


# SEAFARERS LOG



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

VOL. X

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No. 27

## A & G District Wins Union Hiring Hall

### Still The Leaders

This week the Atlantic & Gulf District of the Seafarers International Union hurdled one of the biggest obstacles in the path of maritime labor. It came through with a contract calling for retention of the Union Hiring Hall in clear, unmistakable terms, despite the wave of anti-labor repressions which have been sweeping the nation.

The SIU agreement with the operators on the Hiring Hall issue is notable on two counts:

First, it provides for the employment of seamen through the Union Hiring Hall.

Second, it gives the SIU the right to re-negotiate any or all sections of Article I of the contract dealing with employment on seven days' notice to the operators.

To say that these provisions of the contract are unique is a sheer understatement. But they are consistent with the SIU's long-established position as the leading waterfront organization. For years now the Seafarers has been setting the pace in maritime, and seamen throughout the nation have been benefitting from the accomplishments recorded by the SIU.

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NEW YORK—The Seafarers International Union rocked the maritime industry this week with the dramatic announcement that the Union Hiring Hall will be retained in its contracts with member companies of the Atlantic and Gulf Ship Operators Association. Agreement between the Union and the Association, representing nine major companies, came after almost three weeks of negotiations during which the SIU committee firmly refused to discuss any other issue until its demands for the retention of the hiring hall had been recognized.

The new agreement, specified as "Article I-Employment," was accepted by the Union membership in all Atlantic and Gulf Coast Branch meetings last Wednesday night.

### Cuba Distilling

A collective bargaining election has been ordered on the vessels of the Cuba Distilling Company by the National Labor Relations Board after study of the petition presented by the SIU.

Dates for the election will be set by the NLRB regional office in New York.

Men on the company's ships are asked to remain until the election is held.

With the central issue settled to the Union's satisfaction, discussions on other contractual issues are now in progress. Should no agreement be reached on wages and working rules by July 30, however, the present contracts will be modified to include Article 1, and will "remain in effect until agreement is reached until either party notifies the other in writing that negotiations for such an agreement are stalemated."

Companies covered by the agreement are the Alcoa Steamship Company, Bull Steamship Corporation, Baltimore Insular Line, Eastern Steamship Company, Bernstein Shipping Company, South Atlantic Line, Smith & Johnson, Seas Shipping Company and Seatrain Lines.

### SIU JUSTIFIED

The Seafarers' latest precedent-making achievement justified its unwavering stand that the Union Hiring Hall had to be resolved first and foremost. All other issues, the SIU held, were incidental by comparison.

The crux of the new agreement is stated in Section 1, dealing with the manner in which the company will procure personnel. It specifies "the company agrees to secure all unlicensed personnel through the Hiring Halls of the Union."

As the SIU negotiating committee pointed out, "this is the first time the words 'Hiring Hall of the Union' have ever been used in any maritime contract."

Another remarkable feature of the new agreement is Section 7, which gives the Union the "right to re-negotiate any part or all of Article 1," with discussions to begin within seven days after the Union has notified the companies of its intentions.

The Union victory, however, is not one-sided. The Union Hiring Hall is much respected among management officials who recognize the fact that this method of hiring has produced stability in maritime.

Under the Union Hiring Hall, ship operators are assured of being furnished responsible, competent crews to man their ships, a fact which many of the companies have openly acknowledged.

The success of the negotiations demonstrated what can be ac-

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### SIU Petitions For Elections On 9 CS Ships

The Seafarers International Union has petitioned for a collective bargaining election in that part of the Cities Service fleet not covered by the Union's certification received in February.

The request, along with pledges, was submitted to the National Labor Relations Board in New York last Thursday.

An informal hearing in the NLRB regional office is expected shortly.

The petition was necessitated by the NLRB's refusal to recognize the SIU as collective bargaining agent for the eight ships acquired by the company since the Union came through with 83 per cent of the votes cast in a fleet election this past winter.

In addition to the eight, another ship—the Lone Jack—will have to be voted, because she did not make port before the balloting deadline date in the previous certification election.

"—and our flag is still there!"





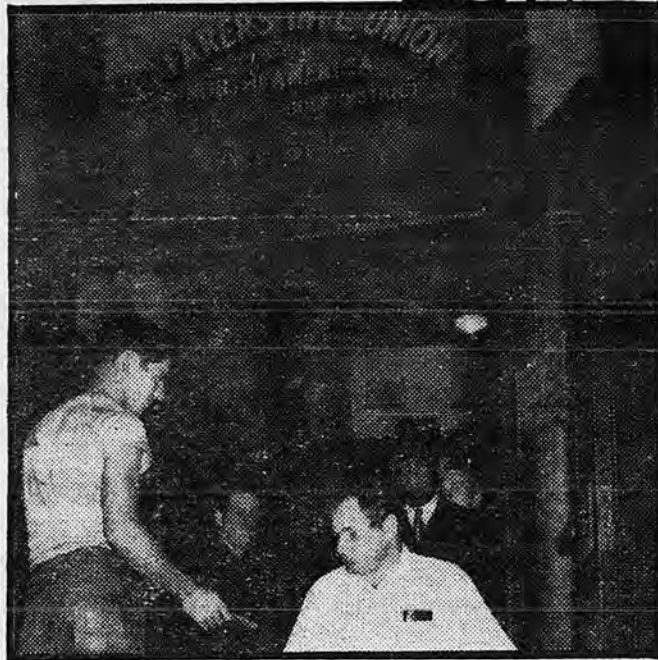
# This is what the SIU-A&G District has preserved ...

"The Company agrees to secure all unlicensed personnel through the hiring hall of the union."

*from Article I of the A&G contract with The Atlantic & Gulf Ship Operators Ass'n*



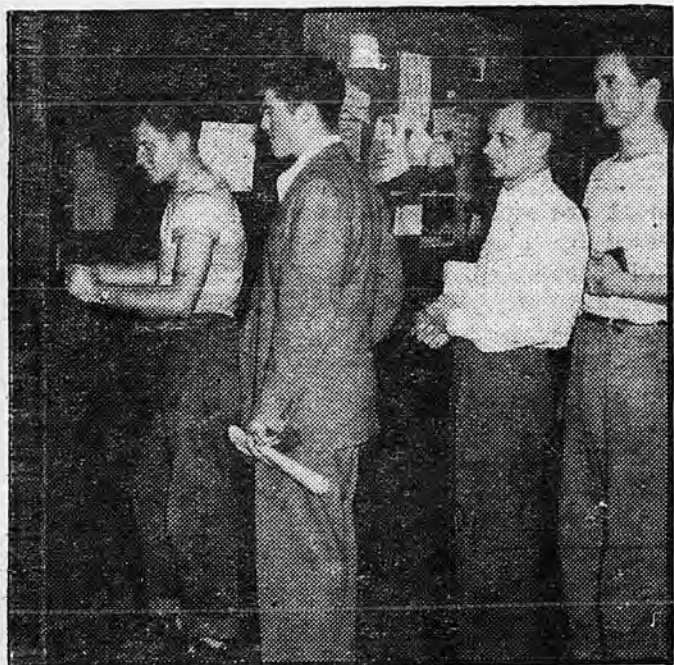
- and this is how the **HIRING HALL** works...



The Seafarer reports to the Union Hall —



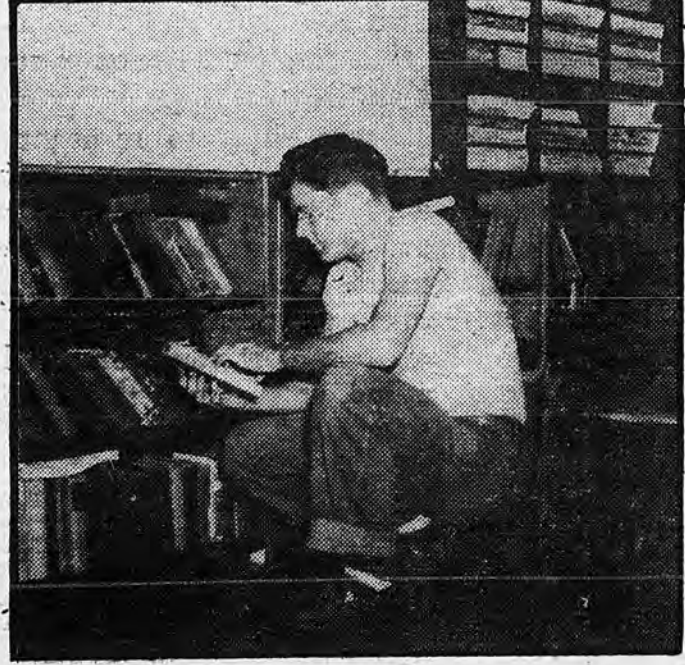
Checks his gear in the baggage room —



and registers with the Dispatcher.



He attends union meetings while ashore and helps make union policies.



While on the beach he relaxes in the Recreation Deck.



On top of the list, he throws in for a job —



and gets it and is off to his ship with his gear.

This is what the Hiring Hall means:  
Equal job rights for all — No favoritism — No shape-up — No piece-offs — the Democratic way of Shipping!

The first on the beach is the first one out!



## HEADING FOR HOME



Bound for the States, Ralph Youtzy (left) and Robert Boutwell (center), both of whom were cleared of charges arising out of the accidental drowning of a launch captain in Georgetown, British Guinea, are shown on the deck of the SS J. W. Cullen with Brother Riley, a crewmember.

Boutwell, who was acquitted by a Georgetown jury in February returned to testify at Youtzy's trial in May. Throughout the trials messages of sympathy and support poured in from Seafarers convinced of Youtzy's and Boutwell's innocence.

# What Union Hiring Halls Mean To Working Seamen

One Seafarer who really knows what the Hiring Hall has done for seamen is Brother Raymond Perry who made his first trip back in 1922.

Brother Perry left the sea in 1929 when things were still done in the old way. What he saw when he came back in 1943 was a revelation, and in his opinion all the improvements in wages and conditions hinge on the Hiring Hall.

"When I started sailing in '22," Perry recalls, "you brought your own linen if you had any, and your own tin cup and plate. The ships didn't even have toilets.

"If you wanted a bath, you grabbed a line and a bucket, hauled up some sea water and made out the best you could.

"Maybe the young fellows going to sea nowadays don't believe it, but there was no overtime in the old days and you took your thirty bucks a month and liked it.

"Perhaps the worst thing was the way you got your job. There were several ways of getting a ship but they all were bad. You



RAYMOND PERRY

had no real protection because you had no Union Hiring Hall. The Hiring Hall is the salvation of seamen.

"Sometimes you were hired off the dock by a shipping master, a port captain or whoever else might be in charge. You could hang around the dock for days at a time, in hot weather, cold weather, dry weather or wet weather. There was no Rotary Shipping either.

"Sometimes you were hired out of a ginmill. I remember when I first went to sea as an OS. I used to ship out of Boston where there were some waterfront saloons that served as crimp halls.

"A crimp would buy you some bum drinks and first thing you knew you were on a ship and headed out. Maybe you weren't quite 'shanghaied' but there wasn't much difference. Shipping that way you had no protection at all. The Hiring Hall changed all that."

## MISTAKEN LADY

Asked to comment on the article Elinore M. Herrick wrote for the New York Herald-Tribune, charging that the weakness of the Union Hiring Hall was that jobs could be bought and sold and proposing that hiring be managed by the Coast Guard, Perry had this to say:

"The lady is way out of line. Her Coast Guard idea is completely phony, as any seaman could tell her. The Coast Guard is trying to get control of the merchant marine. They want to make it like the Navy with a lot of military nonsense. And those brass hats would work hand in glove with the companies.

"What's more, I'd like to know where the lady got the idea that jobs could be bought and sold in a Union Hiring Hall. I don't believe any job ever was bought in a Hiring Hall. Our officials are elected by the rank-and-file, and they know damned well they'd be thrown out if they sold a job.

"In fact, it would be the 99-year club in a hurry for everybody concerned, if a job ever were sold in an SIU Hall."

## TWO POTS

Perhaps the thing that Brother Perry, who is a Chief Steward now, really knows better than anything else is food. When he came back to sea in 1943 some

pretty big changes in the food situation aboard ship met his eye, not to mention his stomach.

"In the twenties we had the old two-pot system," he says. "For the officers there were always steaks and chops, and for the crew it was mostly mulligan in one form or another and watery rice pudding.

"You could tell the day of the week by what they gave you to eat. On the banana boats, which I sailed in some when I first went to sea, we used to keep a bunch of bananas in the foc'sle on the way back. We'd live on the bananas, the rest of the food was so bad.

"But that was before we had the Union Hiring Hall and Rotary Shipping to give us a chance to use our weight to raise wages and change conditions.

"We lived in dirty stuffy foc'sles, six or eight men to one foc'sle. There wasn't much in the way of light at night. There were no fans for runs in the tropics and not much heat for winter trips.

"When I came back to the sea in 1943, I really was surprised. I didn't even have to bring my own aprons.

"Another thing I found was a little attention to medical care. That was an improvement the Union sure has won.

## NO MEDICAL CARE

"I remember one trip when I wrenched my ankle. There was nobody to take care of me. The Saloon Messman poured a bottle of iodine over the ankle and told me to soak it in hot water. But I had to stand my watch. I was an OS then, and the Mate roared that nobody was sick on his ship until he dropped dead.

"So I kept on working, my ankle swollen from the wrench and blistered from the hot water I soaked it in. Finally the Captain had no choice but to leave me in a hospital down in Costa Rica.

"We don't have things like that now because the Union has stopped them. But of all the Union victories, the central one is the Hiring Hall. Wages, overtime, night lunch and everything else stem from the Hiring Hall.

"If we ever lost the Hiring Hall, whether to the companies or to the Coast Guard, we would have a tough time surviving as seamen and we would be beaten as a Union."

## Come On Up

Seafarers in the Port of New York are reminded that the Recreation Hall (third deck) remains open every night until 11 o'clock.

There are plenty of facilities to help while away the evening. There's a fairly well-stocked library, and a goodly number of technical books. Cards and games are available and the soft-drink machines are kept filled.

Or if you just want to sit back and be entertained you can fasten your eyes on the television screen.

At any rate, you're welcome — every night until eleven.

## Seamen's Draft Status Not Clear

Merchant seamen are subject to the draft which became law last week, unless the President of the United States rules that seafaring is an essential occupation.

The Washington Representative of the SIU is pressing hard for such a ruling and a decision is expected within a couple of weeks.

For reasons of its own, the Maritime Commission is also seeking deferment for seamen. In addition, the Commission is urging that seamen who saw active service aboard merchant ships between May 1, 1940, and July 25, 1947, and who hold Certificates of Substantially Continuous Service, be placed in the same classification as men who served in the Army and Navy.

Possibly the failure to exempt seamen specifically was part-and-parcel of the thoughtless haste in which the Draft Act was passed, observers feel. But they point out that the President's power to exempt married men, men in scientific or medical research and men in essential occupations should cover seamen whose work is essential to the nation, and who are the first to be hurt any war.

## GET YOUR CERTIFICATE

Seafarers who sailed during the war and have not obtained Certificates of Substantially Continuous Service should do so at once. Joseph Volpian, SIU Special Services Representative, advises, especially if they are under 26 years of age.

Any Seafarer who sailed between the critical dates, May 1, 1940, and July 25, 1947, can get his Certificate from the Maritime Commission in New York or Washington.

If he is in New York, he can take his discharges, photostats will do, to Room 924 at 45 Broadway where the Maritime Com-

mission's New York offices are located. He must show at least one year of continuous service to get the Certificate.

If he has to use the mail, he can send an application along with the discharges—again photostats will do—to the following address:

Seaman's Wartime Service, Benefits Unit, Marine Personnel Section, U. S. Maritime Commission, Washington 25, D. C.

## MIGHT GET MARRIED

As the draft is written, men 19 years old through 25 can be inducted into the Army for one year on September 22 or after.

The registration machinery probably will be set up to start operations in August, however, and all men 18 through 25 must register. But the 18-year olds won't be called right away—not until they are 19, although they

may volunteer for a year's service and escape the draft later. So far as is known now, Seafarers within the 18-25 age group must register.

