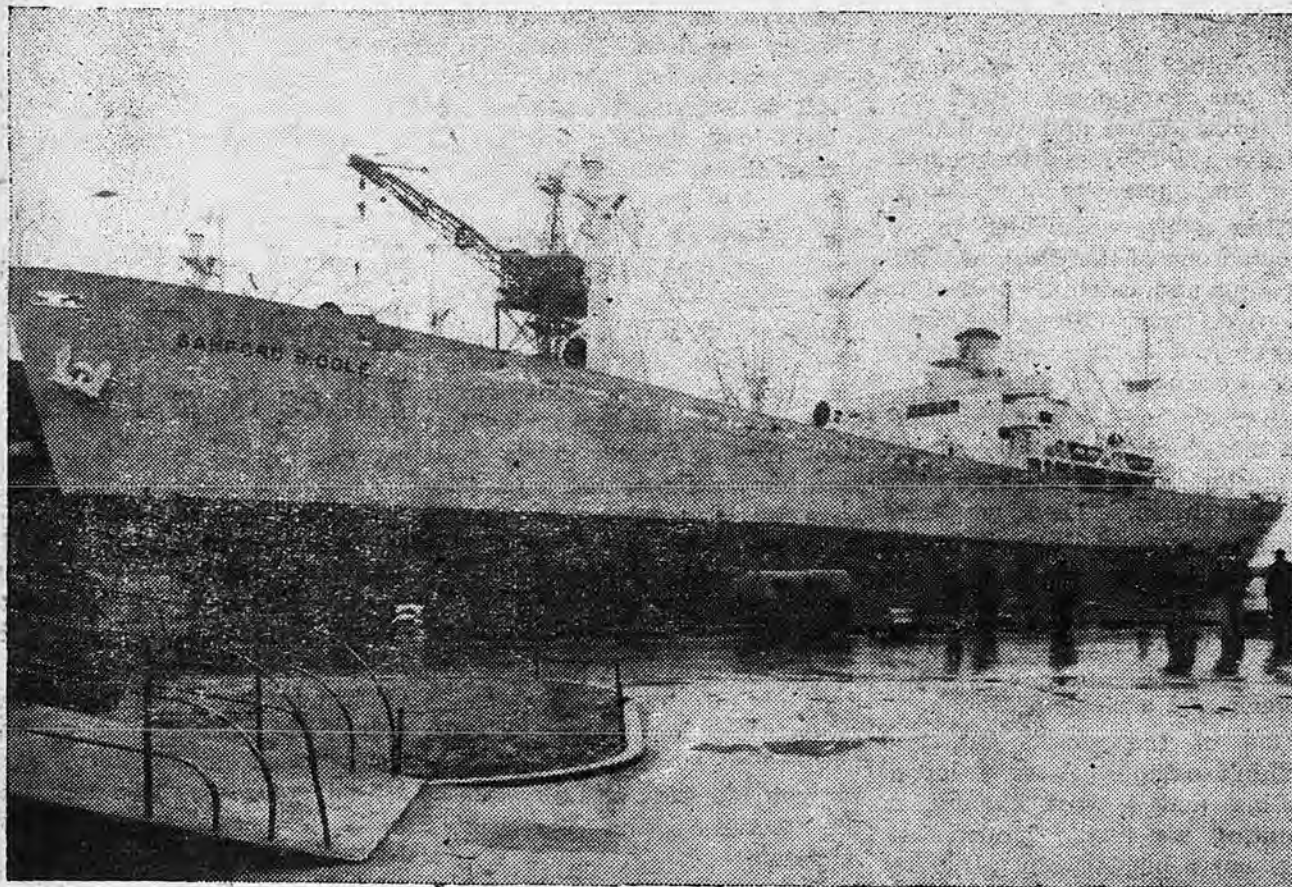
One way is for union men and non-union men alike to write to the government and protest being left out of a good deal. A man's vote is a powerful thing and today we surely need that to slap back at the phony politicians who spawned and voted for the Taft-Hartley Act.

It is time for the American laboring public to wake up and vote for Labor, otherwise we will be returned to the days long passed. All ready Hartley & Company is laying the groundwork to snipe at the 40 hour week. Without a vote John Sailor can do nothing to protect his rights.

You can bet your bottom dollar that the shipowners and their pals will be at the polls voting for the boys they want to do their bidding, it is our duty to see that we get the right to exercise our opposition at the polls.

Paul T. Cassidy

AFTER DOLLING UP THE DOLE IN BALTIMORE



Metro Petroleum Shipping Company's Sanford B. Dole as she appeared in the Maryland Drydock Company yards in Baltimore after being refitted. A recent addition to the ever growing number of ships crewed by SIU men, she is operated by Mar-Trade Corporation. At present she is operating between Texas and Canada.

BRIDGER CREWMAN SAYS LE HAVRE CLUB IS 'SWELL SET-UP'

To the Editor:

Just a few lines to say "Hello," and ask you to print the following in the LOG. I'm writing from the USS Club in Le Havre. The set-up here is swell. They help out anyone who hits this port. Rum and coke or American beer is 75 francs (25 cents).

There was an item in the LOG some time ago which mentioned the Club here being unable to give the men on the beach a Thanksgiving Day dinner. The trouble was that in trying to get the food the club representatives went to the ships' skippers. Anyone can tell you that that's not the way to do it.

I guess I'll be seeing a lot of this place on and off, because we still have 16 months of the 18 months' articles to go.

