

# SEAFARERS LOG



Official Organ of the Seafarers International Union of North America

VOL. IX.

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No. 50

## Cities Service Adds 8 Ships, To Get 3 More

The addition of eight ships to the Cities Service fleet, which was announced by the company this week, brings to sixteen the total tankers operated by the company. Three additional vessels are to be added shortly.

Underway at this time is a National Labor Relations Board election to determine a bargaining agent for the unlicensed personnel of the fleet. The SIU now enjoys, according to unofficial reports of the observers, a substantial lead in the voting, and when the Union is certified, the ships added since the start of the balloting will also be covered by the same election.

Of the eight ships eligible to be voted when the balloting started, six have already been polled. Although the election was to have ended on November 19, a sixty-day extension was granted so that the crews of the two remaining ships could have a voice in the election.

Since both are on the shuttle run between the Persian Gulf and French ports, and it is doubtful that either ship will return in time to vote, the SIU has demanded that the two crews be polled by mail.

A meeting on this was to have been held on December 11, but was postponed to a later date.

## Hanna Seamen Will Revote This Winter

CLEVELAND, Dec. 8.—Tabulation of the Hanna ballots was completed at Cleveland NLRB offices today, with neither union appearing on the ballot getting a clear majority of the total votes cast in this election.

This will mean that it will be necessary to hold a run-off election early in the spring in order for Hanna seamen to decide whether they wish to have the SIU Great Lakes District or the "independent" LSU represent them for collective bargaining purposes.

A total of 309 Hanna seamen were eligible to vote, and 304 men cast their ballots. Results of the voting were as follows: SIU Great Lakes District—125; Lake Sailors' Union—95; Neither Union—84.

Several Hanna seamen who were contacted after their ships were voted, expressed themselves as being confident that the SIU would win the run-off election.

## "THANKS, BROTHERS"



Congratulating Seafarers who walked in the picketlines established by the CIO Shipyard Workers in their 144-day strike against the Bethlehem Steel Shipyards, is Samuel Glickman, educational representative of the union. Left to right are Jack Parker, who helped out in New York, Vernon Haworth, Brother Glickman, Tony Gonzalez, and Spud Murphy. Gonzalez and Murphy walked the lines in Baltimore. For story of the movie record of the strike which Glickman showed at the last New York meeting, see page 3.

## Real Lowdown On Ships Sales; US Shippers Wanted Bargains

WASHINGTON — The latest scandal in this scandalous town is the way United States shipowners have been sitting on their hands while a large percentage of the American merchant fleet was sold to foreign powers.

The whole situation can be traced to the fact that U. S. shipowners, even with the enormous profits they gained during the war, wanted Uncle Sam to give them ships, and when he refused, the big boys sat down on the sidelines and twiddled their thumbs.

In 1945 Congress enacted a law allowing the Maritime Commission to sell any vessels which could be marked surplus. In the tanker field the Commission set up statutory prices, but American operators made no attempts to buy any of these vessels, figuring that if they held off, the Commission would be forced to reduce the already low sales prices.

The Commission made several attempts to interest American operators in T-2 tankers, but all the operators turned a deaf ear. They maintained that the price on the T-2 tankers was too high, and that operating these vessels was too expensive.

On the basis of the complaints raised by U. S. operators, the Commission looked to foreign markets to dispose of what the industry had labelled a "lemon."

Many of the vessels were sold, without any squawk from the operators, and in the meantime the American operators made no attempts to buy any of the other tankers held by the Commission, and so the MC proceeded to sell any tanker for which they could get the statutory price.

Suddenly the American operators realized that some of the choice plums had been gathered in by foreign countries, and then they started wailing.

There are still plenty of tankers up for sale, and American operators are eligible to buy them at the statutory price, but very few offers have been received. The shipowners still feel that prices will come down and they are putting pressure on

(Continued on Page 7)

## Brass Hat Calls For Hearing Unit Return — Under Coast Guard

The return of the Coast Guard to its wartime position as prosecutor, judge, and jury of merchant seamen accused of shipboard offenses was called for in a recent speech by Commodore Halert C. Sheppard, chief of the office of merchant marine safety of the Coast Guard.