Veterans of the armed forces with one year of service in peace or 90 days at any time between December 7, 1941, and September 2, 1945, will not be inducted. The SIU is pressing for seamen who sailed in the war to be placed in the same classification.

In addition, the President is authorized to defer married men, those in essential occupations or in medical or scientific work or study.

High school students will be deferred until they are 20, and college students until the end of the college year.

Merchant seamen can only hope that the President will find them essential to the ships they sail.

## Lady Labor 'Expert' Advocates Hiring Halls Run By Coast Guard

The Union Hiring Hall would be a fine thing if it weren't controlled by the Union, according to Elinore Morehouse Herrick, a former chairman of the New York State Labor Board and now an employee of the New York Herald Tribune.

In an article published in the Herald Tribune of June 25, Madame Herrick not only reached the above conclusion but proposed a startling remedy.

Why not turn the Hiring Hall over to the Coast Guard? the good lady suggested.

What set the lady off on the subject was the Taft-Hartley Act, which she approves. She thought that the Union Hiring Hall was outlawed by the obnoxious law, but that some sort of Hiring Hall ought to be maintained since it

was the most efficient way of hiring personnel for the maritime industry. After pondering the subject, she hit on the Coast Guard.

Madame Herrick claimed that the Union Hiring Hall was all wrong anyway because the Union abused it.

"Jobs," she wrote, "can be bought through the union officers of the hiring hall, and the officers can show favoritism even if no money passes hands."

Where she got this idea she didn't say, but it is clear that she knew nothing about the SIU's Hiring Hall and Rotary Shipping System. What rank-and-file Seafarers thought of her notions can be read on page 15 of this issue.



# Cargo Planes No Competition To Shipping

By AUGUSTUS H. COTTRELL

There seems to be more and more talk about substituting aircraft for cargo ships as long range transports. The suggestion has even been made that planes take over the task of carrying cargo from the United States across 6,600 miles of sea to Australia.

The army airmen figured the comparative costs of moving 100,000 long tons a month by air and by sea. A few of the figures follow:

The job of supplying Australian bases was found to require either 80 cargo ships or 12,078 transport planes. Shipment of supplies would call for 20 cargo vessels sailing a month for the roundtrip and would involve a total of 80 ships in constant use.

Shipment of the same amount of cargo by air calls for 32,941 airplane trips a month. On the basis of a 7½-day roundtrip, plus 2½ days for overhaul, each plane would require 10 days for a complete cycle.

## 12,078 PLANES

Thus, in order to operate the needed 1,098 flights a day, 10,980 planes are required for actual operation. Then, to cover normal attrition and planes out of service for major repairs, this total must be raised to 12,078 planes for the air operation.

If air transports were used, moreover, about 8,000 planes would be in the air at all times over the 6,600-mile route—or at least one plane for each mile of the Pacific between San Francisco and Australia.

And a plane would be landing or taking off every 40 seconds from each end of the route every hour of the day and night.

Manpower needed for the air operation would amount to 39 times as many men as for the shipments by sea. Moreover, a large portion of the present total available force of trained airmen would be needed for the air-transport job.

Cargo ships carrying the same shipments would require approximately 8,400 seamen in all. For plane crews five men and sometimes more are required for each plane—the pilot, copilot, navigator, radio engineer and flight engineer.

These men are not permitted to fly more than 120 hours a month and, since actual flying time in the 7½-day roundtrip flight averages 80 hours, each crew could complete only 1½ trips each month.

## TWO CREWS

Thus, it would be necessary to have two complete crews for each plane, one set at each terminus. In all, the 10,980 operating planes require 109,800 flight-crewmembers, as against the 8,400 ship crewmembers.

In addition to the flight crews, each plane would require another 20 men on the ground along the route. This includes personnel to handle maintenance, cargo, weather reporting and communications.

They would have to be located at San Francisco, Honolulu, Canton Island, Nandi, New Caledonia, and Williamtown in Australia. Total flight and ground-crew personnel for the air operation comes to about 329,400 men, all of them highly trained technicians.

This total is about the strength of the entire present U. S. Air Force.

Fuel needed for the planes can be figured at about 63 gallons of high-octane gasoline and lubricating oil for each plane to each gallon of fuel oil for the cargo ship operation. Cost of the plane fuel, of course, greatly exceeds the cost of an equal amount of ship's fuel oil.

For the ships, about 8,250,000 gallons of fuel oil would be needed each month in hauling the required tonnage.

The planes would require an estimated 504,800,000 gallons of gasoline and about 15,100,000 gallons of lubricating oil each month. This is only slightly less than the monthly rate of 660,000,000 gallons of petroleum products used by all of the armed forces during the peak year of World War II.

## TANKERS NEEDED

Tanker ships then would be required in large numbers just to supply gasoline and oil for the planes at overseas bases. That would call for 234 tankers, or about three times the number of ships needed to do the original supply job by sea.

This tanker requirement is based on a need for 437,521,984 gallons of gasoline and oil at overseas fueling points each month. The fuel would be carried by large tankers, with 130 sailing each month.

As an average of 1.8 months is required for the round trip to Hawaii, New Caledonia, Australia or other fueling spots, a total of 234 ships would be kept in constant operation.

On the other hand no tankers would be required for the sea operation, as the cargo ships do not need to refuel during a roundtrip voyage to Australia.

In addition, the overseas groundcrew personnel needed for the air operation requires 35,292 tons of supplies each month, including provisions.

This would keep ten more cargo ships in continuous operation, or would involve about a 50% increase in the number of planes used.

## PLANES IMPRACTICAL

Conclusions of the Army Air Forces study were that, even with an unlimited number of cargo planes available, supplying a full-scale overseas base by air is impractical.

If the vast amount of fuel needed were somehow obtained many more ships still would be needed to carry gasoline and oil to overseas refueling points than are needed to carry the supplies by sea instead.

What this all means is that, in the field of long range transport, air power has basic limitations.

The 100,000 ton cargo problem involved would have to be multiplied many times for a war effort the size of the last European conflict.

What air power can do to win modern wars is important, but this official study indicates that sea power still is to play a vital part in peace and in war, even though any future conflicts are to be fought mainly in the air.

## MORE SHIPS NEEDED

The comparative scale on this page indicates the enormous expense to the taxpayer when someone in Washington gets up and starts shouting about using planes as cargo carriers instead of ships.

Now if some of the aircraft manufacturers and the legislators

who are lobbying for them and who, quite naturally, advocate air power over sea power for the moving of cargoes to distant lands, would make a study of the situation and know whereof they speak before they start screaming their "landlubber" heads off for planes to move cargoes, they would instantly see that, if planes were ever used in the majority over ships, it would only serve to put hundreds of more ships in use, serving and servicing the planes, and countless more seamen would have employment.

Whereas it would only require 80 cargo ships to move the cargoes in question by sea power alone, it would take 234 tankers and 10 additional cargo ships to keep the air transport function in motion.

And yet it has been shouted by some, "We don't have to depend on the merchant marine, we can ship cargoes by air."

How utterly ridiculous this sounds in view of the authentic figures and analysis as set forth.

And still with the untold millions that would be involved in an air movement of cargoes, there are those who have the audacity to grumble about better wage scales and conditions for merchant seamen.

## INTO BANKRUPTCY

If the shipowners suddenly decided to convert from seapower to airpower they would go bankrupt overnight. In the moving of cargoes by ship they are mak-

ing millions in profits, and it need never be feared that a shipowner is going to change his tactics when the change will put his ledgers in the red.

Sometime back we had a great hullabaloo about Howard Hughes and his great cargo-carrying plane. This plane was supposed to revolutionize the moving of goods to foreign lands.

At the last report the plane skimmed along a few feet above the waters in a trial run. Nothing has been heard about it since.

Kaiser was also going to move the freight of the world with giant cargo-carrying planes, but the rusty old tramps, patched with red lead, and the fast modern cargo ships and the gaily painted passenger ships are still plowing the seven seas and supplying the world with what it needs.

## TRADE NECESSARY

America grew up on salt water. The world trade of ships keeps millions of Americans employed, from the highest to the lowest, and in all walks of life.

In return for our products that

American ships carry to other lands, we receive in return essentials that range from our morning cup of coffee to rare metals for atomic research.

Countries must send their goods to us in order to procure the wherewithal to pay for the things they need from us. And we need their products also, for we require for our own national protection and standard of living articles and supplies which must be procured abroad.

Ships have been carrying on this commerce since before the days of the proud Clipper Ships, and ships will continue to carry on the trade of nations.

## COST PROHIBITIVE

In this atomic age of speed, jet propulsion, cargo carrying planes and rockets the proud ships of the American merchant marine will always stand out as the principal cargo carriers of the world.

They will never be replaced by lighter than air or heavier than air cargo carriers. The cost alone would be prohibitive and the cargoes lost would be untold.

## Comparison Between Air and Sea Carriers

BY SEA	BY AIR
80 cargo ships	12,078 planes
8,400 seamen	329,400 flight and ground crewmen.
8,250,000 gallons of fuel oil per month.	519,890,000 gallons of gasoline and oil per month.
20 trips per month	32,941 flights per month.
No tankers	234 tankers



## 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.

### SAN FRANCISCO HOSPITAL

J. HODO  
W. WATSON  
E. MELLE  
D. P. GELINAS  
P. TRASNUL

~ ~ ~

### SAVANNAH HOSPITAL

H. R. BELL  
TROY THOMAS  
F. T. ALKOFR

~ ~ ~

### NEW ORLEANS HOSPITAL

E. LIPARI  
J. DENNIS  
C. MASON  
R. F. BLACK  
A. LOOPER  
C. ANDERSON  
B. G. TEMPLEMAN  
RALPH PIEHET  
V. P. SALLINGS  
C. GREEN  
C. R. GRIMES  
T. J. TASSIN  
H. L. SEYMOUR  
G. SORENSON  
STELLY C. FOREMAN

~ ~ ~

### BALTIMORE MARINE HOSP.

JOHN L. FAX  
THOMAS BRYANT  
A. E. YOUNG  
WILLIAM T. ROSS  
MYRON E. FOLTS  
ROBERT A. POMERLANE

B. FREDERICKS  
WILLIAM H. KUMKE  
EDWARD L. PIERCE  
THOS. S. JOHNSON  
PAUL R. SAHR  
M. J. LUCAS  
ANTHONY J. TANSKI  
LOYD E. WARDEN  
GUY G. GAGE  
M. J. LUCAS  
C. H. JONES  
T. A. HOLMES  
O. FARRARA  
THOR THORSEN  
B. TAYLOR  
RICHARD KAVANAUGH  
G. F. COBBLER  
EDW. J. CAROVA  
RAYMOND CARPENTER  
WILLIAM R. HARE  
GEO. H. SEEBERGER  
CHRIST B. VIKEN  
L. C. HOLMES

~ ~ ~

### STATEN ISLAND HOSPITAL

C. O. LYNKY  
F. PREZALAR  
J. M. GARDNER  
F. NERING  
E. OLSEN  
S. HEIDUCKI  
G. FEINKLEA  
J. McNEELY  
D. DeDUISEN  
J. L. ROBERTS  
T. ZEMBRUZSKI

## Hospital Patients

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

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

## Staten Island Hospital

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

Tuesday — 1:30 to 3:30 p.m.  
(on 5th and 6th floors.)  
Thursday — 1:30 to 3:30 p.m.  
(on 3rd and 4th floors.)  
Saturday — 1:30 to 3:30 p.m.  
(on 1st and 2nd floors.)

E. T. BROWN  
M. F. MORRISON  
H. WHITE  
A. J. SACCO  
E. PETRICELLI  
H. CHRISTENSEN  
G. VECCHIO  
P. DAUGHERTY  
B. F. DeLIMA  
C. NANGLE  
W. J. HUNT  
R. PEPIN  
A. BJORNSSON  
A. DUDDE  
B. KOSOW  
W. PERRY  
S. RIVERA

~ ~ ~

## GALVESTON HOSPITAL

A. E. MOULTON  
WARREN W. CURRIER  
J. M. DOONER  
LAPERHOUSE  
FOSTER  
COMMANDER

~ ~ ~

## MOBILE HOSPITAL

H. ALLMAN  
J. B. McGUFFIN  
O. M. RAYNOR  
C. P. VARN  
A. C. McALPIN  
H. L. JACKSON



## Port Galveston Very Unhappy Over Sorry Shipping Situation

By KEITH ALSOP

GALVESTON — Still waiting for the much-publicized Marshall Plan to get under way, Galveston has not yet come out of the shipping doldrums which enveloped this area several weeks ago. On the basis of present indications no improvement appears likely for a month or so.

The McKittrick Hills, a Pacific Tankers job, was in here last week to payoff, sign on and then shove off again. The payoff was clean, all beefs being of a minor nature and settled to the satisfaction of the crew.

### LIVELY MEETING.

The last general membership meeting in this port was highlighted by considerable discussion on the manner of registration for jobs, with many viewpoints being aired by the Brothers.

## Frisco Shipping Slows, Except For Black Gang

By STEVE CARDULLO

SAN FRANCISCO—We've had a busy week with ships in transit, and payoffs on ships coming in from both the East Coast and the Far East. However, there were not too many A&G District members on any of these vessels.

Moreover, shipping has slowed down somewhat. Nevertheless, a rated man always can get out in short order, especially if he's a Black Gang man.

The SS Pennmar, a Calmar ship, was in with "Woof Woof" Gale still in command. "Woof Woof" is up to his old trick of agitating any crew he gets. But this time he has a good crew aboard that isn't having any. The Pennmar will receive a lot of careful attention when it is on this coast as long as Gale is on her.

We have most of the Isthmian scows straightened out to a point where the officers work in harmony with the crew.

### NEAT PAYOFF

Take the case of the San Angelo Victory. On her previous trip she came in loaded down with beefs. This time she paid off with a minimum of disputes, and paid off as smoothly as anything you ever saw.

Incidentally, the Serang on the San Angelo was "Johnny the Greek," and he certainly brought in a clean ship.

Aboard the SS Monroe Victory we found some performers, all in the Deck Department. They were fined by the membership and placed on probation for the balance of the trip.

But except for the performers there was nothing wrong with the Monroe. Incidentally, H. D. Higginbotham, G. Wermuth, Carl Bell, E. L. Eriksen and G. Campbell were doing a fine job aboard her teaching the permits how to be good Union men.

Also coming in for much attention was the question of the purchase of a better and more convenient Branch Hall. Apparently the excellent building the Union acquired in New Orleans has made the men more conscious of the advantages of owning our own Halls.

Activity in the local labor scene centers around the coming convention of the Texas State Federation of Labor, AFL, to be held in Fort Worth. Val James was elected to represent the Seafarers International Union in this port.

### CULPRIT CAUGHT

The Brothers will be happy to know that the contemptible character who had been stealing gear from the Hall was caught last Wednesday night. The culprit, A. B. Odland was stopped as he tried to make a getaway after he forced entry to continue his thieving. Since he is an alien, he is to be deported.

His operations extended over a period of two months, during which time he got away with some twenty seabags, causing many members to ship out schooner rigged. His deportation won't make anybody unhappy.

Among the Seafarers around the beach at the moment are Brothers J. Smot, F. Aderhold, S. H. Cooper, H. Adell, O. W. Orr, J. W. Reilly, J. Monast, J. Byrd, J. Givens, and T. McCann.

As of June 19, several of our members were in the Marine Hospital here in Galveston. They are A. E. Moulton, Warren Currier, J. M. Dooner and Brothers Commander, Laperhouse and Foster. Perhaps some of their former shipmates will drop them a line. They'd appreciate receiving mail from the boys.

## ERP Grain Movements Give Shipping Boost To Port Mobile

By CAL TANNER

MOBILE — Shipping in this port picked up quite a bit in the past week, at least compared with shipping the week before. We had eight payoffs, seven signons and shipped upwards of 225 men, nearly three times as many as the week before.

Moreover, next week looks to be about the same, which is fairly good news for this crowded beach.

What is happening is that Mobile is beginning to get a few of those Marshall Plan cargoes we've been dreaming about all these months. We sure hope we keep getting them so we can move out some of the men who have been on the beach a long, long time. The present cargoes are mostly grain and flour.

### SMOOTH PAYOFFS

The payoffs included one Isthmian, two Alcos and five Watermans. We signed on five Watermans and two Alcos, and had a bunch of ships in transit including one SUP tanker.