Duke Sampson
SS Fort Bridger

Ill In Germany, Meets Maze Of Red Tape

To the Editor:

As a warning to all Seafarers who may be put ashore in the hospitals in Bremerhaven or Bremen, I urge that they have all affidavits signed by the Consuls, Agent and the Captain in reference to subsistence and wages, otherwise the South Atlantic Steamship Company will give you a run-around.

Due to the fact the German agent cannot pay you in German marks, because possession of this currency is illegal, the only money you are allowed is script, which the German agent is not allowed to have in his possession. Therefore this note in the LOG.

CONFUSION

Another thing the company has been trying to do is have you sign a release for a draw—in other words, sign your rights away. They showed me a letter that was supposed to have been sent to the agent in Bremerhaven with regard to subsistence.

But it so happens that the agent is not in Bremerhaven but Bremen and he is not the Lykes Brothers agent. It happens that I have 18 days' subsistence and wages coming.

I was ordered off ship for hospitalization and sent back as



workaway passenger on another one of their ships. Of my experience, I say to all: Don't forget to get all papers made out in black and white if you want your money.

Wiper's Coffee Recipe Easy, But Dishwater Tastes Better

To the Editor:

A Wiper from the old days came aboard the Isaac Singer in Baltimore recently. The second week it was his turn on sanitary work. By then we had gone to Charleston to finish loading.

The first morning, after finishing sanitary work he went in and supposedly made an urn of coffee, went to his fo'c'sle, closed the door, dogged down the port holes, turned off the fan, put steam on the radiator, turned out the light and sat down on his bunk.

In the meantime, the DE was working on the wash basins in

the scullery and the Chief Engineer came in and drew a cup of coffee. He looked at it quizzically and said: "Deck, is this fresh coffee?"

WASH WATER

Deck replied that he didn't know but that it looked like somebody washed out the urn and didn't drain it. "I'll go ask the Wiper, if it's fresh, he said."

A minute later he came back with the Wiper and asked him, "Did you make fresh coffee yet?"

The Wiper replied, "Yeah I made it, but I guess it ain't perked long enough yet." Where was the coffee bag, Deck wanted to know.

"I didn't use one," said the Wiper, "I just dumped the coffee down in the water."

"Where'd you get the water," asked the Deck.

The Wiper looked around, grinned and picked up a small aluminum pitcher and proceeded to show them how he got the water. He opened the valve to

Pleased With NO Hospital, New SIU Hall

To the Editor:

Just thought I'd drop a line about the hospital here in New Orleans. I have been here since May 5, and expect to be here another month or more.

The doctors and nurses, the treatment and the food are all the very best. And any of the boys down this way with any ailments should drop in.

I was downtown the other day on a pass. Naturally, I dropped in at the Hall to see the boys and pick up some LOGS. That new Hall certainly looks good, and it will look a lot better when they get it all fixed up.

Shipping is good here in New Orleans. But there are lots of takers so the jobs don't remain on the board long. All the boys are in a good mood. They are hoping we won't have to strike, but they are prepared and ready.

Here's something I learned: One of the first important strikes in American history came in 1803 when a group of sailors in New York struck for better pay and conditions. That goes to show that seamen are always in the forefront, and always have been.

James W. Curran



fill the urn with water. When the urn was filled he stood there grinning until the water forced itself out of the top of the small hole in the water gauge glass.

As the water shot up into the air, the Wiper held the pitcher under the stream of water and caught it as it came down. He looked at everybody waiting to get a cup of coffee and said:

"It's easy, when you know how."

(Name withheld)

P. S. The Wiper didn't last long.

"What's The Book?"



Seafarer Luis Ramirez's camera catches fellow Arizpa crew-member "Heavy" deeply engrossed in a book. The sly smile creeping across his puss caused Ramirez to wonder what "Heavy" found so interesting in the ship's library. Ship was passing through the Panama Canal bound for Japan at the time.

George Meaney

LATE SEAFARER AND HIS WIDOW



Dallas T. Terry, who lost his life on April 30, and his wife Lucille. Terry, 22-year old Seafarer, was drowned in Lake Smith at Princess Anne, Va., when his automobile went out of control and veered off the lakeside highway into the lake. Details were carried in the LOG, May 21.

Farm Union Official Thanks Clyde Seavey Crew For Aid

To the Editor:

In behalf of the strikers at Di Giorgio, I would like to extend our thanks to the crew of the SS Clyde Seavey for the one hundred-dollar contribution they sent us.

Mr. A. S. Cardullo, West Coast Representative, was here May 25 and gave me the money. I just wish that I could thank each one of you individually, but that is impossible. Therefore, I will send our thanks to the crew as a whole.

At times we feel we are isolated in our fight because Di Giorgio is spread all over the U.S.A. The aid comes along from good Union people such as the crew of the Seavey has just extended to us.

When we find people like you behind us, we are more determined to win than ever.

I am sending you four photos, in case you should like to publish them.

W. A. Swearingen, Sec.-Treas.
Local 218
Nat'l Farm Labor Union

(Ed. Note: As has previously

been reported in the LOG, the National Farm Labor Union is currently engaged in a bitter strike against the feudal-minded Di Giorgio empire, one of the nation's largest growers of fruit and vegetables.

Pickets patrolling the 19-mile area of the fertile Di Giorgio farm have been repeatedly subjected to the most vicious gangsterism, which the police allow to pass. Recently bullets smashed through the home of a member while a meeting of the union's executive committee was in session.