Speaking before an American Legion merchant marine conference in Cleveland,

Commodore Sheppard charged seamen with "incompetency, ineptitude, and lack of discipline," and urged the "return of authority exercised by the Coast Guard" as a solution to the problem.

In contradiction to the Commodore's harsh words, a recent article by Captain Ash, of the Masters, Mates, and Pilots, carried in the Local 88 News, recited the fact that shipboard discipline is excellent since Masters have not been able to call upon the Coast Guard to settle disputes.

Instead, said the Captain, the unions and the law enforcement agencies, when necessary, have done a job that the brass-hats were unable to accomplish.

The Commodore cited an instance in which a ship was tied up in a foreign port because the crew refused to turn to until the vessel was fumigated as good and sufficient reason for bringing back the "kangaroo courts" in which seamen were prosecuted by CG officers, judged by CG officers, and sentenced by CG officers.

### MAJOR UPSET

This undemocratic machinery was upset in June, 1946, when the Administrative Procedures Act banned all Federal administrative agencies from holding hearings or trials. It provided that trials be conducted by ex-

aminers appointed by the Federal Civil Service Commission.

But the economy-minded Congress saw no need to add more bureaucrats to the payrolls and neglected to appropriate funds.

Already the Coast Guard brass-hats are working to get the merchant seamen back under their "iron-thumb" control.

Before recessing in July the Senate, at the instigation of the Coast Guard "career men," passed an amendment to the Administrative Procedures Act which will permit the "hooligan navy" to reestablish its own Hearing Units.

The men who commit shipboard offenses do not go unpunished. They are punished by the Master of the vessel by loggings, by law enforcement agencies of the United States if the offense warrants it, and by their own unions in disciplinary actions.

### HITLER-LIKE

What Commodore Sheppard wants is that the Coast Guard be given back the autocratic rule it once enjoyed over merchant seamen, and the right to deprive a man of his livelihood, without appeal except to higher CG levels, if he steps out of line.

Such practices have been halted. Merchant seamen are entitled to all the protection given other workers.

Commodore Sheppard claims that he is worried about the future of the merchant marine of the United States. What he is actually worried about is the future of the many Coast Guard officers who made soft jobs for themselves in the "Hearing Units."

Instead of turning the destinies of civilian merchant seamen over to the "tender" mercies of CG officers, the Congress of the United States would better serve the people by cutting down on military bureaucracy and by limiting the powers of the Armed Services.

Then the Coast Guard could go back to its time-honored and necessary job of watching icebergs.

## New Meeting Place For New York

Beginning with Wednesday evening, Dec. 17, regular membership meetings of the New York Branch will be held in the auditorium of Local 91, International Ladies Garment Workers Union, AFL, at 100 East 17th Street, corner of 4th Avenue.

The change in meeting place was made because of the limited facilities available in the hall formerly used. The accommodations in Local 91's building will provide more adequate and comfortable seating facilities, better public address system and better ventilation.

Remember the place—Local 91, 100 East 17th Street, at the southeast corner of 4th Avenue. The time is 7 p.m., Wednesday, December 17.

# SEAFARERS LOG

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J. P. SHULER - - - - Secretary-Treasurer

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JOE ALGINA

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George K. Novick, Editor



## The Cauldron Bubbles

The price for allowing communists to gain control in trade unions is being paid in France and in Italy. In both those countries, the red fascists, through their power in the labor movement, have paralyzed the economic life of the people.

At this time in the history of the world, the commies are playing for huge stakes. Already in their hands are the Balkan states, the heartland of the European continent. Being ripened for the plucking are France and Italy. Once these last are absorbed into the Soviet body, the democratic hope of mankind will be beaten down, perhaps never to rise again.

Only two things stand between the communists and their ambitions to control the world. Only the indomitable spirit of the traditionally democratic French and Italian people has stood off the totalitarianism of communist philosophy thus far, and if this is not supplemented by the material aids of the Marshall Plan, then that spirit will die.

Stalin and his aids are using the economic chaos wrought by the war to bring about the type of rule they want. In France and Italy the communists have not once offered a constructive plan, but on the other hand have been a continually disruptive force, occupied mainly with fomenting strikes so as to embarrass the democratically elected officials.