By and large, the payoffs were very smooth, with the one aboard the SS Madaket, a Waterman ship, the cleanest. The ship was absolutely beef free, and the crew insisted that the Stewards

## Shipping In New Orleans Is Holding Own

By EARL (Bull) SHEPPARD

NEW ORLEANS—Shipping is holding its own in the Crescent City, and very few bookmembers are having to spend too much time on the beach while waiting for jobs.

On the average, we are shipping approximately the number of men we register—the variation either way is slight. The only ship laid up on us during the past two weeks is the SS Cape Friendship of the Isthmian Steamship Company. She was a beat-up scow so it wasn't too much of a loss.

There are still two Carras tankers here with standby crews aboard awaiting orders. It is expected that these two tankers, which are waiting to receive cargo, will be loaded up and shipped out in the near future.

Prospects for the next two weeks look okay, with two passenger ships scheduled for next week—one for Monday, the other for Tuesday.

### GOOD SOURCE

A pretty good source of shipping at the moment for our members are the lay-up jobs. The Mississippi Shipping Company and the Strachen Shipping Company have contracts for the majority of lay-up jobs in this port.

Due to the fact that most of the lay-ups are NMU or West Coast ships, we are not losing too many jobs. Standby jobs are coming in here at the rate of two to four ships a week — a

great help while the men are waiting for regular runs.

The membership here went on record to class lay-up jobs the same as standby jobs, thereby allowing each and every member a crack at the lay-ups, along with the standbys.

European runs are plentiful out of here right now. About nine out of every ten Alcoa ships that payoff in this port make a run to Europe, then to the Islands for a load of bauxite.

Alcoa is getting plenty of ERP cargo for their runs to Europe. The company is keeping their ships on a steady run from the Gulf to Europe, to the Islands and back to the Gulf.

All ships scheduled to payoff in the next two weeks are slated to go back out again. Except for the possibility of a stray vessel coming in to lay-up, no SIU ships are expected to go to the boneyard during the couple of weeks immediately ahead.

### ALCOA NOTE

The Alcoa passenger ships will start running into Mobile on their next voyages out. This will not hurt shipping too much because men from this port will be able to payoff here, if they

getting a helluva big play from the Brothers. In this weather, especially, the showers are proving to be a considerable convenience and comfort.

Quite a few Brothers have come in here from Mobile and, although they feel they have a swell Hall in that port, they seem pretty certain it can't come up to the building we have here. Before making any statements to the effect that Mobile will have the best Hall when it is finished, the officials there should remember that New Orleans considers its Hall the best—bar none.

We know Mobile will have a nice Hall, but we also know that to fully appreciate the building here one will have to actually see the place. Even the pictures that appeared in the LOG can't possibly do it justice.

All Brothers are invited to come up to the Hall when in this port. You will see what good use your ten-dollar building assessments are going to. In fact, the membership here is very much in favor of having similar Halls in all ports.

### THAT'S ALL BROTHER

For the seamen who are a little short of cash, New Orleans has changed in the past few weeks from a fair port to a place where six-cent beer has ceased to exist.

Things in the alley were just getting back to normal and we were looking forward to the nickel beer when up jumped the devil—the six-cent glass of suds is now eight coppers.

About all we can say now that we have plenty of in New Orleans and the rest of Louisiana is taxes. Under the new Governor, Earl Long, a brother of the late Huey, we have had the following taxes imposed in the last couple of weeks:

A sales tax, increased to four cents on the dollar; a ten-cent gasoline tax, as a result of an additional two cents tax; an eight-cent tax on a pack of cigarettes, up from five cents.

Last, but not least, is the additional three cent tax on a

so desire, by giving the company a 24-hour notice.

However, we are sort of sorry to see this development, since the ships involved are now in very good shape, with damned little trouble occurring on either of them.

With the settling of the Electrician's beef on the MV Del Oro, there are no beefs pending in this port. The crew of the Cape Friendship can collect their overtime by contacting the Isthmian Steamship Company, 71 Broadway, New York City.

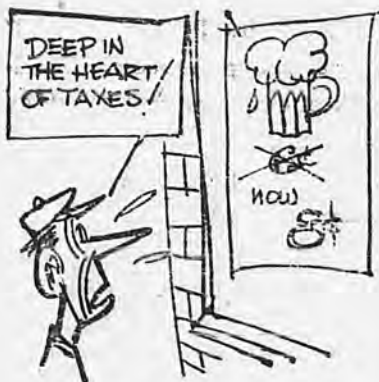
The Black Gang time for this vessel was signed and approved on this end, but the phony Skipper refused to sign the Deck Departments time.

It was therefore referred to SIU Headquarters in New York, with the New Orleans Branch recommending that it be signed on that end.

There's no mistaking the fact that the membership in the Port of New Orleans is mighty pleased with the new Hall. All hands are taking a personal interest in the place.

To date we have not had to bring anyone before a committee for defacing or destroying any of the gear or the property. The membership is showing great pride in their outstanding building and their going all-out to see to it that it is kept clean and in good order.

The hot and cold showers are



bottle of beer, so that the six-cent bottle is now eight.

There's a pleasant note to close with, however. Little or no trouble with gashounds exists in this port. The membership's actions in cutting out the performers has brought very good results. The membership has curbed the actions of these birds ashore and on the ships. Drinking is, of course, okay but it doesn't mix with business or Union affairs.



## Port Montreal Settles Last Beefs On Philae

By ALLAN MacDONALD

MONTREAL — The MV Philae hit this port on a Thursday, and paid off the following Monday.

There were transportation and overtime beefs aboard her which we took up with the ship's Master and the company agent, and managed to settle to everybody's satisfaction.

The linen beef was settled so well that each man received eight dollars instead of the two dollars the company had written down.

On the transportation beef, all men signing on in foreign ports were given first-class transportation by air unless they preferred a ship, in which case they were given the difference in cash. The SIU obtained temporary visas for Canada for those who did not wish to return home.

The company is paying subsistence while the men remain here, and if the men have not shipped by the expiration date of the visas they will get transportation too.

### SIU WINS THE EXTRAS

The payoff was okayed by the entire crew, most of whom pocketed an extra 200 dollars as a result of Union representation.

Ship's Delegate Jan Van Den Berg did a fine job, and the Second Engineer proved to be a man who understood the Union way of doing things well enough to deserve mention.

The Philae is being transferred to Norwegian registry, and a crew from the Norwegian Seamen's Union will man her from now on.

Shipping in Montreal is very slow. In fact, it does not even exist and we don't know when it will.

Incidentally, we're still doing business at the same old stand—1227 Phillips Square.

## Movie Schedule

"The Lost Jungle," an action-packed, tense thriller of an intrepid man searching for his daughter who is lost in the hostile world of fierce beasts, starring famed lion-tamer Clyde Beatty.

Also "The Screw Driver," a rollicking Woody Woodpecker cartoon, and "Melody Moments," a lively musical interlude, featuring Gene Krupa and his band.

This program will be presented for the membership on the 3rd deck of the New York Hall tomorrow:

SATURDAY, JULY 3 at 12 noon.

All hands are invited to attend the movie tomorrow and each Saturday thereafter. Enjoy the best available in sound film entertainment — at no cost — in the comforts of your own Union hall.

Watch this space each Friday for the announcement of the following day's program.

## INDIAN SEAMEN TAKE CUE FROM SIU

PHONE: 2 5 5 3 2

GRAMS: 'OCEANITE'

## THE MARITIME UNION OF INDIA

PRESIDENT  
CAPT. R. R. MEMERY

GENERAL SECRETARY  
D. MUNGAT

REF. NO.

msc/255

2ND FLOOR,  
204, HORNBY ROAD.

BOMBAY. 22. 6. 48.

Mr. Paul Hall,  
Secretary - Treasurer,  
Seafarers International Union of North America  
Atlantic and Gulf District,  
51, Beaver Street,  
NEW YORK 4, N.Y., U.S.A.

Dear Sir,

A copy of the Seafarers Log dated Friday, March 12, 1948 arrived here yesterday. In behalf of this Union I send you our heartiest congratulations on the wage increase as published in the Log and all good wishes for the future.

I was greatly impressed by the article "Strikes and Strike Strategy" and in particular by the record of your fights and help given to other Unions. It is likely that we may also be forced into taking industrial action not only to improve the conditions of our members but also to preserve the very existence of this Union. I would, therefore, be obliged if you would permit us to reproduce the relevant portions of this article to educate our membership.

Yours faithfully,

*D. Mungat*

General Secretary.

Further acknowledgement of the SIU's far-flung prestige comes from Bombay, where the Maritime Union of India is showing interest in Seafarers policy and educational program. Above letter, from D. Mungat, general secretary of the Indian Seamen's union, requests permission to reprint portions of "Strikes and Strike Strategy," an SIU booklet published recently and available to all hands. The SIU promptly forwarded its okay for the project.

## New York Shipping Begins To Move Again After Bad Weeks

By JOE ALGINA

NEW YORK—This week instead of reporting shipping at a standstill, as was the report for the past several weeks, we can safely say that the shipping has gotten off its back and has reached its knees. It's just barely creeping, but we hope it gains strength and will be jogging along before long.

In spite of several lay-ups this week, the ships gained through the good work of the Organizers, plus some of the others that have been in lay-up, have brightened the shipping picture considerably.

Even the alien Brothers, for whom shipping has been very tough, have found it much easier to grab a job during the past week.

It's good to see these Brothers go aboard the ships, but it is still important that they take steps toward securing their citizenship papers. Shipping is never again going to be what it was awhile back, so aliens should prepare for the days of tough shipping.

One of the ships to come out of lay-up this week was the Gadsden, American-Eastern's heavy lift special ship. She has a 18-months charter to carry locomotives to Turkey.

The clean payoffs of the week go to a couple of Waterman ships and a Bull Line vessel. The Afoundria and Bessemer Victory, Waterman, came in and paid off without any trouble other than the usual minor beefs. The Helen, too, was a joy to the eyes of the Patrolmen.

### STICKING AROUND

Unfortunately, the Afoundria will be around port for awhile until she receives new orders, and the Helen is headed for lay-up for an indefinite length of time.

Another fond farewell was given the SS Alcoa Cavalier. She has made her last voyage out of New York and will operate out of the South from now on. A lot of fellows had made homes aboard her, and were sorry to see her drop New York as the home port; but we aren't

really losing the Cavalier, so there is no loss.

Once more here's a reminder to crews going ashore—

Make sure that there is a sailing board at the gangway before taking off to do the town. We've had a lot of beefs on this matter and there is only one sure way of clearing it up.

Instead of taking the word of the First Assistant or the Purser as to the sailing hour, raise

your voice a little and yell for a sailing board. It'll insure your catching the ship in time and with all hands aboard.



Even if you're always on hand when the ship leaves, there

might be a few Brothers who got the wrong dope. There's no sense in sailing shorthanded. This should eliminate this problem.

Here's another thing to remember at the end of the voyage: Be sure you are present at the payoff. It's hard to imagine men missing the payoff, but it happens all the time. As a result they lose out on disputed overtime and other money rightfully theirs. It's a long, hard pull to collect dough once the payoff is over.

### SAVE THE PATROLMEN

Another reason for being there, and this one for the Patrolman's sake, is so you can pick up your book or permit.

Often Patrolmen find themselves weighed down with books and permits left with the Delegates, but never claimed. Not only does the poor Patrolman have an aching back, but back at the Hall he has a file cabinet bulging with unclaimed books.

Be at the payoff and save money.

## The Patrolmen Say—

### Wise Precaution

With shipping slowing down, and the warm dog-days of summer setting in over the hinterland, a good many Brothers are getting jobs ashore—or just heading back to the fields and streams, the mountains and tall-timber for an indefinite vacation.

If you should be one of these, Brother, don't forget to retire your book!

That vacation can mighty easily stretch out to six months or a year and, as you know, if your dues get over six months in arrears, it'll cost you a twenty-five dollar fine to get squared away again and if it's a year you're OUT.

So before you join the back-to-the-soil-movement, or take a fling at that tough old job of making a living on land, get your dues and assessments squared away, your strike clearances stamped in, and then take your book up to the sixth floor of the Headquarters office, 59 Beaver Street, New York 4, New York, (or mail it in) and have it properly retired.

Freddie Stewart

## Prove Identity

To all members who have checks held for them at branch mail rooms:

Port Agents will not give out any mail containing checks, unless the addressee shows sufficient evidence of his identity, such as Union book, seaman's papers, discharges, etc.

An instance has been reported of an envelope containing a check being picked up by a phony who later forged a signature and cashed it. To prevent a recurrence, checks will be given only to the person to whom it is addressed, and the only after full identification is made.



# SIU-Contracted Companies: South Atlantic

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.

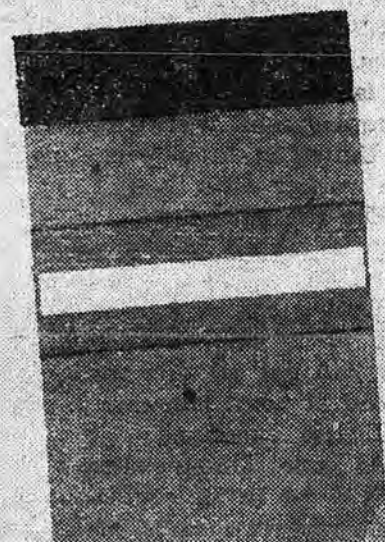
Some of the companies have long and interesting records in American maritime history—some of that history was made with SIU crews aboard the ships.

By the turn of the century, the revolution in transportation was in full swing. The horse and buggy were soon to be replaced by the automobile; the airplane was ready to take to the air and wooden sailing vessels were fast being replaced by all-metal, steam-driven ships.

Though wooden ships were becoming scarce in the world's shipping lanes, it was because of them, strange as it may seem, that the South Atlantic Steamship Line came into existence.

Cotton still reigned as King in the South, but a new industry—naval stores—was gaining strength. Pine pitch and pine tar were used extensively in the building of sailing ships, and the products of pine gum came to be known as naval stores.

South Atlantic Steamship Line was organized in 1907 by a group of Savannah business men for



A familiar sight in European ports is the South Atlantic stack design. The stack is yellow having a black band at the top followed by blue, white and blue bands.