When the smoke cleared, James Price, president of Local 218, which is conducting the strike, lay limp in a pool of blood. A hurry call to the nearest doctor was met with: "There's nothing I can do." He was the Di Giorgio company doctor. Price, though severely wounded, is expected to recover.

Meanwhile, the NFLU is prosecuting the strike more determinedly than ever.)

1947 Bound Logs On Hand

Bound volumes of the SEAFARERS LOG for the six-months from July through December 1947 have just arrived from the binders. Members may purchase them—as long as they last at the cost price, which is \$2.50 per copy.

Also available are some copies of previous bound editions at the same price. Bindings on all volumes are of sturdy buckram with dates lettered in gold.

All Seafarers who wish to set up a permanent file with a minimum of effort should act promptly. The bound volumes may be purchased at the Headquarters baggage room, 4th floor 51 Beaver Street, New York City.

Engine Men Had 75-Day Nightmare On Yugo Victory: Says Crewman

To the Editor:

It is a common practice of seamen, after a payoff, to congregate in some ginmill to discuss the pleasant memories and experiences of a voyage.

This tradition will not apply to the men on the Yugoslavia Victory, due to payoff in Baltimore about June 5. Anyone spotting the crew of this ship, especially the Black Gang, would be wise to give the boys a wide berth. They will be trying to drown memory of a 75-day nightmare experienced on an Isthmian inter-coastal run.

Our First, a medium sized giant standing six feet two inches and weighing 220 pounds at the ripe old age of 23 years, greeted the new crew with a statement that he had invited several members of the old crew out on the dock—with no takers.

His idea was to instill fear into us, in which he naturally failed. He then quietly retired to his room to think of ways of inflicting the atrocities his mind could dream up on these "slaves" who had laughed at him.

DISREGARD

His next statement showed his utter disregard for the agreement entered into by the Seafarers International Union and the Isthmian Steamship Company. He said that he could not understand why anyone should be paid overtime during his regular eight hours—no matter what job he might be assigned to.

Moreover, he immediately put his distorted understanding of the agreement into effect. He was given the true facts by the Master when the overtime claims began over-flowing. In a way this was unfortunate for the crew.

Whenever he is given the overtime record to check, he reads same and after a couple of hours of arm-flinging and the damndest profanity ever heard from an old man of 23 he starts re-writing it from start to finish to please himself.

Once when the delegate approached him for an explanation of this odd procedure, he exclaimed: "What the hell, if I put it in the way you screwballs write it you'd get paid for it."

That, Brothers, is our beloved First.

N.O. HOSPITAL
TREATMENT GOOD
—NICE NURSES, TOO

To the Editor:

I hope you can find room in an early issue to tell the Brotherhood what a swell hospital there is at New Orleans.

I came in two weeks ago with an infected hand, and ever since then I have had the best of medical care, excellent food and—you guessed it—very pretty nurses to make the days more pleasant.

And now that I'm getting out of the hospital I especially want to leave some message about Dr. Sills and Dr. Mintz who take especial interest in their patients.

I think I can speak for every SIU member and for every man in this hospital when I say that the treatment here is as good as can be found anywhere.

R. J. Chase

Problem No. 2 is, of course, our Second, who is often seen re-reading his license for as much as half an hour at a time, and whose ignorance should be rated as one of the wonders of the world.

It is this gentlemen who takes on his shoulders the extra burden of advising the Chief or anyone else who will listen just what should and should not be overtime.

NO NOVELTY

He admits it is beyond comprehension why a Wiper should receive overtime for cleaning the boiler furnaces. To prevent any confusion he does this work himself. If the Wipers put in for the overtime, he tells them that the First will work them bell-to-bell, which is no novelty as the Wipers already have worked bell-to-bell for 45 days.

When the Junior on his watch put in for some overtime, the Second assumed the dignity of his high position, refusing to so much as talk to the Junior. He



thereby caused the near collapse of the Wipers releasing their pent-up emotions.

If the Second were to devote the time and worry to the boilers that he insists on devoting to the overtime of the unlicensed personnel of the Engine Room there is no doubt that he soon would be the favorite protege

of the president of the Isthmian Steamship Company.

In all justice we must say a few words about the Third. This young man, who in our opinion must hold the title "Champion Hog-Caller of the World," is the apple-polisher that makes other apple-polishers look like miniatures.

He prances up and down the alleyways keeping the men off watch awake with his voluminous voice. His favorite pastime, other than apple-polishing, is the story he tells of once having been an organizer for the SIU. Keeps his book paid up, too, he says, so he can use it if the occasion arises.

He steadfastly has refused the request of several of the crew to see his book.

SO-SO

The Chief, well he is Chief. Not too good, not too bad. His main trouble is that he does not have a mind of his own—or, if he does have one, he is very reluctant to use it. He thereby makes it possible for the First, Second and Third to run the Engine Room.

Now the one thoroughly good apple in the barrel, is the Junior Third, who at the beginning of the voyage had a few of the boys frightened—almost. Finally they learned that the arm-flinging, kicking and other contortionist actions were his way of working toward his ambition, losing 60 or 70 of the pounds that he has to carry through life.

Needless to say, a lot of the infractions of the agreement have been or will be corrected when the Patrolmen come aboard for the payoff.

Since the crew is a militant bunch which includes a few battle-scarred veterans, threats of violence, invitations to the dock and rule-of-iron attitude have disappeared in thin air.

William H. Harrell

WAITING FOR THE LIGHTS TO GO OUT



All seated and ready for a full-length movie—a regular feature aboard Robin Line ships—crewmembers of the Robin Wentley wait patiently for the operator to wind the film through the projector. Picture was taken by Lionel L. Goudreau.