And to halt the Marshall Plan, the communists on both sides of the Atlantic Ocean have resorted to name-calling, lying, and character-assassination. The humane efforts of the people of the United States to rehabilitate the war-wrecked economy of Europe has been characterized as "imperialism."

It is quite true that the French and Italian workers need higher wages to catch up with the rising prices caused by scarcity of food and consumer products. But the communists have no solution except to ask for wage raises. They have no plans on how to increase production, and production cannot be increased until the tools of industry are furnished to the people.

The United States, through the Marshall Plan, has volunteered to supply those tools, and to keep the people alive and healthy until they can produce enough for their needs, food and clothing also will be furnished to them.

If the communists were really as interested in the welfare of the people as they claim, they would accept this offer with open arms. The true nature of Stalinist communism is shown by the way the commies fight against alleviating the harsh conditions under which European men, women, and children are forced to live.

The American worker can learn a good lesson from what is happening in France and Italy. He should learn not to permit the comrades to gain control of the labor movement, and he should also learn that commies, in spite of what they say, are the deadly enemies of the people.



## 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.

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| <p><b>STATEN ISLAND</b></p> <p>J. BURNS<br/>H. WATSON<br/>G. J. MILLER<br/>G. CARLSON<br/>J. McNEELY<br/>J. M. GARDNER<br/>G. RODRIGUEZ<br/>O. A. HESS<br/>J. DUBUQUE<br/>E. T. BROWN<br/>C. SCHULTZ<br/>N. B. EDRINGTON<br/>W. VAUGHN<br/>E. CARAVONA<br/>R. L. GRESHAM</p> <p>***</p> <p><b>FORT STANTON HOSPITAL</b></p> <p>JOHN P. WILLIAMSON<br/>R. B. WRIGHT<br/>CLIFFORD MIDDLETON<br/>ARCHIE McGUIGAN<br/>R. S. LUFLIN<br/>JULIUS SUPINSKI<br/>M. D. PENRY</p> <p>***</p> <p><b>BRIGHTON MARINE HOSP.</b></p> <p>R. LORD<br/>G. MEANEY<br/>J. BARRON<br/>J. O'BYRNE<br/>C. CREVIER</p> | <p>E. DELLAMANO<br/>J. LEWIS<br/>P. CASALINUOVO<br/>T. BOGUS<br/>J. ANDERSON<br/>H. STONE</p> <p>***</p> <p><b>NEW ORLEANS HOSPITAL</b></p> <p>O. S. SHAHAN<br/>W. K. WUNG<br/>J. J. O'NEILL<br/>G. CURL<br/>A. S. CONTI<br/>C. T. WHITE<br/>R. L. McGREW<br/>F. R. DE VASHER<br/>I. E. MATHERNE<br/>M. LIUZZA<br/>G. A. WILLIAMS<br/>G. HARDEMAN<br/>L. A. HOLMES<br/>W. C. COLLEY<br/>J. E. SILKOWSKI<br/>R. E. TRULY<br/>L. CLARKE<br/>C. C. RAYFUSE<br/>J. E. PENCON<br/>A. J. LE JEUNE<br/>MARJORY "LINDA" EVANS<br/>J. B. GEISSLER<br/>E. E. DAVIS<br/>E. M. LOOPER</p> |
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**Hospital Patients**  
When entering the hospital notify the delegates by post-card, giving your name and the number of your ward.

**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. G. WALKER  
J. DENNIS  
L. GROVER  
C. MASON  
J. E. MAGUIRE  
A. A. SAMPSON  
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- \*\*\*
- MOBILE HOSPITAL**
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# Presenting 10 Whys To Unionism

By G. (TEX) SUIT

Your Union — the SIU — is stronger than at any other time in its history. And it appears very likely that it will grow even stronger in the days ahead. But for this to come about, it is up to us individually — each and every Seafarer — to keep building on the solid foundation we already have.

You can take part in building your Union by taking an individual interest, by getting down to brass tacks and learning every detail that goes into the operation of Union activity.

Know the Union structure, how it operates, the Rules and Constitution which guide it.

You should know the whys and wherefores behind every move we make as the best organized group of seamen on the waterfront.

By fortifying yourself with information about your Union now, by knowing the answers to all the "whys?" beforehand, you'll avoid the risk of being caught with your face hanging out later.