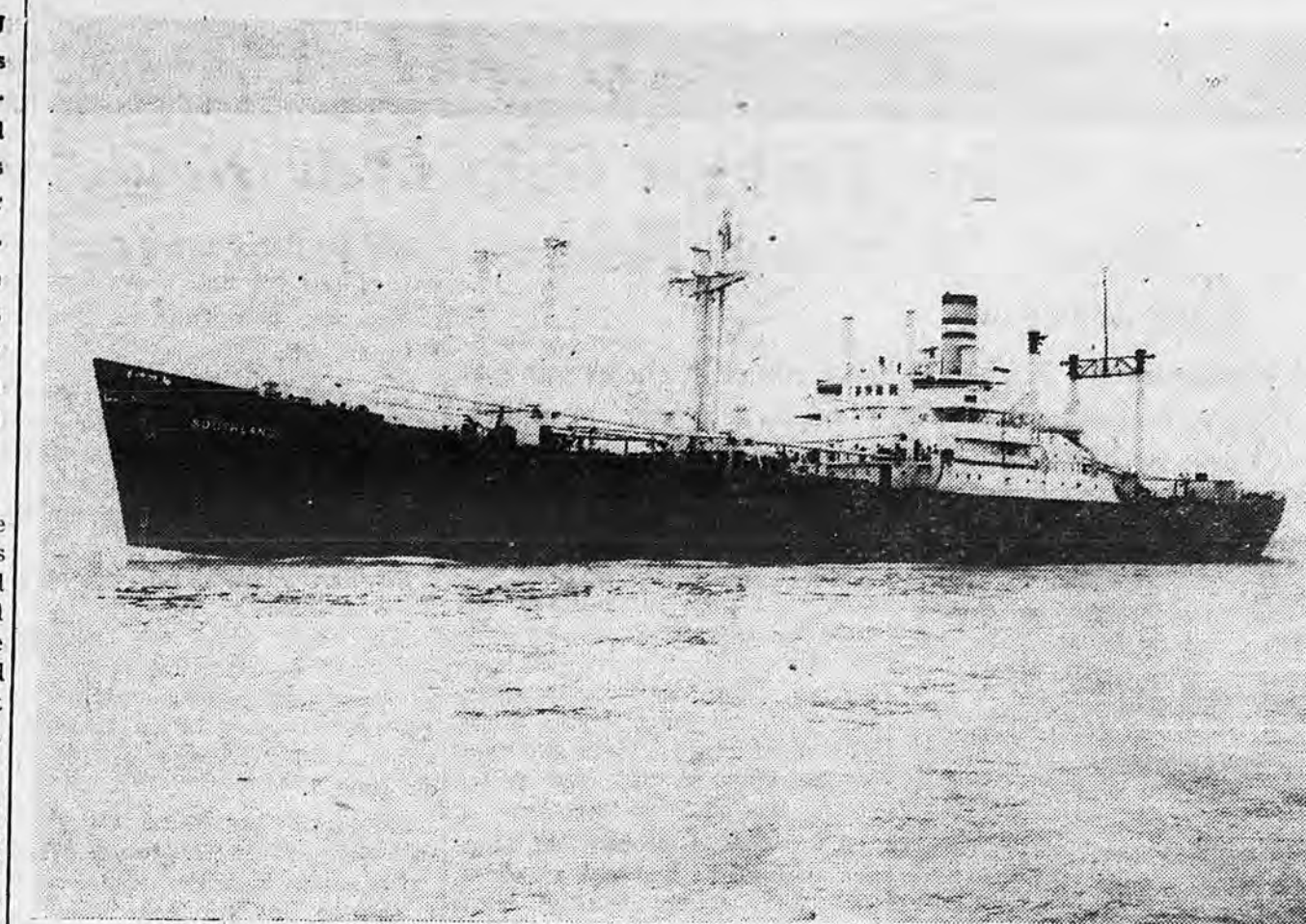
the purpose of handling export shipments of naval stores from South Atlantic ports to Europe.

They felt that the building of wooden vessels in Europe was still continuing at a rate to make the export of naval stores profitable.

In entering the maritime field the company did not make use of American vessels, primarily because there were very few American Flag vessels operating in foreign trade. And like most other shipping lines at that time, South Atlantic Steamship maintained its service largely by the use of chartered foreign flag vessels.

## COULDN'T COMPETE

It was up until World War I that the company continued to charter foreign flag ships, by this time carrying cargoes of all



One of South Atlantic Steamship Line's four postwar acquisitions, the Southland, a C-2, poses for its formal portrait before entering service to European ports.

types. Due to high building and operating costs of American ships and due to the fact that subsidies were furnished to foreign lines by their governments, competition by American ships was almost impossible.

However, the first World War made it necessary for the government to build a large fleet of American vessels to transport and supply our troops overseas. The building of this fleet brought about some revolutionary changes in this country's merchant marine.

At the end of the war, like the end of World War II, the government found itself the owner of a large fleet of ships. Being anxious to dispose of the ships and establish permanent American Flag services in foreign trade, the government allocated trade routes to various American companies.

South Atlantic Steamship Line, in 1926, was appointed managing operators for the American Palmetto Line, a government-owned service from South Atlantic ports to the United Kingdom and continental European ports.

In 1928, South Atlantic, together with other shipping interests, purchased ten ships of the American Palmetto Line to be operated in the service already appointed by the government.

After the purchase of these vessels, all of which were of the Hog Island type, South Atlantic made improvements which increased the speed of several of the ships, and installed refrigerated cargo space for the carriage of Florida citrus fruit to Europe.

## FILLED OUT FLEET

About five years later, the company acquired two additional ships having refrigerated cargo space, increasing the size of its fleet to twelve ships.

With this fleet the company continued its service to Europe until 1939 when, with the passage of the Neutrality Act, American Flag vessels were prohibited from carrying cargo into the war zone.

South Atlantic was then forced

to discontinue its service to Northern Europe and turn its vessels into other trades. Hit by the war-caused switch were the Seafarers aboard the South Atlantic ships, the company having signed a contract with the SIU in 1938.

The other trade routes did not produce the volume of business necessary to keep the entire company fleet in operation, so all vessels but four were sold. Those kept, the Tulsa, Shickshinny, Schoharie and Fluor Spar, were operated during the entire war period, and although subjected to constant hazards of mine and submarine warfare, and occasionally to attack by enemy aircraft, none of the vessels was lost, although two suffered some damage by air attack.

In addition to the four company vessels, the company, acting as general agent for the War Shipping Administration during the war, operated as many as fifty-two vessels.

In 1944, the company was presented with a WSA War Service Certificate, "In recognition of meritorious service to the United States of America in time of war."

## FINE CREWS

In commenting on the award, the company stated: "This recognition was largely due to the fine service performed by the Seafarers who sailed these ships through the hazardous and difficult conditions existing during the war."

While sailing the ships of the

South Atlantic Steamship Line, eighty-one SIU members on eight vessels lost to enemy action, were killed or reported missing.

## WAR LOSSES

The eight ships lost to enemy action were the Benjamin Smith, lost January 23, 1943; the James Oglethorpe, lost March 16, 1943; the Richard Caswell, lost July 16, 1943; the Joseph Wheeler, lost December 2, 1943; the Virginia Dare, lost March 14, 1944; the John A. Truetlen, lost June 29, 1944; the Henry Bacon, lost



February 23, 1945 and the William J. Palmer, lost August 4, 1945.

In reorganizing, following the war, the company disposed of its four owned Hog Islanders and purchased four C-2 vessels, the Southland, Southwind, Southstar and Southport.

With two chartered C-1-A vessels and 13 chartered Libertys, the company is once more operating in the European trade.

The two C-1-A vessels are the Cape Nome and Cape Race.

The libertys are Alexander S. Clay, Bertram G. Goodhue, Edwin Markham, Felix Grundy, Frank E. Spencer, Irvin S. Cobb, James Swan, John W. Burgess, Robert Stuart, Russell A. Alger, Stephen Leacock, William Carson and William R. Davie.



A too-familiar scene to Seafarers who ran the U-boat gauntlet. This crew's ship didn't make it. Eighteen Seafarers, survivors of the torpedoed Richard Caswell, are shown ready to board the U.S. Navy vessel Barnegat. The men were adrift on life rafts for six days, following the sinking on July 16, 1943.





# SHIPS' MINUTES AND NEWS

## SS Southport Rams, Sinks Finnish Ship In Channel Fog; Mine Menaces Rescue

By GEORGE REOCH

Making our way through a peasoup fog in the English channel in the evening of June 4th, our ship, the SS Southport, collided with the Finnish freighter Finnborg. The Southport's bow cut through her midships like a knife through butter, causing her to take water immediately and with such swiftness that her crew was forced to take to the lifeboats at once.

We had left Le Havre after discharging our cargo and were in the Channel about 1 P.M. Due to the fog we made our way blind, with the foghorn sounding its blasts regularly. Once in awhile we heard another ship faintly, but nothing seemed close to us.

It was after chow that we became aware of a ship approaching well over to our portside. Her horn could be heard distinctly, but after a curious silence on her part, we were startled to hear her blast loud and near. The Captain immediately rang for half speed.

At 6:31, Bobo Merritt, forepeak lookout, saw a ship loom out of the fog off the starboard and heading across our course.

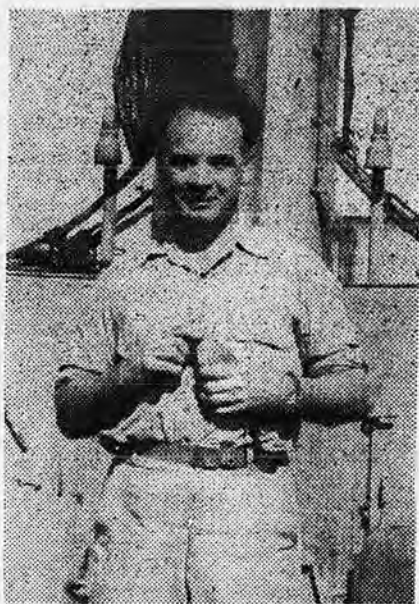
He phoned the bridge and grabbed the rail, he was sure we would collide. Immediately our ship sounded three blasts and we went full astern. The other ship, however, held her course and was halfway across our bow before our momentum carried us into her midships.

### EASY CRASH

It was a soft crash. Men standing on deck remained on their feet. Nevertheless, our C-2 cut deeply into the other ship.

We could see her housing splinter like cardboard. Out of a great gash in her side poured a stream of phosphate, leaving a yellow wake in the water as she continued on her course. In a minute she was lost in the fog.

Our ship stopped, the lifeboat standby signal sounded. We immediately lowered a boat, which put off in the direction of the



George Reoch, narrator of the Southport's harrowing Channel experience, poses on deck for his picture. Brother Reoch was Night Cook and Baker on the Southport.

ship. The lifeboat was guided by the calls coming from the other ship as her crew called for help in unison. Our boat, too, was soon lost in the fog.

Just then two small boats appeared, half-filled with water and in sinking condition. Both were overcrowded with 28 men and a woman. Lines from our ship were thrown to them and pails for bailing were lowered. Then a ladder was put over the side.

One man came aboard, then a second started up the ladder when suddenly the ladder broke throwing the man back into the boat, almost causing it to capsize.

By this time our lifeboat pulled along side and the Chief Mate in charge of the boat called to the Captain, "A large mine

ahead. It's floating down on the ship!"

What had been nervous tension until then immediately became near-hysteria. Immediately our ship was thrown into full reverse. The small boats, dragged by our lines, were tossed like wood chips, while the men in the boats cursed and yelled at the top of their lungs.

After a few minutes we stopped and again lowered a ladder. Slowly the occupants of all boats were brought aboard.

We hustled the survivors into the messroom and plied them with sandwiches, coffee, cigarettes and clothing. The clothing was necessary as they were unable to save any belongings. Their ship had gone down in ten minutes.

They told us that the Finnborg was taking a cargo from North Africa to Finland. The woman, we learned, was the Captain's wife.

After making the Finnish seamen comfortable, we went forward to examine the damage to our ship. Our bow had been torn from the 6 foot to the 22 foot mark.

That was all we needed to make us cautious during our return to the French coast. By Sunday morning, after a slow and careful trip, we arrived in Cherbourg. After giving the Finns a hearty breakfast we put them ashore.

At present we are in drydock for patch repair. How long we will be here is anyone's guess. We are just thankful that we are still in the land of the living.

## Paul Hunt Dies In Cuba; Member Of SIU 5 Years

Word has been received of the sudden death in Nuevitas, Cuba, of Seafarer Paul Hunt. He was a member of the Stewards Department of the SS Noah Webster, Waterman.

Frank Gardner, who was Chief Steward on the Webster, wrote to Hunt's parents telling them the details of his passing, and also telling how his shipmates had rallied around to see that the funeral and other matters were properly handled.

Gardner later received a moving letter from Paul's father, Louis Hunt, of Deer Park, Ohio. "If you know of any of Paul's buddies who would drop me a line," wrote the elder Hunt, "it would help us to better bear our sorrows." Apparently, just Deer Park, Ohio, is address enough.

Paul Hunt joined the SIU in Boston in 1943 and sailed in the Stewards Department. He was 23 years old.

## Crew Holds Memorial Rites

The SS Harry Peer's first two trips under the SIU banner were good ones, according to Worth Pittman, OS.

The ship, a tanker belonging to Oceanic Tankers which signed the Seafarers tanker agreement recently, has been making three-week shuttles between Texas and Florida.

Pittman signed on in New York originally, but the ship headed right down the coast to the Gulf to carry oil from the Houston area to Jacksonville and Tampa. He paid off in Jacksonville on May 22 and in Tampa on June 2.

Memorial Day found the Peer two days out of Houston and the entire crew took the occasion as a solemn one for men who go down to the sea in ships.

In a little ceremony which Pittman photographed for the LOG, Bosun Jack Christy gave a talk and floral wreath in memory of men lost at sea was tossed overboard.



SS Harry Peer crewmember Al Lopez holds the floral wreath which was cast upon the waters during ceremonies in remembrance of SIU Brothers lost at sea. Services were held two days out of Houston, Texas on Memorial Day.

## More Afoundria Men Blast Use Of Cheap Labor Abroad

Last week the LOG reported the strong protests of three members of the crew of the SS Afoundria, a Waterman ship, against the use of German "slave labor" in the British-controlled port of Hamburg. Hardly was the ink dry on the story before a new protest arrived. This one was signed by the entire Afoundria crew of 28 men.

The latest protest against the goings-on in Hamburg is substantially a recapitulation of what was said in the earlier ones: that in the British-run ports of Germany, the Masters of American ships are hiring German workers and paying them a few cents apiece a day to do chipping, scaling and other jobs.

The Afoundria men point out that not only does this set a precedent that could spread to the detriment of American seamen sailing elsewhere, but that it does the Germans no good either. They feel that the work should be performed by the crews, or, if that is impossible, by shore-side labor in American ports.

The complete text of the Afoundria crew's resolution follows:

"In the years that have passed since the end of the war, it has been a general practice of Captains on American ships to employ shoregangs in foreign ports. This has been especially true in the British Occupation Zone of Germany.

30 TO 1

"In this zone, any Captain can employ 20 to 30 men for wages equivalent to what one or two American seamen make a day. We feel that this practice is against what our Union stands for. Furthermore, it is contrary to what any right-thinking

American believes to exploit slave labor.

"If it should be necessary for ships' Captains to employ shoregangs, then let them use American labor at decent wages. Then unemployment will decrease in the United States as every American worker get a living.

"The present practice in Hamburg is taking jobs away from American seamen. Instead of employing one or two more seamen to a ship, the employers now can get all this work done abroad at what amounts to practically no expense.

"As our Union always has worked for better conditions and more jobs, we must resist any attempt to break down our gains. The shipowners gradually will crew ships with fewer men if this practice is allowed in foreign ports. Our policy is increased employment for American seamen.

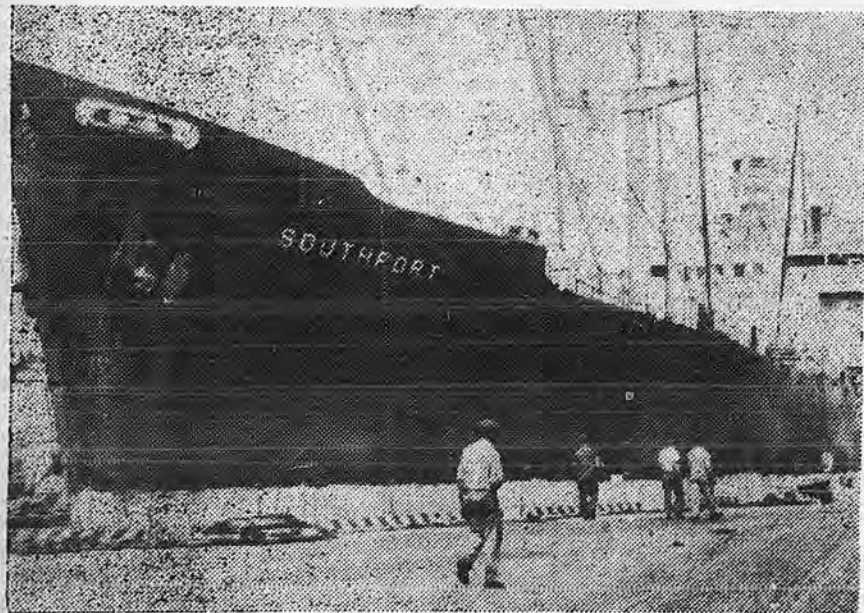
"While there are seamen who favor such practices, their view results from a failure to think the thing through. No seamen, and no shipowner either, who thinks carefully on this matter could advocate continuing it."

## On Overtime

To insure payment, all claims for overtime must be turned in to the heads of departments no later than 72 hours following the completion of the overtime work.

As soon as the penalty work is done, a record should be given to the Department head, and one copy held by the man doing the job.

In addition the departmental delegates should check on all overtime sheets 72 hours before the ship makes port.