The men in the picture, in no particular order, however, are: Louis J. Guzzi, Joseph C. Corrivezu, Anthony M. Vaniglio, Albert Oromaner, Richard F. Motiha, Manuel Scapinakis, K. D. Shoberg, William Korb, Peter W. Drewes, Franklin N. Hangan, Fred W. Weaver, Charles L. Atkins, Fay W. Langley, Cecil T. Lawson, Ahmen Ali Ahked, Ira W. Myers, Jack Brummett, Angelo Caksrote, Troy P. Tignor, Charles E. Duvall, Harion F. Kaminski, Linwood D. Moran, Edmund L. Paichanes, Thomas F. Guego, William H. Powell and Robert W. Clark.

Seafarers May Soon Fight For Rights Of All Seamen

To the Editor:

If it were not for the very serious consequences involved, the dog fight for power that has been going on inside the NMU for the past few months would savor of something out of "Alice in Wonderland." Or the doings themselves might be written up and entitled "Seven Easy Ways to Commit Suicide."

Up to now we have made no public comment on the sad spectacle of a once powerful maritime union rending itself to pieces, even using its own newspaper as a weapon with which to commit "hara kiri", but the time has come to speak out.

It was maintained in a recent editorial of "The Pilot" that the SIU would back the NMU in a beef for the Hiring Hall because it would be our beef, too. This means that we may have to take a stand.

It has always been SIU policy that the internal politics and economics of the NMU was none of our business. We never have wanted any part of them.

PAINFULLY OBVIOUS

Right now, it is only too painfully obvious that, divided as NMU members are, they are going to have one hell of a time trying to win the forthcoming test of strength with their companies and the Taft-Hartley Act next week.

Seeing that the entire NMU is fouled up from the internal scrap, and encouraged by the successes other employers already have enjoyed with the Taft-Hartley "big stick," the operators see a golden—and I do mean "golden"—opportunity to deal a veritable death blow to a once powerful union. If they are successful, our own ship-owners may feel like getting cute and trying the same thing on us.

It therefore becomes our duty to state plainly and firmly that, no matter what happens to the National Maritime Union, the Seafarers International Union will fight as it always has fought to keep everyone of its conditions called for and guaranteed in our contracts. We mean Rotary Shipping and the Hiring Hall along with everything else.

ACCEPTS CHALLENGE

Let us state now that we do not believe that our own operators either desire or contemplate a labor dispute when our contracts expire.

But if the NMU, in the meantime, has been defeated under the Taft-Hartley Act, or has made a weak compromise on the vital issues of the Hiring Hall and the Rotary Shipping system, the SIU-contracted operators may feel that they have to throw down the gauntlet to us. There will be pressure on them to do so, you can be sure.

If they do, we shall pick it up and the battle will be on. What is more, not the police, the National Guard nor the Naval Reserve will stop us.

Come hell or high water, we intend to keep our Hiring Hall.

Our trade is a hazardous and peculiar one. Our working conditions are not as other men's, and for that reason alone our method of employment is of paramount importance to us.

Not too many years ago, going to sea was frequently the last resort of the derelict and the social outcast, but through the unions seafaring has been built into an honorable profession—no mat-

ter what Westbrook Pegler and those like him say. With few exceptions, the ships of the merchant marine are manned by decent, clean-living trade unionists who are proud of their trade.

REJECTS BACKSLIDE

If an "open shop" is declared for seamen, it will mean that anyone who wishes to can go to sea. The operators will be able to break the power of the unions by shipping inexperienced and undesirable persons. Within a very short time, the trade of seaman will slip back into its old character.

All that we have fought for and built up during the past decade will go into discard—pronto. This we will not stand for.

Getting back to the NMU, we shall do as we have always done in the past, respect their picket-lines. That and no more.

We feel that the situation as it is today is largely their fault, and we are not going to be sidetracked into any pro-or anti-commie beef. We cannot stand for the injection of politics into SIU affairs.

We are a union of seamen, run by seamen for the benefit of seamen, and we are well able to take care of ourselves no matter what lies ahead.

The last thing we want to see is waterfront trouble. But if it comes, we shall be in there fighting for our rights with the knowledge that we are backed by every resource of organized labor. We shall know that our cause is just and our quarrel honorable.

Aussie Shrimpton

A BICYCLE PARTY FOR SIX



With the Leaning Tower of Pisa in the background, these crewmembers of the SS Governor O'Neal, Waterman, pose for a picture. Left to right, J. J. Keel, AB; M. J. Martin, DM; H. Farley, AB; R. C. Dunn, AB; T. J. Hilburn, AB; and R. McCarthy, OS. Picture was sent in by Brother Martin.

CG Advises Change In Liberty Shafts To Prevent Breaks

The propeller shafts of Liberty ships should not be run more than 66 r.p.m., and should be examined for defects much more frequently than is now the practice, the Coast Guard recommended this week.

In addition, new propellers capable of maximum propulsion at reduced engine speeds should be installed in the Libertys, the agency also said.

The basis for the Coast Guard's good advice was the discovery after a thorough survey that 22 percent of all Libertys inspected, or a little better than one in every five, suffered propeller shaft failure during the 12-month period from March 1947 to March 1948.

The Coast Guard revealed that, according to careful studies, the propeller shaft of a Liberty is in danger of breaking when it is operated at a speed of above 74 r.p.m.