A well-informed membership is the surest guarantee that the Seafarers International Union will continue to be the unbeatable force in maritime.

With this in mind, here are ten typical questions which every Seafarer should be able to answer. If you have the answers to these "whys" the chances are you know the score:

1. WHY you must cooperate with your shipmates?
2. WHY your contract is your protection?
3. WHY every man must be checked when he ships aboard?
4. WHY must a repair list be made up before the payoff?
5. WHY is it necessary to watch out for spoilers?
6. WHY is it necessary to you to know your shipping rules?
7. WHY should you check your slopchest and stores before signing on?
8. WHY is it necessary to watch out for gashounds?
9. WHY is it essential for you to know your contract?
10. WHY should shipboard meetings be held regularly?

The answers to these questions are, of course, fundamental. But the manner in which they are answered may vary with each Brother's viewpoint.

How you Brothers answer them is important to the rest of the membership. They should serve, too, as good starters for shipboard discussion.

Let's have the Brothers' viewpoints. Put your answers down on a piece of paper and send them to the SEAFARERS LOG.

The more information we all have about our Union and its functions, the better Union men we can be. So sound off, Brothers!

## Volunteer Organizer



Gene Nowokonski, who has been sailing for over a year on Cities Service tankers, is plenty active as a volunteer organizer among tankermen of that outfit. He started out as a Second Cook and is present sailing as a Steward, a first-rate accomplishment considering that the tankers made only short, coastwise runs.

He believes firmly that Cities Service tankermen are badly in need of a collective bargaining representative like the Seafarers and is staying with the fleet until the balloting among the company's unlicensed personnel is completed and contract negotiations begin.

Nowokonski sees the addition of the Cities Service fleet to the ever-growing number of SIU-contracted companies as a two-fold benefit: 1) To the Cities Service men themselves, whose earning power and working conditions will be bettered; 2) To the SIU, since the fleet may be expanded to around 20 ships, which will provide more contract-protected jobs for the membership.

# Aliens Urged To Apply For Visas As First Step Toward Citizenship

By JOSEPH VOLPIAN  
Special Services Representative

Despite the many promises that have been made from time to time, nothing has been done to grant citizenship to those alien seamen who served aboard American vessels during the critical war years.

The closest this ever came to reality was a piece of legislation placed before Congress proposing that American citizenship be given to aliens who sailed the nation's ships for three years of the war period.

On the basis of past considerations shown to merchant seamen by our legislators, it appears wholly inadvisable for alien members of our Union to wait for this bill to become law. Congress may enact the law but the speed with which they attend to important matters can be measured by a snail's pace.

### GET VISA

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

The Immigration and Naturalization Service is apparently reluctant to give out any broad statement of policy regarding the status of unnaturalized seamen. We have made repeated effort to get information on this score, but have not been able to get any definite statement that would clarify the situation.

In our most recent attempt, we checked with the highest sources available in the Immigration Service, in regard to alien seamen. The substance of what we were able to glean in

our conversations was again that all unnaturalized seamen should make every effort to obtain a visa.

### FIVE YEARS

Once a man has obtained a visa and has five years of discharges from American ships, he is eligible for citizenship. Time spent going to sea prior to obtaining the visa is not wasted, provided the applicant continues going to sea until he accumulates five years of discharges.

The five years of seetime, in this case, will begin as of the time the man began going to sea on American ships—not when the visa is granted. If he applies for a visa after already having three years of discharges, for example, he will need but two years of discharges to complete the five.

However, to those men who decide to work ashore, it must be pointed out that the five years in their cases, will begin with the issuance of the visa and previous seetime will be discounted.

### APPLY TO CONSULS

All applications for visas should be made to American consuls in foreign ports. Two witnesses are needed, principally to identify the applicant.

The form stating the general requirements for immigration visas, issued by the Immigration Service, says in part:

"If the application is accepted, the alien, in order to qualify for an immigration visa, must, of course, establish his admissibility under the immigration laws of the United States. In connection with establishing his admissibility, an alien must present the

documents required under section 7 (c) of the Immigration Act of 1924, which reads in part as follows:

"The immigrant shall furnish if available, to the consular officer, with his application, two copies of his "dossier" and prison record and military record, two certified copies of his birth certificate and two copies of all other available public records concerning him kept by the government to which he owes allegiance."