The Southport as she appeared before leaving Mobile on what proved to be an almost-disasterous trip. Feeling of the crew was that if they had not struck the Finnish ship, they might well have gone on to hit the loose mine floating in their path. The Southport has now completed patch repairs in Cherbourg and is on her way back to the States.



# Digested Minutes Of SIU Ship Meetings

**STEEL FLYER, May 14—** Chairman Ross Rhady; Secretary Paul Chavez. Few disputed hours in all departments. Approved repair list. Hot water situation to be taken up with Patrolman. Elected Chester to be Ship's Delegate. Carried motion by Raffoon, seconded by Morris, that men try to get room allowance for period in January when there was no heat aboard. Delegates to get new reading material for next trip. Milk to be bought in sanitary containers instead of five-gallon cans.

**ALCOA PIONEER, April 11—** Chairman Red Collins; Secretary Eddie Caudill. Department delegates reported everything okay. Voted for porthole screens to be obtained at first U.S. port, and for keys to crew's quarters. Collins elected Ship's Delegate. Departments to take turns cleaning laundry, and the messhall be kept clean. Voted to hold meetings every two weeks. Discussion of various Union matters under Good and Welfare. Minute of silence for departed Brothers.



**STEEL DESIGNER, May 9—** Chairman Vassar Szymanski; Secretary E. Goslow. Few hours of disputed overtime in departments and repair list to be turned over to Patrolman. Patrolman to check on money from previous slopchest overcharges which was to go for athletic equipment. Suggested that rooms be reassigned on a watch-and-watch basis. Voted to try to get an extra Messman. Patrolman to check insufficiency of soap supply. Washing machine to be left for next crew, with notice to next crew to show appreciation by donations to LOG and hospitals, present crew having bought machine. Minute of silence for Brothers lost at sea.

**WALTHAM VICTORY, Jan. 18—** Chairman N. Fisher; Secretary C. V. Dix. Delegates reported on standing of crew members. New Business: Jack Johns elected Ship's Delegate. Moriarity moved that the question of more suitable quarters for Junior Engineers be taken up with the patrolman upon arrival. Under Good and Welfare it was decided that singlets and undershorts could not be worn in the messroom at meal times; but that T-shirts and tropical shorts would be accepted. The Deck Delegate was asked to see the First Assistant about fixing the toilets. One minutes of silence for Brothers lost at sea.



**McKITTRICK HILLS, May 25—** Chairman Jim Hammond; Secretary Walter Harvek. Deck Delegate reminded the members that all overtime must be turned in within 72 hours. Engine Delegate asked that all performers be brought up on charges for the good of the Union. Good and Welfare: It was decided that ship's meetings be held every two weeks. Performers damag-



ing ship's gear or interfering with shipmates while drunk would be fined and the fine would be turned over to the strike fund. Issues of the April LOG were received in Rotterdam, and the membership, many of whom stood picket duty, were glad to hear of the outcome of the UFE strike. One minute of silence for Brothers lost at sea.

**TRINITY VICTORY, April 25—** Chairman J. L. McHenry; Secretary A. J. Yuknis. Delegates reported on Union status of members in their departments. New Business: covered mess room cleanliness, a general repair list, and the posting of slopchest price lists. Good and Welfare: An invitation was extended to department heads to attend one meeting. One minute of silence for Brothers lost at sea.

**TRINITY VICTORY, May 16—** Chairman W. Lyons; Secretary A. J. Yuknis. Deck and engine department delegates reported disputed overtime. New Business: Motion to request Master to have coffee urn changed, and steam line installed in laundry. Good and Welfare: Motions that adequate clothing be worn at meal times, that watch men use showers as soon as possible after coming off watch. One minute of silence for Brothers lost at sea.



**AZALEA CITY, May 18—** Chairman L. S. Bugajewski; Secretary H. Hankee. Department delegates reported all in order. Ship's delegate reported that he had talked to Captain and obtained an issue of five cartons of cigarettes per person. Good and Welfare: It was agreed that a table be reserved for the 4-8 watch at night in order that they could be served first. It was arranged for the crew aft to use the Steward's department showers because only steam and hot water was available aft. Since this situation is common on C-2's it was decided to register a complaint upon return to the U.S. in order to have the water line fixed. One minute of silence for departed Brothers.

**CAPE MOHICAN, May 25—** Chairman Chief Steward Naujalis; Secretary Rocky Basney. Delegates reported on status of members and Steward Department Delegate reported 65 hours disputed overtime. New Business: Motions for cleanliness of laundry, request for an extra perculator, cups and glasses carried out of mess room to be returned before meal hours. Motion that no one pay off until all disputed overtime is settled.

Good and Welfare: Vote of thanks for Chief Steward and his staff for the good food and service they put out during trip. One minute of silence for Brothers lost at sea.

**MAIDEN CREEK, May 23—** Chairman Antonio Schiavone; Secretary Robert G. Varnon. The Delegates reported disputed overtime would be checked and ready for the Patrolman upon arrival. Good and Welfare: The cramped condition of the Bosun's, Deck Engineer's, and Cook's foc'sls was discussed and it was decided to report the matter to the Patrolman. Motion was made to request the LOG to print an article of clarification on painting done by the Steward Department. It was moved that the slopchest invoices be checked to ascertain if more than ten percent profit was being charged, and to endeavor to have the stale cigarettes changed for fresh ones.



**JOHN RINGLING, April 23—** Chairman F. McGuire; Secretary P. Jakubcsak. Delegates reported on Union standing of members. New Business: Motion to request Patrolman investigate the death of John A. Gibson, to find if he was a SIU member, and to ascertain why there was no case history sent aboard on him. Also to ask Patrolman to find out why Brother E. Mattson was put on the ship as work-away when he needed medical attention. E. Abualy was elected Ship's Delegate. Motion to make up repair list and submit to department heads. Good and Welfare: Members agreed to leave their quarters clean on day of payoff. Fines of ten dollars against eleven crew members are to be turned over to the hospital fund. One minute of silence observed for Brothers lost at sea.

**PONTUS H. ROSS, May 9—** Chairman Smith; Secretary De Sei. Deck Delegate reported overtime slips would be given for cleaning oil on deck. Good and Welfare: It was agreed that Steward Department would paint out quarters, heads and showers, while the Deck Department would paint mess hall and recreation room. Crew members were asked to return books and magazines to the library and not let them accumulate in the foc'sles. One minute of silence observed for Brothers lost at sea.



**HAWSER EYE, May 6—** Chairman P. Allgeier; Secretary Joseph Booker. New Business: Motions to discuss several Brothers who had been logged for failure to perform duties while drunk. The Brothers were warned not to let it happen again or action would be taken against them. Under Good and Welfare the Steward was requested to serve more cold drinks in hot weather, and the meeting was assured by the Steward of his full cooperation.

## SEAFARER SAM says:

WE DID IT AGAIN!

ONCE MORE THE AEG DISTRICT LEADS THE WAY FOR AMERICAN SEAMEN. IN THESE DAYS OF TAFT-HARTLEY AND OTHER ANTI-LABOR LEGISLATION THE SIU CONTINUES TO MAKE THE MAJOR GAINS ON THE WATERFRONT, PAVING THE WAY FOR THE OTHER UNIONS. THESE ARE POWERFUL WEAPONS FOR ORGANIZING - SO SPREAD THE WORD TO THE UNORGANIZED SEAMEN YOU MEET, AND SPREAD THE UNION!



## CUT and RUN

By HANK

An example of a powerful and effective defense of the labor movement and especially the SIU membership is the SIU's tremendous victory in keeping solid our traditional Hiring Hall. The sailors in other maritime unions are faced with fear, confusion and dangerous job conditions through the attacks by the shipowners and the communists. This is all the more reason for all SIU Brothers to fully understand and appreciate what the SIU Hiring Hall victory means in these days of tough shipping, unemployment and dangerous anti-labor hysteria.

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Every SIU permitman and bookman has the responsibility at all times of honestly protecting the jobs, contracts and aims of the SIU by carrying out the SIU rules aboard ship and in the Union Halls. While in port, every oldtimer and youngtimer has the opportunity to read his weekly Union newspaper and have it mailed home free of cost. He also has the obligation to study the Union constitution, the shipping rules, and booklets explaining how to become better Union men, how to organize new companies, how to be a shipboard delegate, etc. A tough Seafarer may be competent in his rating and a swell shipmate, but he should not allow himself to be ignorant of his own Union rules and programs.

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Such ignorance fouls up the contracts and the smooth-working apparatus of the SIU, whether it be the organizational program for getting more companies and jobs, the educational program in protecting contracts, taking care of beefs in a peaceful and sensible way or stopping gashound performers. We must emphasize that every Seafarer should understand one big necessity: To protect the strength, the many victories in beefs, the powerful reputation and the current expansion of the SIU. He must at all times carry out his shipboard job in shipshape SIU style and practice the same type of good unionism in every SIU Union hall.

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Brother Bob High just sailed into town as "second mate" aboard a day coach of the Pennsylvania Railroad. Bob, who has a quick-triggered sense of humor and the biggest and best "portable slopchest" of all latest humorous events, is keeping Brother Pete Larsen and others in stitches. We recommend our "Cauliflower Award" for the best sense of humor to Bob... Brother Charlie Scofield, the Electrician, just sailed in with his mustache... Here are some oldtimers in town: Frank Fromm, E. McCarthy, F. L. Ryan, L. Kimbriel, E. Sato, D. Lillie, J. R. Henchey, K. Staalsen, M. Garcia, A. M. Anderson, A. Pipinen, H. S. Bers, T. Salvatore, C. Hartman, T. M. Wabolis, J. Norgaard, L. Franken, T. Paul, C. O. Lee, L. P. Hogan, A. Magapagl, R. Baker, J. Tilden, J. Cegante, A. Petroe, F. J. Kroeker, C. Hunnicutt, C. W. Rasmussen.

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The following Brothers will be receiving the LOG every week: James Wirtz of Pennsylvania, C. Hitchcock of New York, Allen Rose of Virginia, Guy Wilson of Texas, Clinton Mason of Florida, Fred Miller of California, Dewey Shaver of North Carolina, Frank Bachot of Louisiana, Alton Clement of Louisiana, Wesley Young of Maryland, Howell Mauldin of Tennessee.



# THE MEMBERSHIP SPEAKS



## Feels Men Getting Travel Pay Should Pile Off Ship

To the Editor:

Back in 1941 in Mobile, if you paid off a ship with transportation, you had to register at the Hall and get your job off the board if you wanted to stay on the ship. There was no taking the money and just staying aboard whether there was anybody on the beach or not.

I think that's the way it ought to be now. There should be a provision in the shipping rules covering this point. It should read somewhat as follows:

A man must get off a ship after making a voyage whenever transportation is called for because the ship pays off in a port different from the one named in the articles.

A man who takes his transportation and stays aboard is doing somebody on the beach out of a job. The guy on the beach may have been waiting a long time.

### BAD EXAMPLE

What is more, the man staying aboard is setting a bad example which makes it hard for the Negotiating Committee to improve our wages and overall working conditions. Transportation is not a bonus, it's a guarantee that a man gets to his home port with his wages intact.

So I say again that the shipping rules should require a man paying off with transportation to register and get his job off the board SIU style.

### SIMILAR RULING

This change I suggest is right in line with the things we have done already. It's like barring shipboard promotions. You remember how it used to be: a guy who got next to the company would gradually get himself promoted up, doing everything the company way.

I say we should ship SIU style right down the line. Personally I'd like to know what some of the other Brothers think of this

### Sitting Pretty



Up from the depths for a breath of air, Brother Jones, Fireman on the Rufas W. Peckham, looks pleasant for the camera of Doc. Pepper. The Peckham, at the time, was on its way to Nagoya, Japan.

idea. If you have an opinion, send it to the LOG where I can see it and where everybody can see it.

I think this is an important issue, because I believe that the things like transportation which the SIU has gained the hard way should be for the benefit of everybody, not for the benefit of just a few individuals who take advantage of a pretty good deal.

Henry Robinson

(Ed. Note: How about taking a cue from Brother Robinson? Let him and the other Brothers read what you think. Send your letters to the Editor, SEAFARERS LOG, 51 Beaver St., New York 4, N. Y.)

## Performers Harm Union, Contracts, Brother Charges

To the Editor:

Now that our committee is meeting with the operators for new contracts, we still have a few irresponsible persons who persist in staying drunk on the job while aboard our contracted ships. These men are refusing to do their work and forcing other men to perform their duties. The companies, of course, have full reports on all such cases.

We have the best contracts in the maritime industry, but these characters are hurting our chances of getting better contracts. These irresponsibles should be removed from the SIU—they are a distinct liability to our organization.

### KEEP LOOKOUT

All SIU crews should watch out for this kind of company stooge and report his actions to the nearest Union Hall. They should see that action is taken by the membership in the one sure way of nailing them once and for all. Any person who violates our contracts is not worthy of sailing with the SIU.

Brothers, if the companies had control of the hiring, such actions would result in these men being fired and blackballed. Why, then, should we put up with the likes of these men?

### ANOTHER TYPE

Another type of disruptor is the former official of the Union who spends his time blasting the membership and its duly elected officials. Men like this are just as bad as shipboard performers. Cases have cropped up in Boston and New Orleans of such disruptive tactics. In both cases, however, the membership was quick to dispose of these characters. Any other disruptors who show up to try to blast us will be handled in the same way by an alert membership.

Brothers, do not let anyone endanger our contracts by willfully disregarding union conditions. Take immediate action to get rid of such people.

LeRoy Clarke

## PART OF THE 'BEST CREW' ON THE HOOD



Pictured here are a few of the crewmembers of the Robin Hood, described by O. L. Stefansson as "the best crew I have ever sailed with." Posing formally, above, are, left to right, sitting—L. Fisher, AB; O. Stefansson, Bosun; Bill, Crewmessman; Bedroom Steward; and Smitty, AB. Standing—B. Frew, OS; C. Carson, DM; C. Johnson, AB; and unidentified AB.



Three members of the Robin Hood's Deck Gang shown busy overhauling guy blocks and making rope slings. Left to right—Jack, OS; L. Fisher, AB; and Claus, Deck Maintenance.

Photos were submitted to the LOG by Joseph Faircloth, Baker on the Seton Hall Victory. Stefansson gave the photos to Faircloth when he returned to the U.S. on the Seton Hall after falling ill in Lourenco Marques. At present he is in the Staten Island Hospital.

## Hitch Has Many 'Hardtime Pupils'

To the Editor:

Just a few lines to the LOG and all Brothers to let everyone know how good or bad a trip can be if you get a few phonys topside.

First the Captain. Maybe some of the brothers have heard of him. He was thrown out of the Waterman fleet for smuggling cigarettes into Germany. Now he is with Alcoa. He's no doubt dreaming up a little racket to pull on this run.

The Chief Mate is as bad as the Old Man. Of course, he is still an apprentice when it comes to hardtiming the men, but he is a studious one. He'll learn all the tricks.

The Radio Operator is learning his at the Mate's knee. In due time he, too, will be a rival for the Captain in hardtiming. Right now he is playing "ears" for the Skipper. Everything he

hears he hurriedly relays to the Captain.

We've been on this shuttle run for over six months now and



the Radio Operator has become so fast at speeding tales topside that we are considering entering him in the Olympic tryouts. What event? Why, bull throwing, of course.

Crew of the SS Diamond Hitch

## Log-A-Rhythms

What Some Would Like

By

"WANDERING SEAFARER"

Said a bucko skipper  
To his bucko mate:  
"We'll toast the future,  
Sing our hymn of hate

To the day when unions  
Shall be no more,  
And we'll be the masters  
Three miles off shore.

"Here's to the soul  
Of Captain Bligh—  
Captain Ahab's own brother:  
—They did not die;

To hell with progress  
If we must explain  
The deeds we do,  
Which cause men pain.

"We'll sail the ships  
With cat o' nine tails,  
A flogging for an answer,  
To make crews quail.



We'll put God's fear  
In their very bones,  
And feed their carcasses  
To ol' Davey Jones.

"We'll set the wages,  
And cut down the grub,  
We'll carve out a kingdom  
On each rotten tub;

As gods we'll be,  
With the limit the sky.  
The past will be with us,  
Bye and bye.

"So here's to the Ahabs  
And the Blighs,  
Our souls are merged  
And they hover nigh;

Down with the unions  
And modern thought,  
That would curb our power  
Which treasure bought."