The reason is that, at high speeds, excessive vibratory torsional stresses occur. In short, the shaft gets the twists and the shakes at the same time and gets them bad.

Check It—But Good

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

Democracy Depends On Free Labor

To the Editor:

American trade unionism today continues to be sabotaged in unions which are dominated by the parrots of communism. However, there is another destructive force at work: "Bust-Unionism."

Any militant union man reading the labor-hating newspapers realizes there is a plan by America's big employers to wreck the frame-work and smash the gains of labor unions.

This "Bust-Unionism" follows a definite pattern: refusal to bargain collectively and strike breaking with police and scabs. The hope of this pattern is to destroy the militancy within the weakest of union members; they in turn to influence the militant members into believing that unions are helpless, or that "necessary" strikes have suddenly become dangerous and ineffective.

Industry's program to divide labor unions—which also happens to be what the communists labor for—is in production because of the Taft-Hartley Act. Legal enslavement of labor unions was born through a political marriage of politicians and their "priority" friends, the financially influential employers.

These millionaires of industry are suffering from a profit-and-power neurosis. They are the "superior" Americans who continue to show no desire to understand and eliminate the economic struggles in life. This group of powerful Americans is carrying on a "cold war" in disregard of the rights and welfare of all unionized workers.

With preparation and an analysis of present-day dangers, the AFL trade unions can create a powerhouse defense of the American labor movement.

There can also be the elimination of communist rats from exploiting the battles of labor unions, and from gaining leadership over rank-and-file memberships.

PHONY SUPPORT

In many strikes there were unions that rushed their promises of support to the striking unions. But they never produced anything in the form of food, financial donations, pickets or even strategic advice. Such phony promises of support were the definite signs of suicidal weakness.

This is a dangerous disease to have or allow within the defense of the labor movement.

Every trade union should check its strength and weaknesses. It is imperative that there be a detailed examination of every part of union machinery—financial, strategic, educational, etc. The strength and strategy of every union thus creates the possibility of unity.

Naturally, this can be developed into a powerful program of action—if ever needed. The road ahead looks dark. The democratic existence of free labor unions has been attacked by industry, government and communism. This troubled world is seeing unions continually clubbed to death in strikes.

Furthermore, the unions are immediately blocked with laws designed to stop the improve-

ment of wages and welfare for union workers. If this destruction of the labor movement continues, America and the world will see the death of true democracy—and the precious freedom of labor unions.

Today, many militant labor leaders are aware of the dangers facing progressive unions. Here's what A. J. Glover, leader of the railroad switchmen, remarked after the government blocked a scheduled strike: "If the government is going to step in as a strike-breaking agency, it's about time the American people start thinking of what they are going to do for the American working man deprived of his bargaining weapon."

Walter J. Reuther, the auto workers' leader, who was mysteriously shot, said the following from a hospital bed: "I really think this thing shocked a lot of guys into realizing that unionism is more than a matter of nickels and dimes and that personal interests and prejudices aren't so important as they seem."

He further stated that he is more than ever convinced, on the basis of sympathetic mail he received from union men in all branches of organized labor, that there is a real chance to unite American unions in the near future.

In my opinion there has to be more than a real chance of organized strength and strategic militancy within and between labor unions. If every progressive union possesses definite strength and a militant spirit this, in it-

self, has created an "atmosphere" of unity which remains a silent but powerful force. The industries have not been taking a chance with the Taft-Hartley law. From their demands they created police brutality against strikers and the honorable protection of scabs.

LABOR'S FIGHT

Every American union man, who takes his union job and his membership seriously, should realize that the freedom and the gains of our unions have to be protected in order to remain the vital part of this democracy.

Labor's benefits to union men remained unthreatened until the shocking Taft-Hartley law exploded over this nation.

However, the Taft-Hartley law and American communism are definitely creating chaos—mainly against our labor unions. Both of these systems are threatening to wreck the legitimate American labor movement.

But the threat of communism should not be one of the reasons for laws to crush labor unions. Labor's immediate program is the protection of its traditional existence, and the rights of its members to remain free from scabs, police methods, and the labor-wrecking programs of industry and government. All these labor-hating groups must realize that our free labor unions helped to strengthen this giant democracy. And they still remain the biggest patriotic force in keeping our nation living in the American way.

Cut and Run Hank

PERSONALS

DELOYLE SAINT-CLAIR
WORRELL

Mrs. Anna Worrell, 1357 Boston Road, Bronx 56, N. Y., Apt. 5, asks you to write.

CLAUDE F. BANKS

Contact Paul C. Matthews, 11 Broadway, New York City.

H. L. HART

If this brother, who paid off the Twin Falls Victory (Isthmian) in San Francisco on May 29 will write to Box 453, San Pedro, Calif., he can get the photos being held for him.

BILL CHAMPLIN

Philip Sarkus would like to hear from you. Address: 489 Eighth St., Donora, Pa.

HENRY PIVA

Your sister, Mina, asks that you write to her care of Times Square Hotel, 43rd St., and 8th Ave., New York City.

ALVIS J. WIGHTMAN

Contact Paul C. Matthews. His address: 11 Broadway, New York, N. Y.