However, the consul will advise the applicant more particulars regarding documents which should be presented.

Men who are married to American citizens need not apply for a visa through the consuls in foreign ports. They can apply right here in the United States at an immigration office, where they are given a "pre-examination," which consists of the same type of questions asked by the consuls of applicants in foreign ports.

These men, who are married to Americans, can get their citizenship after a period of two years.

### TESTS NOT HARD

As far as passing whatever tests are given is concerned, there is no need for worry on the part of any applicant. The government has shown that it is not out to disqualify anyone on the basis of knowledge of the country's history, etc.

Furthermore, courses in citizenship are available in the New York Public schools, and various agencies throughout the country are equipped and anxious to aid prospective citizens.

# Seafarer Survives Swank Philadelphia Concert

By GEORGE SWIFT

PHILADELPHIA—A merchant seaman went to a concert at the Philadelphia Academy of Music the other night. Quite something too.

My girl friend gave me a four dollar ticket to keep me wholesomely occupied on a night she had to work. Oh, no, she didn't put out four bucks just to keep me occupied. She was given the ticket by her boss.

Well, I had to look nice for this affair, so, being in my usual depleted financial condition while on the beach, I went to a "barber school" for a free haircut.

These barber students are very nice in that they are willing and anxious to practice haircutting on sailors. Shaves can be had, too. And there is no charge, not even for the lopping off of an occasional piece of nose or ear.

### FURS AND JEWELS

After an hour-and-a-quarter session with a nervous student, I emerged from the chair to the query, "Do you think it looks any better?"

I wasn't sure. Anyway, to the Academy of Music I hid myself. It turned out to be a huge theater thronged with the elite of Philadelphia.

Everywhere were aristocratic looking, richly dressed people. The furs! The jewels!

So I found an usher and marched down to my seat—one of the best in the house, by the

way. Of course, it had to be in the center of the row, so seven or eight people had to rise and give me the once-over as I passed to my seat.

In fact, it seemed as though a lot more than seven or eight people in that section of the theater found it necessary to give me the once-over.

Society gals looked on popy-eyed and dowagers' chins dropped as I took off that hi-pressure topcoat I bought five years ago—the one with the torn lining, you know — and exposed

that old black sweater I like so well and pants unpursed for three weeks.

Of course, I took all this notoriety in my stride, plunked down in my seat and pulled out a pack of Black Jack gum. There was a low murmur of comments. I could hear one: "Look at THAT—and chewing gum."

### LOW CUT FOR FREEDOM

Well, the concert was pretty interesting. A young male character in soup and fish alternately gently caressed and violently

pounded the keys of a piano.

A female in a very low-cut evening gown—to give her more freedom, no doubt—sawed on a violin very energetically. She seemed to get the short end of things. She had to stand, play and turn the pages of the music, while the guy playing the piano not only sat on a comfortable stool, but had a pal sitting beside him for no other purpose but to turn the pages.

It was quite an evening. Perhaps the big story is that I lived through it.

# New York Branch Sees Film Of Shipyard Strike

One of the top features of the New York Branch meeting December 3 was a 30-minute movie depicting the strike of 12,000 CIO Shipyard Workers in Baltimore and showing hundreds of SIU-SUP members walking the picketlines in support of the IUMSWA beef.

The movies were shown by Samuel Glickman, IUMSWA educational representative, who made them himself on a 16-mm movie camera.

The SIU-SUP pickets dominated the first part of the film which was photographed at three principal points in the Baltimore area, the Key Highway Yard, the Fairfield Yard and the Sparrows Point Yard.

In addition to demonstrating the sterling support the SIU-SUP

pickets gave to their fellow workers, the film shows hundreds of Baltimore cops swinging their nightsticks, scabs driving through the lines and working inside the high wire-mesh fences, and several of the more than 50 pinches made by the police.

Most moving sight is the sequence showing a good union man lying on the curb waiting for an ambulance after being struck by a scab auto.

Another shot that Seafarers will remember shows a shipyard executive catching a cigarette on the office steps under the protection of a bodyguard of half a dozen cops twirling nightsticks and grinning.

The shipyard strike against the Atlantic coast yards of the Bethlehem Steel Company began

June 25 and ended November 16.