The Union answers,  
Clear and strong:  
"The laws of justice  
To all belong,

As freemen we sail,  
As patriots we stand  
Beneath starry banners  
Of our land."

## Best Wishes To SIU From The Fitzgeralds

To the Editor:

We have moved from Washington to Nashville, Tenn., where we are already getting the LOG. So will you please discontinue sending it to our old address.

We thank you for sending the paper to us, as we certainly enjoy keeping up with the brothers at sea. We send our best wishes to the Brotherhood and to the LOG.

G. M. Fitzgerald



## Seafarer Submits Poetry, Urges Members To Write

To the Editor:

Enclosed you will find a poem that I have written recently.

In the event that you find it suitable please place it in the LOG whenever there is enough space to do so.

I have been in the SIU a year now, and it goes without saying that I find it to be a top outfit.

This is the first time I ever have sent anything into the LOG. However I feel that each and every Brother should take time out and contribute some sort of article to the LOG, for the LOG, after all, is what we make it. Here is the poem:

### A SAILOR'S THOUGHTS

The restless urge to wander,  
The yearning to be free,  
Decided me to pack my gear  
And take a trip to sea.

I wanted to journey  
To lands far away,  
Or perhaps

To the end of the rain-  
bow,

And tarry for'er and a day.

Oh many miles have I  
traveled,

Since the day I first left  
home,

And many sights have I  
seen

In Shanghai, Paris and  
Rome.

However, dear Brothers,  
This I confess:  
Of the places I've looked at,  
I love my home town the  
best.

Some time I'll abandon  
This life of a sailor,  
And settle, no more to roam.  
No matter how far you  
travel,  
You will find no place like  
home.

F. P. Jeffords

## Brother Wants True Lowdown On Draft Status

To the Editor:

In the daily papers I read about the new draft law. Soldiers and sailors who had a certain amount of war service are exempted. Even the goody, goody boys — the Coast Guard personnel—are cleared.

Where the heck do we, the merchant seamen, stand?

I am one of the many SIU members who is between 19 and 25 years of age; and I am wondering just what is to become of us.

Perhaps Joe Volpian of the Special Services Department can give us the true low down in the next issue of the LOG.

Thanks for a wonderful newspaper.

Walter S. Blazer

(Ed. Note: See article on page 3 of this issue.)

## Military Rules In Port Of Bremen Vague And Costly, Brother Learns

To the Editor:

During my ship's last stay of one week in the port of Bremen, Germany, several unhappy incidents took place involving merchant seamen from various ships.

Nowhere is the old adage, "Ignorance of the law is no excuse," so religiously observed as in Bremen and Bremerhaven. Whether you are making your hundredth trip, and are wise to all the military rules, or are making your first trip and don't know an iota about Bremen, you get the same penalty if you crack one of the laws promulgated by the military authorities. And don't expect a fair break.

During my last seven trips to Bremen and Bremerhaven, I was told by various German citizens and in some cases by my shipmates of the various regulations governing merchant seamen ashore in the American zone of Germany. But I never had read a copy of any regulation nor seen any posted aboard ship or elsewhere.

### POST RULES

In fact, outside of a few paragraphs printed on the back of my shore pass, I have yet to be informed officially of the existence of any such regulations. For that reason, I suggest here that ship's delegates request ships' masters or American authorities in Bremen for copies of the rules governing merchant seamen. Those rules should be posted in every ship that approaches Bremen.

The incidents which took place in Bremen during my last visit would have been minimized and might have been avoided entirely if the crews of the ships involved had been properly informed of the rules. It is to save other merchant seamen hitting Bremen grief and material loss that I am submitting this letter.

Due to the fact that a certain American ship did not carry liquid penicillin in her medicine chest, a crew member carried some himself. He had 500,000 units, just sufficient to tide one person through an illness.

It would have been hard for anybody to doubt the seaman's statement of the facts. He had made no effort to conceal the medicine. That he intended it for his own use seemed beyond question.

### CONFISCATED

Yet no amount of reasoning could save him from being fined. Nor could it save the penicillin from being confiscated.

May fate be kind to this seaman! May he have no need for the confiscated medicine while he is in regions where it cannot be obtained. And may other seamen save themselves from similar predicaments. They can save themselves easily enough by turning penicillin or other medicines over to the Master or the Purser upon entering the Bremen area.

One ship made Hamburg in the British Zone before reaching Bremen in the American. While in Hamburg, some of the crew who had friends there acquired several German-made articles as gifts. Not knowing anything about regulations and having no intention of "smuggling" the articles anywhere, they made no effort to conceal them.

The crew was not informed of the legal aspect of an economic transaction outside the American Zone, nor were they instructed to declare such articles. When the German customs men, under the supervision of an American official, found these articles, they

confiscated them. The latest information I have was that the men involved were to appear before a U.S. military court in Bremen.

I was told that one of the men claimed that he had a camera which he brought from the States confiscated, although he showed stateside pictures as evidence that he'd had it a long time. However, it was a German-made camera, and he lost it because he could not produce a bill of sale from the States.

### WORD OF WARNING

To camera enthusiasts I say if you have a German camera don't bring it to Bremen unless you register it was the customs people in the States before you leave.

The last day we were in Bremen, several members of the crew of one ship complained to the chief German police officer that German guards at the dock were frisking American seamen and confiscating the few handfuls of extra cigarettes they found above the allowable three packs a man. As a result the practice was stopped and the guards involved were dealt with summarily.

We were told that the German police on the docks did not have the right to confiscate cigarettes or anything else from an American citizen. If an American was found carrying prohibited articles, he was supposed to be sent back to the ship, or the American military police were to be called to make an arrest.

We could not confirm the legal aspects of this last information as we sailed shortly after the incident occurred.

Philip Reyes

## Do It Now

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

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

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

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

## It's All Very Clear Now — He's In The Marine Corpse

To the Editor:

Pity the poor seaman that meets an inland girl for the first time. Having been a Seafarer for the past four years I frequently find myself heading inland to drink in the cool air of the mountains and take a hike through the woods.

But, as it usually happens, I find myself drinking something a little stronger than air, and the nearest I get to the woods is the sawdust the barkeep dumps around every morning. But on with my story.

On these inland trips I usually meet a few of the local belles. These ladies know as much about the merchant marine (what's left of it) as I do of the function of the female brain.

The following is an account of a conversation I usually find myself involved in:

She: Do you work around here?

Me: No, I'm in the merchant marine.

She: Oh, I know a fellow in the Marine Corps. He's...

Me: Excuse me, I'm in the merchant marine.

She: Oh, where are stationed?

Me: Here and there.

She: Where's your uniform?

Me: A dog bit the seat out of it and I'm having it fixed.

She: Have you been on a big boat lately?

THIS MEDAL THEY GAVE  
ME FOR SWIMMING  
IN UNDERWEAR!



Me: I was on a Campbell Soup tanker last trip.

She: I'll bet you boys ate plenty of soup, didn't you? (Ye Gods!)

Me: Yes, we had a soup pump rigged up on deck.

She: I wish I were a man. I'd join the Marine Corps like you.

Me: I'm in the merchant marine.

She: How long have you been in the service?

Me: About four years.

She: Are you going to retire on a pension?

Me: I doubt it very much.

She: What will they do if you stay over your leave?

Me: They worry a lot.

She: Where do you like to go best?

Me: The Virgin Islands.

She: Tee Hee! That's cute.

Oh, there's Lulubelle, my girlfriend. You must meet her. She's so sweet, you'll just love her.

She: Lulu. This is Jack. He's in the Marine Corps.

Lulu: Hello. Say, I know a fellow in the Marine Corps. Where are you stationed?

Me: I'm in the merchant marine and not the goddam Marine Corps!

Lulu: Say, where's your uniform?

Me: Ye Gods! Bartender, bring me another drink and make it double.

Melvin G. Hartley

## FREE-WHEELING PETROLITE MEN



During one of the few times ashore during an 11-months voyage, a couple of the Petrolite crew latched onto bicycles and, with the aid of a guide, toured Casablanca. Perez, a local boy, on the left, poses with Petrolite Jack Maurer, OS, and John Crews, OS. Picture was submitted to the LOG by Brother Crews.



## MADE FIRST SIU-CONTRACTED TRIP ON STEEL SURVEYOR



The crew of SIU men who took the Steel Surveyor out on her first SIU-contracted trip. Brother Thurston J. Lewis, Deck Delegate, reported that the gang worked together well and went a long ways toward ironing out the kink; aboard the newly-contracted ship. No names are given, but according to their rating, they are, left to right, front row—Maintenance, Engine Delegate, Galley Boy, Chief Cook, Maintenance and Acting AB. Back row — Messboy, AB, Messboy, FWT, Steward, Jr. Engineer, Oiler, Oiler, FWT, OS and Second Cook.

## Surveyor's First Trip Under SIU One Long 'Battle Of The Agreement'

### To the Editor:

We are just completing a trip on the SS Steel Surveyor, ship of the recently-acquired Isthmian line. We were duly warned by the Brothers making the last voyage that we might regret our trip. It was to be our first trip under the new Isthmian Agreement. We were also told that the Mate was a phony claiming to be an ex-SUP man. We agree that if he was ever an SUP sailor, he is now ex—but definitely.

Things were so-so during our trip out. On leaving Bombay the Chief Mate refused to knock off the 12-4 watch at 11 o'clock as per agreement. He told the Delegate that he should read the agreement. Later he learned his mistake and told the 12-4 if they put down overtime he would make it hard for them. Bell to bell and strictly 15 minutes for coffee. Kinda smells, doesn't it?

In Madras the 4-8 watch was standing by to turn to from 9 to 10:30 A.M. because the Mate did not have them turned to. Later, when he found we were to be in port overnight, he wanted them to work that hour and a half in the afternoon to complete their eight hours. The Delegate told him the 4-8 watches eight hours were up at noon and he had to go to the Captain to make that stick. He did it though.

### STRICT SCHEDULE

Stand-by has been strict on the bridge. The Delegate had to go to the Captain to get the last stand-by knocked off long enough to make coffee and tidy up the messroom for the oncoming watch.

"Is there anything in the agreement that says we have to give them coffee?" the Captain asked.

"No sir, it was not thought to be necessary," the Delegate said. "It has been the custom for the past hundred years." He was not sure it had been the custom for

that long but he was flabbergasted by the question.

"Well, we'll give them coffee to keep the peace," stated the Captain. "But you are to be paid for eight hours and you might as well work it."

The Mate, as usual, tries to shy clear of any overtime in lieu of the rest period. One evening, when the delegate was on the wheel, he went up to argue with him. He started to tell him to inform the crew not to put down for such overtime when they were on sea watches. He was arguing his point with grand rhetoric, and supposed logic, when the Junior Third Mate on watch jumped him about talking to the helmsman at the wheel. That took the wind out of his logic, but fast. It was a sight to see.

We get meager news from the States on the radio, but we have heard rumors of a strike. When the Delegate asked the Radioman about such news, the Radioman replied, "The first Officer has all of that dope." We have been led to believe that the Mate had put the hush-hush on him about issuing strike news to the crew.

Now we are about four days out of Savannah and rather glad this trip is coming to a close.

### NOT BAD, OVERALL

All in all, it has been better than we expected. But we would like to warn anybody about to make a trip on the Steel Surveyor that Chief Mate Spence is a hard taskmaster. He has all ready told the Bosun that next trip he intends to run the Deck Department strictly from bell to bell.

We believe that these ships can be made into better crafts for our Brothers to sail on if the fellows come aboard with their eyes open, willing to do their work in SIU style, and willing to help the Delegates keep the operators to the agreement.

We slipped up once when we were overtime after 6 P.M.

We thought that we got coffee time every two hours, but found that according to the agreement we can work from 6 to 9 without coffee. We were chagrined when we were shown by the Mate. That made us decide to study the agreement more closely.

We haven't seen anything in the agreement to this effect, but when the Mate was asked for overtime sheets, he answered, "Yes, I have some company overtime sheets, but I'm not going to give them to you. You fellows (the union) are supposed to furnish your own."

Well, here's to the SIU. In a few days we will be drinking to our Grand Old Union in Savannah. We are eagerly looking forward to meeting a few of our Brothers there.

Thurston J. Lewis  
Deck Delegate  
Steel Surveyor

## BROTHER, IN ARMY, MISSES THE LOG

### To the Editor:

I have been in the army for about seven months now, and I miss getting the SEAFARERS LOG. I had it sent home for my parents to read, but if it would be possible I would like to have another copy sent here. In fact, there are two other Seafarers here besides myself, so if you could send three LOGs it would be very much appreciated.

When I first joined the army I was stationed so far away from the coast that it was impossible for me to get any of the waterfront news. That's when a LOG would have looked like an old friend.

I would also like to have the address of the Union Hall in New York.

David E. Morelli  
Fort Monmouth, N. J.  
(Ed. Note: Three Fort Monmouth soldier-seafarers will be reading their individual copies of the LOG from now on.)

## Brother's Big Brainstorms Range From B'way To Yo-Yo

### To the Editor:

Here are a few brainstorms. Yes, brainstorms.

The first thing you should do is go see "Finian's Rainbow," at the 46th Street Treater in New York. In the first act a man called Woody comes out on the stage and introduces himself like this: "I am in the merchant marine. I am a union organizer."

Now my thought is that we ought to persuade Woody to say: "I'm an SIU organizer." It would sound better.

Ready for the next? In the personal column of the LOG you can run an ad like this: "Lost, one set of upper teeth. Finder please return, with reward. Ish neesh em very waddy."

Or we can run one like this: "Are you lonely? See Mabel before paying off. I listen to all beefs and will advise..." And then, underneath: "Forget Mabel. See Irene. I serve coffee. Bring your friends."

### OKAY, JUST ONE

You mean you can take another? I'm surprised, but here it comes. In the money due column run this: "Alec Trissian has \$35,000 coming in disputed overtime on his one-month voyage." Side-splitting, isn't it? I thought so.

Bromo Seltzer! Bromo Seltzer! Well you can see I'm trying. For breakfast we had illegitimate Rice Krispies — snap, crackle but no pop. The reason I act like this is on account of my new walkie-talkie. It talks all right, but the darned thing won't walk. Ouch, you're hurting my arm. Take a sedative and relax.

Let the Union take a firm new stand on that Chief Mate who told the Congressmen in Washington that we wouldn't sail with him on Pacific Tankers ships. Let's tell him sure we'll sail with him on all the Pacific Tankers there are. All he has to do is get himself a job. Let him find out that Pacific Tankers went out of business.

I believe that one year on a

ship is quite long enough. How about some fellows writing in their opinions on this question. How about a few blasts. Imagine one year on one ship! Never making a shoreside meeting! Seldom reading a LOG! Oh well, so it means job security.

Another thing I am against is unlicensed men eating topside, or going ashore with the ship's brains. This practice should stop now.

### YO-YO FOR FLATTIES

Did you ever notice the New York police, standing on the corners swinging their clubs endangering the very lives of passing pedestrians? Did it ever oc-



cur to you that we could make a million dollars off those guardians of public safety?

There they stand swing the sticks, thinking no doubt of the undented heads of thousands of pickets. However, these guys are human and they do go home nights like other people who work ashore.

When a cop gets home, that swinging arm of his must be pretty restless with nothing to twirl. Why don't we go into the yo-yo business? We could sell a yo-yo to every cop in New York, and then to cops in other ports.

A cop could swing his yo-yo at home before the mirror and practice ugly strike-breaking faces on himself.

Tell Rudy hello, and to hold my mail. I'll be away from New York for several months.

Ed Larkin

## Brother Provides Limousine Service

### To the Editor:

I am a retired member of the Seafarers and I am now running a limousine service.

If any of the Brothers are going home after the payoff, we'll provide first-rate service at very moderate prices. Should any shipmates care to go home over the weekend while their ship is in port, they should call us for service.

Should an arrangement be made for our service and the payoff then delayed for several hours or days, we'll stand by at no extra cost, ready to shove off when you're able.

### CHOW, TOO

On long distance trips, arrangements are made for sufficient rest periods, coffee and doughnuts or equivalent—at no charge to our customer.