ELMER D. ANKENY, Bosun
SS Cardinal Gibbons

A telegram has been received

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Paul Hall

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SAN FRANCISCO59 Clay St.
Douglas 25475
SEATTLE86 Seneca St.
Main 0290
WILMINGTON440 Avalon Blvd.
Terminal 4-3131

Gt. Lakes District

BUFFALO10 Exchange St.
Cleveland 7391
CHICAGO, Ill.3261 East 92nd St.
Phone: Essex 2410
CLEVELAND2602 Carroll St.
Main 0147
DETROIT1038 Third St.
Cadillac 6857
DULUTH531 W. Michigan St.
Melrose 4110
TOLEDO615 Summit St.
Garfield 2112

Canadian District

MONTREAL1227 Phillips Square
VICTORIA, B.C.602 Boughton St.
Empire 4531
VANCOUVER565 Hamilton St.
Pacific 7824

urging that you get in touch with your home immediately as there is serious illness in the family.

CHARLES E. FARNUM

Get in touch with your wife. Her address: Box 583, Lisbon Falls, Maine.

RICHARD P. BARRON

Your mother is very ill. Contact Henry Gillespie, Superintendent Claims Department, U.S. Fidelity & Guaranty Co., 740 Gravier St., New Orleans, La.

EUGENE NICHOLSON

Get in touch with Miss Eleanor Bowredey, 313 Birkwood Place, Baltimore 18, Md.

LEONARD W. PARADEAU

Your aunt, Miss Hazel La Fleur wants to hear from you. She's at 240 West 14th St., New York 11, N. Y.

FRANK NOVAK

Contact your wife. Her address: 531 Bloomfield Street, Hoboken, N. J.

R. J. FILLINGIN

Your wife wants to hear from you.

FREDERICK W. BROWN

Your mother wants you to write to her. Her address: Mrs. Ann Benton, 85 Plymouth St., Middleboro, Mass.

B. R. KERSEY

Get in touch with Seamen's Church Institute, 25 South St., New York, N. Y.

ABE R. REEDER

Your brother, Frank R. Reeder, wants to hear from you. The address: 2907 Shakespeare, Chicago, 47, Ill.

JOSEPH LUDDY

Contact Thomas J. Sammon, 17 Richmond Crescent, Londonderry, Northern Ireland.



MY GREATEST DAY IN BASEBALL, Bantam Books, 247 pages, 25 cents.

Forty-nine of the game's finest tell the story of their "greatest day" to a variety of newspapermen. One writer contributes his own essay on the 50th player included, one of the true immortals of the diamond, the late Christy Mathewson.

In this little volume baseball fans can learn the inside circumstances of Babe Ruth's "called shot" homer off Cube Root in 1932; of Johnny Evers' force on Merkle that shoved the National League into an extra game in 1908; of Tris Speaker's hit off Mathewson that broke up the 1912 series; of Babe Adams' magnificent performance in stopping Cobb and Crawford in 1909; of Grover Cleveland Alexander's strikeout of Lazzeri in 1926 and of many another exploit that has become part of the game's history.

DARKNESS AT NOON, by Arthur Koestler; Penguin Signet Books, 189 pages, 25 cents.

First published seven years ago, Koestler's account of the last days of a revolutionary about to be purged by the monstrous state he helped create has lost none of its timeliness and truth.

He lays bare the soul of the totalitarian state, once conceived to make men free. In Koestler's words, those who brought it about "dreamed of power with the object of abolishing power; of ruling over the people to

wean them from the habit of being ruled."

They learned, however, "the movement was without scruples. Her course had many twists and windings; and whosoever could not follow her crooked course was washed on to the bank." Many of those who led the revolution, the book's central character included, later questioned their Frankenstein creation and were "washed on to the bank" a bullet through the head.

Once a follower of the movement, Koestler has written a book that must be read by everyone trying to comprehend the communist mind and methods.

BIOGRAPHY OF THE EARTH, by George Gamow; Pelican Mentor Books, 192 pages, 35 cents.

This engaging book is exactly what its title says it is, a history of the globe we live on. Although the author is a distinguished physicist and astronomer, he writes deliberately for readers who do not know much about physics, mathematics, astronomy, geology or biology. In other words, he keeps things simple. And when you finish what he has to say you will know a lot about the old earth, including the oceans, that you never knew before.

THE ODYSSEY, by Homer, in a new translation by E. V. Rieu; Pelican Classics; 311 pages, 35 cents.

"The Odyssey," Homer's account of the wanderings of Odysseus after the Trojan War, is one of the great stories of all time. Probably any classical scholar would tell you that it can only be read as an epic poem in the original Greek, but classical scholars can be very stuffy at times. Mr. Rieu, in this new translation, has presented "The Odyssey" as a prose novel, and it still is one of the great stories of world literature.

NOTICE

Book No. 33227

Will holder of book bearing above number please report to the sixth floor, SIU Hall, 51 Beaver Street, as soon as possible.

Book No. 50376

Holder of above numbered book is requested to report to sixth floor, SIU Hall, 51 Beaver Street, New York, at first opportunity.

Book No. 48854

Will holder of this book either forward it to or bring it to New York Hall. If mailed, mark it attention "Sixth Floor."

OBERT MORGAN

Contact the San Francisco office of the Calmar Steamship Company. Your money and the gear left aboard the SS Seamar in April 1948 are being held for you.

Mail is being held in the San Francisco SIU hall for the following men: W. J. Lewis, Seton J. Le Lacheus, Beien Rubio, Gerald R. Schartel, Robert Aden, Bernard A. Sanford, Boatwright, E. J. Wilson, Ben Page, Doty, T. A. Thomson, F. R. England, Don Bell and Joseph C. Smith.