As the result of IUMSWA's determined stand and the aid of the SIU and other unions, a wage increase of 12 cents an hour was won for 22,000 workers up and down the coast. Other new provisions improving conditions and clarifying seniority were also won.

The same night that Glickman showed his film in New York, the Baltimore Branch received a plaque from IUMSWA members in that area in appreciation of the aid rendered by the SIU during the long walkout.

SIU-SUP men walked in IUMSWA lines at all eight of the yards struck, but Baltimore was the point of greatest activity.

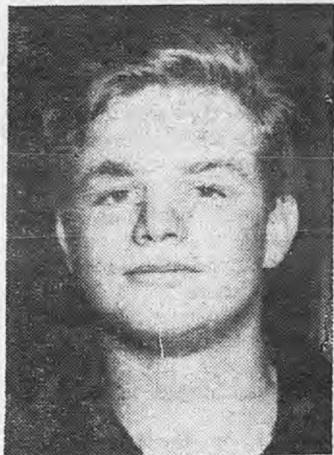
# HERE'S WHAT I THINK...



**QUESTION:** Traditionally the policy of the SIU has been against political action. How do you feel on this subject?

**DONALD WHITE, OS:**

I agree with the policy 100 per cent. I think we should have learned from the way the NMU has fallen apart, literally gone to the dogs, as a result of becoming too much involved in political action to profit by their mistakes. No political party that I ever heard of goes very far out of its way to serve the interests of seamen unless it's temporarily convenient to do so. For that reason, if for no other, I don't see why the SIU should go out of its way to support any party. We can keep our strength if we hold to our policy.



**JOHN BERTIE, Bosun:**

I think the present policy is the right one all the way. The SIU should be for seamen and for seamen only. It can best serve seamen's economic interests by concentrating on those interests. For this reason the SIU should not become involved in the shoreside tactics and maneuvers of politicians who do not have the interests of seamen at heart. I'm afraid that if our Union did become involved in politics that in the long run it would be more weakened than strengthened. So I say, let's keep our present policy and keep our Union strong.



**JAN ROBERT MUCINS, DE:**

I feel that political action can hurt the Union. I think we should follow the broad line of democracy without getting involved in politics. I wouldn't want to see the Union get mixed up with—or part of—a political party. It would mean that the Union would be giving up some of its economic functions for political ones. We are an organization of seamen united on economic objectives. As such we should keep on fighting—as we have in the past for the improved economic welfare of seamen.

**G. W. JACOBSON, AB:**

I don't think we can run a labor union soundly by mixing our activities in political matters. I am therefore against political action by the SIU. For one thing, I don't believe it works successfully; it hasn't worked with other unions that have spent a helluva a lot of time and energy in political matters, as far as I can see. It seems that one reason why the SIU has been so successful as a labor union is because it has not become mixed up in politics and has concentrated on economic beefs.



## Alcoa Building World's Biggest Bauxite Port

The Alcoa Steamship Company will commence construction this month of a \$5,000,000 project to transform the tiny fishing village of Tembladora near Port of Spain, Trinidad, into the world's largest bauxite port.

The decision to build is based on Alcoa's confidence that the new uses for aluminum developed during the war will result in an ever increasing demand for aluminum products in future years.

Whether the highly mechanized port project, which will be completed sometime in 1949, will mean additional ships on the bauxite run, Alcoa is not yet prepared to say, but certainly the company anticipates no decline in the bauxite trade.

### MANY MACHINES

When the new port is completed, two huge bucket unloading machines at pierside will operate at a rate of 1,200 tons an hour digging the ore from the holds of ships shuttling from Surinam.

On the same pier, a loading boom plus auxiliary equipment will be able to load a ship northbound for the U.S. at a rate of 2,000 tons an hour.

An 87-foot conveyor system will be installed to transfer ore from a shuttle ship to a northbound vessel or to one of the 15 storage tanks to be built along the shore. Total storage capacity will be 75,000 tons which can be increased to 125,000 if required, although Alcoa does not expect to store ore for long periods.

At present, Alcoa brings about 250,000 tons of bauxite north to the U.S. every month, of which about one half is transferred at Trinidad. The new port is being built to speed up the process.