If, after leaving the ship, you should wish to go shopping for a period of not longer than two hours, so that you may look presentable when you get home, our chauffeurs will go out of their way to assist you. Providing, of course, this does not conflict with the wishes of your fellow

passengers, who may want to get home early.

Cooperation and courtesy will be extended to you from the moment you board our car at the gangplank until you arrive at your doorstep. And Seafarers will be given special prices.

Incidentally, I joined the SIU in New Orleans in 1942 and my book which carries No. 22739, has been retired in good standing.

When you need transportation, give us a call: De Carlo's Limousine Service, 900 East 163rd St., Bronx, New York, Telephone DA 3-8726.

Carlos Ibrain

## Membership Rules

Membership rules require every man entering the Union Halls to show his Union book, pro-book, permit card or white card to the Doorman. Nothing else will be recognized. This is for the membership's protection. Don't waste the Doorman's—or your own—time by arguing this point. Observe the rules you make.



## Robin Kirk Crew Praises Steward, Three Fine Cooks

To the Editor:

The crew of the Robin Kirk wish to express their thanks to the Stewards Department for the swell food and courteous service that was extended during the past three-months trip.

Our Chief Steward, Joe Miller has done it again. The food was superb. Lobster tails in butter, milk three times a day, plenty of ice cream and, believe it or not, beer.

Joe has proven again that he is our number-one Union Steward; and the crew that sails with him is a lucky crew.

Joe has three cooks that would put a lot of big hotels to shame: Chief Cook J. Bove, Baker D. E. Jessup and Second Cook F. G. Rocafort.

Our Skipper, Captain Scholder cooperated 100 percent; which proves that we can work to-

gether. There hasn't been one logging.

Joe reports that our Skipper has never turned down a legitimate request. Anything reasonable that has been asked for has been granted. Sending a wire ahead for milk to be on the dock is a very unusual procedure—but not on this ship!

Our hats are off to a Skipper who has the crew's welfare at heart.

P. Sudia

A. T. Arnold

Michele Amato

## LOG TO BE ISSUED WEEKLY IN DURBAN

As a result of arrangements made with the Robin Line, bundles of the SEAFARERS LOG will be available shortly to the company's vessels calling at Durban, Union of South Africa.

Crews of SIU-manned ships may procure these bundles from T. McMurdo, acting manager for William Cotts and Co., Ltd., Robin Line agents in Durban.

The first bundles of the LOG under the distribution agreement are now on the way and should be available shortly in the South African port. Thereafter, Mr. Murdo will have copies weekly.

## Elusive McGogle Brothers Have Mission Men Baffled

To the Editor:

I am writing this as helpful information for the rest of the SIU-SUP crews of mission-type tankers:

We have a very good bunch of Engineers and men on here, and we all agree that the only trouble on this type is caused by two infamous characters, the Brothers McGogle.

First, and leader, is Pinhead McGogle, who has a fat belly, toothpick legs and gigantic feet, which he uses to kick out the blades of the turbines.

He runs around in the steam lines and boiler drums kicking out tubes and knocking out joints.

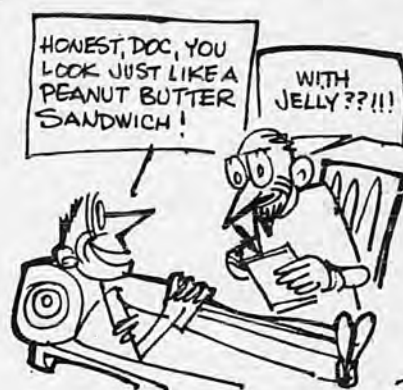
Then he sits up with a derby hat on the back of his head, a black cigar in his mouth, a peanut-butter sandwich in one hand and a bottle of Schlitz in the other just laughing like hell while you sweat your very blood out trying to make repairs.

### THREE FEATHERS, PLEASE

Now Joe, who looks like his brother, wears a Napoleonic hat with three feathers in it.

His famous stunts are throwing grit in the bearings, messing up the fans on the boilers and kicking out the governor-tips on the turbines.

He was caught the other day sitting on top of one of the



boilers opening the air vents and throwing in salt tablets.

We have found out how to satisfy McGogle by getting an extra supply of peanut-butter and leaving a box of cigars out in the engine room.

But, as yet, Joe has us stumped.

What would you suggest?

R. K. Breeden

For the Crew

SS Mission Purisima

(Ed. Note: We suggest a long rest—take a nice, refreshing ocean cruise.)

## SICK BROTHER DEFENDS MARINE HOSPITAL DOCTOR

To the Editor:

I understand that the Pilot gave Doctor Boyd, Surgeon in the Galveston Hospital, a bad name. Doctor Boyd is as fine a doctor as you will find anywhere. I have been in the Galveston Hospital for 15 days, and have received excellent treatment.

—Here's what happened:

A couple of guys secured passes from this hospital, went out and got drunk, came back and raised hell. So he tossed them out. Exactly what they deserved. We come to the hospital for treatment—not to get drunk. If you obey the rules here you will be treated right.

The SIU won't stand for drunks in the Halls; neither will the Doctors stand for them in here.

I would like to thank all of the doctors and nurses for the attention they have given me. The entire staff is fine.

Fredrick F. Farthing



## SEAMAR'S COLD BOXES: A STUDY IN CONTRAST



Bosun Bob and AB Ed must have felt like Old Mother Hubbard when they looked into the crew's icebox aboard the SS Seamar, where the traditionally generous Calmar night lunch is kept.

But just to prove the Steward isn't such a bad fellow after all, they took a look into the Saloon ice-box (right). Sure enough. That gentleman's officer had taken good care of the officers.



## Grantham Retires Book; Goes Into Repair Business

Chances are you don't lug around a refrigerator or vacuum cleaner in your seabag, but if you do and any kinks develop while in New York, there is a Seafarer ready and waiting to handle your case.

Lonnie Grantham, a Seafarer for several years, retired his book this week and hung out his shingle notifying one and all that he is available for the repairing and servicing of all electrical appliances. He also installs refrigeration, air-conditioning systems, etc., and will handle repairs.

He doesn't expect his brother-Seafarers will have much reason to require his services, but if the old electric shaver starts digging up the divot, Lonnie's the man to set the blades to mowing smoothly once more.

### STRONG UNION MAN

Always a strong Union brother, Lonnie put his book in cold storage this week with his dues paid up through December. A clear record for all beefs, he won't be content to watch the future ones from behind a bogged-down generator. "If the Union gets involved in any strikes, I'll be back down to the Hall before the paint is dry on the picket signs," he stated.

In the meantime he'll be receiving visitors and customers at 124 West 101st Street, New York City.

## Time For Minutes

To speed up as much as possible the appearance in the LOG a digest of their shipboard proceedings all crews are advised to send copies of their minutes direct to the Editor, Seafarers Log, 51 Beaver St., New York 4, N. Y.

Port Agents should also forward their copies of ship's minutes to the LOG as soon as possible after receiving them.

Any other material relating to the voyage, such as stories, pictures, letters, etc., can be sent in with the minutes.

## A Tale To Be Told Over Steaming Mugs Of Coffee

To the Editor:

The alarm bells, the jar of depth charges, the wild exigency of 20-mm's are the language of war. They are also the language of death. You never get used to it; but when death is near, you get a certain feel for destiny. Things before and after, and a place somewhere among the stars.

Old Hans knew it. And he put it into words one night on the old Kofresi ("floating coffin," we called it) over steaming mugs of black coffee. We were in the sweating, glaring messroom, and outside, in the black night, the silent wolf-packs stalked our wake.

"Back in 1904," he said, "I met a little black-haired girl in Sevastopol." He spoke to the throbbing of the engines, the far-off thud of depth charges, and his old blue eyes were fixed on the blackout-out port as though he could see quite through it and far, far beyond.

"Her name was Mamba, and she ran the Come See Me Inn. A cute little trick, then — like a small, dark-haired doll she was. Served vodka and ran a puppet show. Ay! Paid off a three-masted barque with kopecks in my pocket.

"I was little more than a boy with clean-cut shoe strings, and the sweet smell of Stockholm tar in my hair; and it wasn't long before I was top man with her.

"The Russians and the Japs were at it, I remember, and things were moving fast—like now.

"Married her, too, I did. Married her and got shanghaied back on the same ship I'd left!

"I remember now that first night at sea. The spokes of the wheel felt good in my palms. Everything was close-hauled, the tack of the mizzen-topsail lifted gently. The evening star before me.

"Mamba! I whispered; and I felt a message throbbing in my heart.

"No words. I never found the words or sought them. But there was sorrow and sadness and loneliness. Greater loneliness than one can ever know alone.

"The months and the years ahead of us are like the wake of a ship behind us. It was through a flaming sea in 1918 that I sailed back again.

"And Mamba was waiting with a son—our son! Straight and tall he was, and doing convoy duty in the Black Sea on a Russian destroyer.

"We closed the Come See Me Inn and threw a party. Then there were long walks with Mamba along the sea in the evenings during the two weeks I was there.

"The last evening we watched the sun dip into the sea. She walked often here in the sunset, she told me. I took her in my arms and told her of the first night I was parted from her, and of the star and her message. She had known I would come back, she said.

"I spoke of our son, and she grew rigid and silent. Suddenly I was swept with that cold lone-

liness again. I held her face in my palms and a large golden earring fell into my hand. The next morning we were back on the sea; and I wore the earring about my neck on a stout cord.

"The Germans were fighting in the Crimea when I came again.

"The Come See Me Inn was in shambles; but I came onto her, walking out of the sunset, on that lonely strand. Straight and cold, a black dress flapping about her legs, she walked to me, and putting her arms about me, rested her face on my shoulder without a word.

"As I took the cord and the ring from my neck it fell to a rock and flew apart revealing a tiny folded paper. She stared in horror as I opened it. Penned in tiny letters was a message: Midnight, Aug. 8, 1918.

"I looked at her speechless. 'Yes,' she said, 'his ship went down the day you left.' And she sank down on the sand.

"We sailed in the morning, and when I left her she looked at me long and searchingly and said: 'This is good-bye.'

The messroom was silent for a long time after Old Hans had finished, the drone of the engines and the gurgle of water along the ship's side filled in the silence.

"But Hans," someone spoke up, "We still may go to Russia this trip!"

"I'll never get to Sevastopol!" he whispered.

Hans was only man lost that trip. Shrapnel off Gibraltar. (Name Withheld)





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**THEY SHOOT HORSES, DON'T THEY?** by Horace McCoy; Penguin Signet Books, 144 pages, 25 cents.

Anyone who was around in the dark, depressing years, 1935 in particular, will no doubt nauseously recall that institution known as the "marathon dance." You flipped a well-bitten quarter to the highly hennaed cashier and then watched a bunch of guys and dames dance themselves into the ground, against a background of no little mayhem.

And mayhem plays no small part in this little piece about a "dance marathon" out Los Angeles way. If you can get sentimental about those things, you'll probably call it a tragic story. Anyway, most of those involved come to pretty unhappy ends.

You'll probably find it hard to find fault with Author McCoy's title choice when you finish reading his breezily-written little period piece.

\*\*\*

**ABOUT THE KINSEY REPORT:** Pelican Mentor Books, 166 pages, 25 cents.

Eleven experts from fields as diverse as religion, psychiatry and law give their views of the Kinsey Report (Sexual Behavior In The Human Male).

All of them are sympathetic to the contribution of Dr. Kinsey and his associates and each one comments on the book as it relates to his particular field. While they all believe that Kinsey has but scratched the surface, they feel he has succeeded in unearthing relevant data in a field

which was believed impenetrable. Also, due to the fact that 20 volumes on the subject of sex will be published during the next 28 years, the matter will be before the American people constantly. This alone, they believe, will serve to remove some of the hush-hush, superstition and misconceptions on the subject.

By no means a substitute for the full Kinsey Report, About The Kinsey Report supplements it as a commentary for better understanding the mass of information Kinsey has put forth.

## 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.

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**MOBILE** .....1 South Lawrence St.  
Cal Tanner, Agent Phone 2-1754  
**NEW ORLEANS** .....523 Bienville St.  
E. Sheppard, Agent Magnolia 6112-6113  
**NEW YORK** .....51 Beaver St.  
Joe Algina, Agent HAnover 2-2784  
**NORFOLK** .....127-129 Bank St.  
Ben Rees, Agent Phone 4-1083  
**PHILADELPHIA** .....614-16 No. 13th St.  
Lloyd Gardner, Agent Poplar 5-1217  
**SAN FRANCISCO** .....105 Market St.  
Steve Cardullo, Agent Douglas 2-5475  
**SAN JUAN, P.R.** .....252 Ponce de Leon  
Sal Colls, Agent San Juan 2-5996  
**SAVANNAH** .....220 East Bay St.  
Charles Starling, Agent Phone 3-1728  
**TAMPA** .....1809-1811 N. Franklin St.  
Claude Simmons, Agent Phone M-1323  
**HEADQUARTERS** .....51 Beaver St., N.Y.C.  
HAnover 2-2784

### SECRETARY-TREASURER

Paul Hall

### DIRECTOR OF ORGANIZATION

Lindsey Williams

### ASSIST. SECRETARY-TREASURERS

Robert Matthews J. P. Shuler

Joseph Volpian

## SUP

**HONOLULU** .....16 Merchant St.  
Phone 5-8777  
**PORTLAND** .....111 W. Burnside St.  
Beacon 4336  
**RICHMOND, Calif.** .....257 5th St.  
Phone 2599  
**SAN FRANCISCO** .....59 Clay St.  
Douglas 25475  
**SEATTLE** .....86 Seneca St.  
Main 0290  
**WILMINGTON** .....440 Avalon Blvd.  
Terminal 4-3131

### Gt. Lakes District

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

### Canadian District

**MONTREAL** .....1227 Philips Square  
**VICTORIA, B.C.** .....602 Boughton St.  
Empire 4531  
**VANCOUVER** .....565 Hamilton St.  
Pacific 7827

## NOTICE

### FRANK BUZEK

You shipmates from the SS San Angelo Victory left your sea chest at the San Francisco Branch, 105 Market Street. Please let them know if you want anything else done with it.

\*\*\*

### SAMUEL L. VANDAL

You have unclaimed wages amounting to \$17.56 from Waterman SS Corp.



# HERE'S WHAT I THINK...



**QUESTION:** A supposed "friend of labor" and New Dealer, Elinore Herrick, has recommended a Coast-Guard-supervised government hiring hall for the maritime industry, and added that "jobs can be bought through unions." What are your views on her proposal?

## LEON HALL, Cook:

I've been sailing since 1938, and I've been in the SIU since 1939. Things sure have changed since I started, changed for the better. Most of the improvements couldn't have been won without the Union Hiring Hall. If the Coast Guard took over the Hiring Hall, they'd give us a tough time all around. We'd have to take their guff because they'd side with the owners. They'd try to develop a bunch of company stiffs. Pretty soon we'd be back to 12 to 15 hours a day with no overtime, bum food, dirty foc'sles and everything. In short, no Coast Guard for me.



## ROLAND STROM, Bosun:

That lady can just forget that idea of hers. It stinks. We've been trying to get out from under the Coast Guard and their phony set-ups. They've tried to dominate merchant seamen with their hearing units and other schemes. If we give the Hiring Hall to the Coast Guard we might as well forget the Union. What good are we without the Hiring Hall? So the lady thinks jobs can be bought? Well, I've never seen one bought in an SIU Hall. The Rotary Shipping system, in which everybody knows where he stands, takes care of that. What better could the Coast Guard offer?



## JOSEPH FELTON, Bosun:

I think it is lousy. It would bring us back to the old days when Daily used to work for the Shipping Board — when a fair-haired boy got the job. Besides you would have plenty of accidents on the ships, for the average man shipping out of Government hiring halls never knew the bow from the stern. I have yet to see favoritism shown in SIU shipping—though I have seen it in the old Shipping Board days. We have plenty of Government Certified men shipping fairly on a rotation basis in the SIU. What more could any reasonable person ask?