FEROE SPATEDA

Your old discharges from 1946 and 1947 are being held in the baggage room on the fourth floor of the New York Hall. The address is 51 Beaver Street, New York 4, N. Y. Your old shipmate on the SS Grange Victory, Brother Fred Paul, left them for you.

Crew of

SS George B. McFarland

Any one who knows the circumstances of the death of Lester Yost on March 7, 1948, get in touch with Samuel Segal, 11 Broadway, New York 4, N. Y. Request is made by Lester Yost's sister, Ernestine Yost.

JOHN SAIAD

R. M. KNIGHT

That disputed overtime on the SS Marina, Voyage No. 9, is no good. We have the clarification in Philadelphia. Sorry, boys: Bill Luth, Acting Patrolman.

F. A. TELTERTON

See Patrolman Howard Guinier on the sixth deck of the New York Hall about your receipt for the 1948 assessments.

Notice To All SIU Members

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

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

PLEASE PRINT INFORMATION

To the Editor:

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

Name

Street Address

City State

Signed

Book No.

The Patrolmen say:

No More Beef

NEW ORLEANS — The only beef the SS Del Alba crew had after a three-month trip concerned the New Orleans Patrolmen.

We were sitting in the mess room, stamping the books and permit cards, which the Delegates had collected and turned in with a slip telling how much each man owed and wanted to pay. We were thinking how good it was to have a ship like this on Monday morning. No beefs, no gashounds and a clean ship ready for the next crew.

After all the books had been taken care of, the three Delegates, M. C. Duet, Deck; Lloyd Shank, Engine; and William Rochell, Stewards, came over and told us they had a beef and wanted satisfaction. And this is what they had to say:

PLEASANT PAYOFF

"You Patrolmen should enjoy paying off a crew like this one but you never let us know about it. How about a write-up in the LOG. This ship comes in trip after trip without a beef. The only men who get off are those compelled to by the Shipping Rules or for personal reasons.

"We have one of the best Stewards in the business, Brother

Gus Brösig, who with such men as Brothers Baptist, Henri and Harris—all oldtime Cooks—puts out chow that a Seafarer enjoys sitting down to.

"The food is served by Messmen who may not have been in the SIU long, but who know that their jobs are as important as any other and so carry out their part to the best of their ability.

"The officers aboard, from the Captain on down, are good Union men and try to cooperate with the unlicensed personnel in every way to make each voyage better than the last one."

GAVE PROMISE

Well, we promised the crew that we would let the LOG know about the Del Alba. And we don't blame the gang for beefing. A crew like this, which is making the SIU standard something no other maritime union can match, deserves to be heard about.

There are plenty of oldtimers on the Alba. Among those we talked to were William Price, E. F. Sims, J. Pairsen, and P. Cendrowski. Next trip we are going to get this model SIU crew to send in a picture.