Land for the project is being leased by Alcoa from the British government. The new mechanized pier will be adjacent to the U.S. Navy's Trinidad pier, and the company is building new facilities for the local fishing industries which previously occupied the Tembladora site.

### Our Hero



Alfred Paulsen, 4-foot 6-inch "hero" of the Alexander Woolcott. By keeping a level head one night, he trapped Wilhelmine, better known as "Bones," the female pickpocket of Port of Spain who had relieved more than one good Seafarer of his hard-earned dough. She won't be doing it anymore.

## Things That Every Seafarer Should Know

By **EDDIE BENDER**

Every member of the Seafarers International Union should become thoroughly acquainted with his organization. He should know what's being done—and why—so that he can get the maximum benefits of membership.

Besides the individual advantages of knowing the score, the Union as a body can function smoothly and with a minimum of wasted energy if it is supported by a well-informed membership.

Bearing this in mind, the smart thing for you to do is to get a copy of the Shipping Rules and study them as thoroughly as you can. These rules were made by the membership and they are followed to the dot. Know them!

If you don't understand some of the provisions, it's no crime to ask what they mean. Any oldtimer will be glad to help you learn the score. Or, better still, don't hesitate to approach any Union official for the clarification you need.

### THINGS TO KNOW

There are some other things you should keep at your fingertips. Like these, for example:

**1. REINSTATEMENT**—This is getting tougher every day. It is advisable that all hands do their utmost to keep in good standing. It is for your own protection that you understand fully the situation in regard to members in arrears.

No dues or assessments are

collected from anyone who is more than 12 months in arrears, unless he can present sufficient evidence to warrant reinstatement to the Headquarters Reinstatement Committee.

This procedure was brought about by the slow trend of shipping in almost all ports in recent weeks, and unless the situation changes, this policy will have to be followed rigidly for the protection of the active members.

**2. TRANSFERS, ETC.**—Anyone desiring to transfer from one department to another must have one year of seetime before he can switch to another department. This year of seetime must be proven by certificates of discharges, with the man appearing before a committee of the department to which he wishes to be transferred.

Transfers from another District of the SIU to the Atlantic and Gulf District have been suspended until further notice. However, the right of a member from one District to ship out from another District has not been curtailed and the original regulations are still effective.

Anyone desiring endorsement for the next higher rating in his particular department must have a year of seetime to show a committee before he can be given a letter of endorsement to the Coast Guard. This ruling will avoid crowding up in ratings in certain departments and thus ease shipping.

**3. BOOKS**—Permits are closed and none are issued except those approved by the organizers. Even these are kept to a minimum so as to avoid overcrowding of the Union. Moreover, permitmen in good standing with enough seetime and a qualified rating, will have to remain in their present status until such time as the membership allows issuance of books.

All branches will be notified when books are again opened. At that time applications will be accepted only after approval by a committee elected for that purpose.

**4. STRIKE CLEARANCES**—There are still many men who do not have their strike clearances for the 1946 General Strike and the recent Isthmian strike. Time and effort can be saved if these men will bring all necessary proof to warrant clearances when they come to register. No man will be shipped unless he had the satisfactory proof. Clearances will be issued only after a trial committee has recommended them for both strikes.

**5. RETIREMENT**—Don't put off retiring your book if you intend to stay on the beach indefinitely, either to rest or work ashore. This will save you plenty of cabbage and embarrassment when you come up with your book in bad standing.

Retirement is every member's privilege when in good standing, but no retirement will be honored when a member has a hole in his card. Whenever a

Brother wishes to come out of retirement, it is imperative to bring a statement from your place of employment or a letter to verify your whereabouts during retirement.

**6. RECORDS**—Our Headquarters office in New York now has a system in operation whereby every member's records can be checked as fast as requests for them come in. It will be worthwhile to drop in on the sixth floor to check your records, whether your book is in good standing or not. You can rest assured that you will be given a thorough check of your records with the least possible delay.

**7. WHERE TO GO**—Reinstatements, payment of dues and assessments, issuance of duplicate books and permits, letters of endorsement and transfers from one department to another—all these matters are handled on the sixth deck of the New York Hall.

Beefs and Special Services are handled on the fifth floor. Men wishing to do volunteer organizing on non-union ships can get information from the organizers, who are also located on the fifth floor.