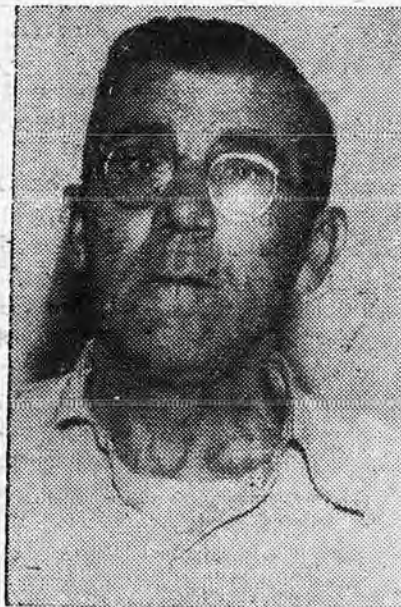
## ARMANDO RIVERA, Messman:

Her plan would be harmful to the whole industry. We can control the equality and justice of shipping out of our own SIU Halls. We would have no control over the whims of a Coast Guard-dominated hall. I feel I have fair job-security now, shipping out under rigidly-controlled rotary hiring system, in which each member considers it his duty to see to it that our specific shipping rules are lived up to by all members. She's all wet on that job-selling talk. If anybody tried it in our Union, he'd be asking for a one-way passage out of the industry. She's just using that to knock the Hiring Hall principle.



## ALBERT McCABE, FWT:

That would be real abuse. The Coast Guard would be as phony as the old Shipping Board. In the 1921 strike, Waterman wanted to sign a union contract, but the Government told them if they did they'd get no more chartered ships. The Coast Guard can do the same thing by saying "Your vessels will be declared unseaworthy until you drop the Union." I can remember walking the docks for weeks on end begging for a job. The Unions have ended that. I've never heard of jobs being sold, but if anyone ever tried it, the membership would expel him before he succeeded.



## GEORGE MEANEY, Bosun:

How can they ring the Coast Guard in on us? We aren't under military jurisdiction. The bureaucrats have for a long time tried to stick this civilian industry under brass hat control—but this is too much. Jobs being bought? I never have heard of a single case. A guy that tried that would be so hot he could cool off in hell. That woman has been around the New Deal Administration so long she can't conceive of anything being administered without a lot of backdoor deals. She's a professional bureaucrat — how come she's an authority on the maritime industry?

## SIU Committee On Hiring Hall

(Continued From Page 16) recommended to the membership that this report be accepted and concurred in. It represents, without a doubt, the best Hiring Hall agreement that has been secured by any Union since the passing of the Taft-Hartley Law.

Upon membership concurrence of this report, your Committee can then continue negotiations for a complete contract covering our demands for increased wages and improved working rules and conditions.

Your Committee, in closing, wishes to point out once again that the SIU has established another precedent in this industry which should be of a great benefit to all seamen; that is, the right to open at any time the question of any and all parts of the employment section of a Union contract.

We have seen from past actions that the SIU precedent in establishing the right to open wages at any time has been of a great help to the membership of our Union.

The extension of this re-opening clause to cover the Hiring Hall as well as wages makes for still greater protection for our membership and our Union in the perilous anti-labor days which undoubtedly lie directly ahead for all organized labor.

In our opinion, the pattern that has been established by the SIU, Atlantic and Gulf District, is an example that all Unions would be wise to follow.

Signed by:

PAUL HALL,

Secretary-Treasurer

LINDSEY J. WILLIAMS,

Director Organization

ROBERT A. MATTHEWS,

Asst. Sec.-Treas.

J. P. SHULER,

Asst. Sec.-Treas.

J. H. VOLPIAN,

Asst. Sec.-Treas.

J. ALGINA,

New York Agent

C. HAYMOND, Headquarters Representative

## Seafarers Wins Hiring Hall

(Continued from Page 1) accomplished by a committee bolstered by the Union's sound internal conditions and a strongly united membership. The Committee hailed the SIU's advantageous position in this respect as largely responsible for the Hiring Hall victory.

The SIU Negotiating Committee pointed out shortly after the signing that "this contract was negotiated by the parties directly involved... it was negotiated without interference of government bureaucrats, self-appointed fact finding agencies or mediators of any kind."

In the course of the discussions leading to the agreement, the companies offered several counter-proposals to the Seafarers' demand for acceptance of its Hiring Hall version.

Notable among the company bids were the SUP formula and the newly signed NMU Tanker Contract, which embody the Hiring Hall principle but which were unacceptable to the SIU committee.

The agreement just signed will be presented to the other SIU-contracted companies in the near future, the Negotiating Committee revealed.

## Still The Leaders

(Continued from Page 1)

What makes the SIU's Hiring Hall triumph even more spectacular is the fact that five CIO maritime unions, including the National Maritime Union have thus far been unsuccessful in arriving at an agreement on the retention of the Union Hiring Hall after more than three months of discussions.

Like many before it, the latest victory of the SIU may pose a question: How does the SIU continue to forge ahead where others cannot make the grade?

First off, the SIU is a strong, united, democratic Union free of power-seeking groups and has but a single purpose—the welfare of its membership. Only an organization so endowed could have come up with the consistent victories in the past and the remarkable agreement signed this week.

Another factor in our continued success is the quality of seamanship possessed by SIU membership. Seafarers' job know-how is the best in the industry and the opera-

tors know it. And in this respect the Hiring Hall victory is theirs, too.

Moreover, the operators are convinced of the SIU's determination. When the Union declared that "no other issues would be discussed until the Hiring Hall issue was solved," they knew we weren't shooting blanks. They knew from experience—the 1946 General Strike; the Isthmian, Seatrain, Eastern and Bonus beefs—that the Union fights hard. And fights to win.

Not to be forgotten in appraising this week's success is the fact that agreement was reached in pure collective bargaining, unfettered by government boards and official and self-appointed mediators.

As the negotiating committee pointed out, the SIU is not entirely satisfied with all of the language of the agreement, but we have the power to re-open the contract, something again which no other maritime union can do.

Above all, the SIU has proved once more that no obstacle can halt the united membership in its march for respectable conditions. The Seafarers are moving straight ahead.



# Committee Report On Hiring Hall Agreement

Your Negotiating Committee, in accordance with previous action of the membership, notified the operators at the commencement of these negotiations that the Union would not settle any issue in the contract until such time as a complete agreement was reached on the question of the Union Hiring Hall.

Your Committee participated in several meetings with the shipowners on this issue and, after considerable proposals and counter-proposals on this question, have reached an agreement on this matter, subject to action by the membership.

For the purpose of making this agreement clear to the membership, the Committee has analyzed each section of the agreement. The full Hiring Hall clause and the Committee's comments follow:

## ARTICLE I—EMPLOYMENT

**SECTION 1.** The Union agrees to furnish the Company with capable, competent and physically fit persons when and where they are required and of the ratings needed to fill vacancies necessitating the employment of Unlicensed Personnel in ample time to prevent any delay in the scheduled departure of any vessel covered by this agreement. To assure maximum harmonious relations and in order to obtain the best qualified employees with the least risk of a delay in the scheduled departure of any vessel covered by this agreement, the Company agrees to secure all Unlicensed Personnel through the hiring halls of the Union.

This section gives us, without question of a doubt, the Union Hiring Hall. Your Committee points out that in this section the Company definitely agrees to secure **ALL UNLICENSED PERSONNEL THROUGH THE HIRING HALLS OF THE UNION.** This, incidentally, is the first time that the words "Hiring Halls of the Union" have ever been used in any maritime contract at any time.

**SECTION 2.** If for any reason the Union does not furnish the Company, as provided in Section 1, with capable, competent and physically fit persons when and where they are required and of the ratings needed to fill such vacancies in ample time to prevent any delay in the scheduled departure of any vessel covered by this agreement, the Company may then obtain members of the Unlicensed Personnel from any available source.

This section is a standard clause which is presently contained in all SIU contracts and which has been contained in all SIU contracts in the past.

**SECTION 3.** The Company recognizes the Union as the sole collective bargaining representative of all members of the Unlicensed Personnel. It is specifically understood and agreed that membership in the Union shall not be a condition of employment of any member of the Unlicensed Personnel furnished or obtained in the manners specified in this agreement. It is further agreed that there shall be no discrimination against any member of the Unlicensed Personnel because of non-membership or membership in the Union.

This clause, the Negotiating Committee feels, is the weakest part of the contract from the Union's viewpoint. It states specifically that membership in the Union shall not be a condition of employment of any Unlicensed Personnel hired in the manner as specified in this agreement.

However, this is covered completely by Section 1, which states that all men must come through the Union Hiring Hall. At any time when it is necessary for the Union to ship non-Union seamen because of a shortage of men, those men must be shipped through the Union Hiring Hall and cannot be hired off the docks or from crimp joints, etc.

**SECTION 4.** The Union agrees that the Company has the right to reject (by written notation on the job assignment slip) any applicant for employment who the Company considers unsatisfactory or unsuitable for the vacancy, or to discharge any member of the Unlicensed Personnel who, in the opinion of the Company, is not satisfactory. If the Union considers the rejection of any applicant for employment or the discharge of any member of the Unlicensed Personnel as being discriminatory such actions by the Company shall be dealt with under the grievance procedure, and the Union agrees that any such rejection or discharge shall not cause any vessel to be delayed on her scheduled departure.

This section is a routine section and is contained in all SIU contracts, although not in the exact wording, but of the same meaning.

**SECTION 5.** The Company agrees not to discriminate against any member of the Unlicensed Personnel for legitimate Union activities.

This is a routine section and is contained in all SIU contracts.

**SECTION 6.** The term Unlicensed Personnel as used in this agreement shall not include super-cargoes, cadets, pursers and livestock tenders.

This is a routine section and is contained in all SIU contracts.

**SECTION 7.** The Union shall have the right, upon written notification to the Company showing proper reasons for such action, to re-negotiate any part or all of Article I. Upon receipt of such notification by the Company, the parties to this agreement shall meet within 7 days for negotiations on this issue.

The Negotiating Committee feels that this section is a very real protection for the Union.

This section means that, in the event of any future change in the laws or because of any court decisions on any matter pertaining to the Hiring Halls, the Union will have the right to re-open negotiations with the operators and re-negotiate any part or all of the contract, as contained under Article I.

We are the only Union in the industry which can open wages any time it sees fit. We now stand as the only Union in the industry that can open, at any time we see fit, the question of hiring conditions. This we feel is of great importance, because of the political situation existing now in the country and the anti-labor drive we can expect from the Washington politicians in the near future.

The Company and the Union will continue negotiations for a complete agreement covering general rules, wages, and working conditions for each of the three departments. The above sections are agreed to and shall be incorporated in any full agreement which may be reached between the company and the Union.

If a full agreement is not reached by July 30, 1948, the present agreement as hereby modified by the above sections of Article I—Employment—shall become effective July 31, 1948, and shall remain in effect until a full agreement is reached or until either party notifies the other in writing that negotiations for such an agreement are stalemated.

DATED JUNE 25, 1948.

## OTHER UNION CONTRACTS

Your Negotiating Committee, in view of the seriousness of the Hiring Hall question, feels that it is necessary to compare and analyze this contract with other contracts signed by other Unions.

### Sailors Union of the Pacific:

The following employment clauses were signed by the Sailors Union of the Pacific on October 11, 1947:

**SECTION 1. Recognition.** The Employers agree to recognize the Sailors Union of the Pacific as the representative for the purpose of collective bargaining of their unlicensed deck personnel.

**SECTION 2. Preferential Hiring.** (a) The Employers agree in the hiring of employees in the classifications covered by this agreement to prefer applicants who have previously been employed on vessels of one or more of the companies signatory to this agreement and the Union agrees that in furnishing deck personnel to Employers through the facilities of their employment office it will recognize such preferences and dependability of the employees furnished; when Ordinary Seamen with prior experience are not available, the Union will in dispatching seamen prefer graduates of the Andrew Furuseth Training School.

(b) When an Employer rejects men furnished who are considered unsuitable and unsatisfactory, the Employer shall furnish a statement in writing to the Union stating the reason for the rejection and the Union may thereupon refer the matter to the Port Committee and the Port Committee shall then hear the case.

(c) The employees may remain continuously in employment on the same vessel provided the Employers and the employees desire such employment to continue.

The SIU was offered the SUP formula by the operators, but we felt that, due to the failure of the SUP formula to state that all men were definitely to be hired through the Union Hiring Hall, it was unacceptable to the Committee.

A further reason that the Committee could not accept the SUP formula was that, in a strict legal sense although not in practice, all hiring could be done on a company seniority basis. This would not be practical for the SIU because of our recent growth and acquisition of new contracts, such as Isthmian, etc.

It is therefore easy to understand, in view of the above cited facts, that we could not accept the SUP formula even though the operators expressed not only a willingness for such, but a desire as well.

### NMU Freight & Passenger Ships:

According to the NMU "Pilot," the NMU contracted freight and passenger ship companies have refused to negotiate with the NMU on the hiring and maintained the position that they shall be able to hire outside the Union Hiring Hall in any manner they

see fit. This is a serious problem at this time for the NMU and is, of course, more greatly aggravated because of the split factions in that Union. The NMU position is made worse because, as the membership is aware, they were supposed to have struck on June 15, 1948, to obtain the Hiring Hall, but the Government has issued an 80-day injunction against them preventing them from striking and now the whole matter is in the air and completely unsettled.

### NMU Tankers:

The NMU Tanker contracted companies have signed the regular NMU Tanker Employment Clauses. This contract excludes from the Union Hiring Hall Chief Stewards, Pumpmen, and other key ratings.

Your Negotiating Committee would not sign any contract that provides that the Company may select key personnel for key jobs as in the NMU Tanker contract.

A further and far more important reason that your Committee could not accept the NMU Tanker Employment Clauses was because of the following section:

**ARTICLE 12, SECTION 95:** In the event that any provision of this Agreement at any time be declared invalid by any court of competent jurisdiction, such decision shall not invalidate the entire agreement, it being the expressed intention of the parties hereto that all other provisions not so declared invalid shall remain in full force and effect.

This means in simple words that, in the event of a court reversal on any part of the NMU Employment Clauses in the NMU Tanker Contract, they will then have no provision whatsoever for the manner that men are to be shipped. In other words, the rest of the NMU contract would still be in effect and the Union would have no right to ship, or even to demand to ship, NMU members to their contracted tankers.

The operators, in addition to offering the SUP formula to us, offered this type of contract as well. For the reasons as outlined above, your Committee felt that under no circumstances could they accept either.

### Marine Cooks and Stewards, MCS (CIO) And Marine Firemen, Oilers, Water-tenders, MFOW (Independent):

These two West Coast unions, representing the Cooks and Firemen on the West Coast ships, are both in the process of negotiations and, according to their official papers, the "Voice" and the "Marine Fireman," respectively, the companies are refusing cold turkey to negotiate a Hiring Hall Contract with them.

In addition to this, both of these Unions have been served with a similar type of 80-day injunction that the NMU has against it, preventing them from striking.

These Unions are in the same position as the NMU. They are in a hell of a mess with no possibility of settlement within the near future.

## CONCLUSION

Your Committee recommends to the membership of this Union that they study the above thoroughly so as to understand all the issues involved.

The negotiating of this contract as carried in this report has been no easy matter, and the shipowners strongly fought against our demands.

Your Committee maintained, in accordance with previous Union action, its position for a contract of such nature that would unequivocally guarantee the continued preservation of our Hiring Hall. We feel that the contract we have signed guarantees this without a question of a doubt.

The membership should also be made aware of the fact that, at the present time, it is against the law to sign a so-called Union Shop Contract until a Union has been certified in a Union Shop Election. At the present time, no Union in the maritime industry has such certification.

Recently, on this same question of Union Shop Elections, some of the original drafters of the Taft-Hartley Bill stated a "strong desire" to repeal that part of the Taft-Hartley Law which requires Union Shop Elections before the signing of a Union Shop Contract.

Once this part of the bill has either been repealed, or until the Union does receive Union Shop Certification, the Union can then go back into negotiations with the SIU-contracted shipowners, as per Section 7 of this Agreement, and negotiate for the complete revision of Section 3, with the deletion of any of the parts the Union may find objectionable.

Your Committee feels that, because of the chaotic conditions existing now in the Maritime Industry, it is to our advantage to handle this matter in such a manner as to guarantee the retention of the Union Hiring Hall to allow the Union to continue its preparations for the rough days ahead.

In view of the facts brought out in this report, it is

(Continued on Page 15)