Johnny Johnston

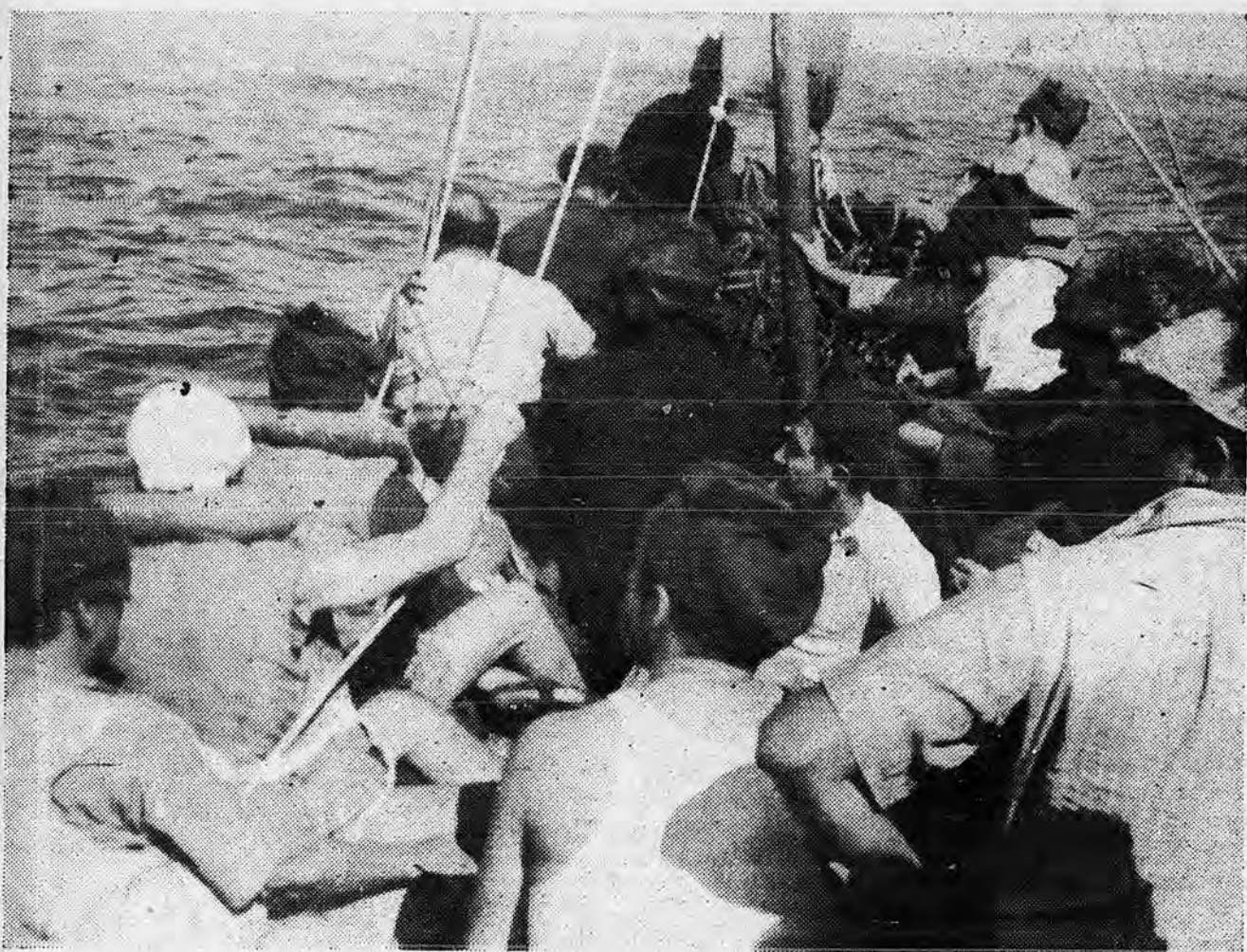
When Every Trip Was A Race With Death



After torpedo struck Baker's starboard side hatch, crew made off in two lifeboats and headed for Beira, 25 miles away.

Never does an SIU shipboard or shoreside meeting adjourn without the Seafarers present standing and observing "one minute of silence in memory of our departed brothers." Of these departed, more than 1,500 Seafarers were killed in World War II as they sought to keep the Allied life-lines going. The countless thousands who survived the death-dealing days all carry vivid memories of those harrowing missions. They do not forget the grotesque pictures of shipmates being swallowed by Death.

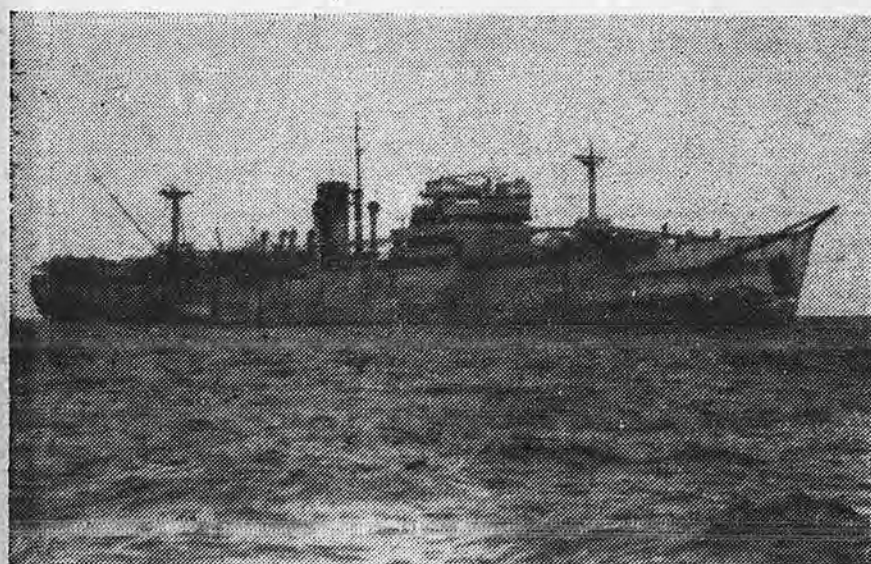
One Seafarer—Dusan De Duisin—asks, "How can I forget?" He had three ships shot from under him. The photos on this page show Dusan and some of his Brothers shortly after a Japanese submarine torpedoed their ship, the H. M. Baker, in Mozambique channel at 2:35 a.m. June 6, 1942. The Waterman ship was lost but all hands survived, and were picked up 12 hours later by the British Freighter Twickenham. Dusan and three others were survivors of the Bienville, sunk two months earlier with three-fourths of the crew losing their lives.



Seated in second boat, second from left (white head covering) is Dusan. At this point the Twickenham was sighted as she headed for survivors. Shortly after this photo was

taken, all hands were aboard the British ship, a coal-burner. Seafarers were in lifeboats 12 hours before being picked up. Many crews had similar harrowing experiences.

~ ~ ~



The rescue ship Twickenham, as she lay waiting for lifeboats to draw alongside. She took her cargo of Seafarers to Mombassa, Kenya Colony, where they were forced by circumstances of war to wait for one month before beginning trip back to the States on Robin Wentley.

Obviously, none of the nerve-racking horror experienced by these Seafarers of the Baker can be transmitted through pictures. Neither words nor pictures can portray the grimness of war. But thousands of Seafarers ran the gauntlet—unarmed and without convoy. Experiences like those of the Baker men happened to Seafarers every day of the conflict. To them, at least, "Lest We Forget" has meaning.



Men in Baker's No. 1 lifeboat wait for second boat to draw near. The Baker, carrying a full cargo of ore, was travelling alone when hit. Dusan escaped after being trapped in ship's hospital.



Aboard the Twickenham, Seafarers were fed and given sacks and warm blankets. In spite of their exhaustion, few slept. They were too anxious to feel solid ground under their feet. They made it okay, the enemy apparently waiting for cover of night to renew operations.



Though it was better than being on seas in Norwegian-steam-driven lifeboats, there was always the chance of being hit again. Seafarers here pose with lifeboat assigned them by Twickenham crew—just in case. But the

run to Mombassa passed without incident. De Dusan had high praise for Vincent Hernandez, AB, whose hand was severely burned when he grabbed a line to stop lifeboat from smashing against the Baker.