Registration and shipping still take place on the second floor. If you haven't voted yet in the 1948 Union elections, you can cast your ballot in the voting booths on the third floor recreation room. You can call for your mail and check your baggage on the fourth floor, the same old stand.



## Shipping Still Strong In Boston; Tankers In With Plenty Of Beefs

By JOHN MOGAN

BOSTON—Business and shipping continue to move right along in the Port of Boston and its environs.

At various times it looked as though it would be impossible to furnish all the replacements being called in, but we were helped out considerably by the fact that the boys paying off here and elsewhere decided to ship again in a hurry.

Tankers, as usual, were the chief source of jobs and income. Paying off here after 9-month voyages were the SS Yamhill (Ampac) and the SS Gervais (Pacific Tankers).

Other tankers paying off coastwise and calling for several replacements on each were the Tonto, Fort Republic, Bull Run, Scotts Bluff.

Freighters taking men here were the India Bear (Pacific Far East Lines), which took a full crew on deck; the De Soto (Waterman), the Marymar (Calmar), Beaver Victory (Isthmian), and the Tuskegee Victory (Shepard), which also called for a complete crew.

### ROUGH PAYOFFS

The tanker payoffs were on the rough side, naturally, after being out so long. Brother Sweeney handled the SS Gervais in Mellville, R. I., and after three days down there finally got everything squared away satisfactorily.

The Yamhill, out 9 months and 13 days, was taken care of by Brother Goggin. This was a tough one with altogether too much friction aboard, caused originally by the habit of certain officers snooping and eavesdropping at the meetings in the mess-halls, which started the ill feeling aboard.

There was some other trouble which will be taken up by the Unions. All beefs were squared away except for a linen beef: the garg went 11 weeks without linen. The company argued they couldn't pay it because the linen was stolen (incidentally swarms of FBI agents met this ship and concentrated their investigation topside, not only with regard to the linen but many other beefs also, including the questionable disposition of cigarettes from the ship's slopchest).

### MONEY WAITING

The members of the Stewards Dept. left the ship without waiting for their "extra meals" mon-

The gang on the Beaver Victory also pulled in with some beefs, which were ironed out as much as possible, considering that this was not the payoff port.

The SS F. Marion Crawford (Waterman) paid off cleanly, with only a couple of disputes in the black gang, which were on the N.G. side.

### FUTURE BRIGHT

All in all, it was a rather hectic week for the port, and the outlook for the coming week appears pretty good also. The Helen starts off the week with a payoff on Monday morning, with a couple of tankers scheduled to arrive the same day; so there won't be any lack of jobs around here for a while anyway.

The crew of the Yamhill donated \$35.00 to the West Coast Sailor, and \$58.00 to the LOG. Individual credits will appear in Honor Rolls of respective papers.

Also the crew of the Tonto donated \$11.00 to the LOG; and the SS Gervais, \$40.00 to the patients at Ft. Stanton, to be divided equally between SUP and SIU, and Brother J. Carey donated \$2.00 for the Brothers in the Brighton Marine Hospital.

## Shipping Holds Fair In Mobile, Prospects Good

By CAL TANNER

MOBILE—Shipping during the past week has been fair with approximately 300 men signed on. Moreover, prospects for next week look pretty good since both the big companies here, Alcoa and Waterman, have half a dozen vessels scheduled to hit Mobile for payoffs.

In a fine display of SIU brotherly spirit, some of the crewmembers of the SS Pegasus, Alcoa, made up a donation toward the defense of those two good Seafarers facing trial in Georgetown, British Guiana, for the accidental drowning of a launch captain.

Specifically this contribution will go toward the beach expenses in Georgetown of a witness we are sending back down there from here.

Those contributing to the donation included:

William J. Moise; A. E. Henning; J. W. Graves; F. P. Droche; N. L. Flowers; W. S. Toomey; T. C. Deale; L. M. Kysek; H. C. Swain; J. M. Hogue; L. Roberts; J. E. Hall; Elliott; J. W. Travis, W. J. Loomey; L. L. Davey.

Balloting is coming along pretty smoothly, about 400 men having voted in Mobile already. We are still catching the bookmen when they come in as soon as they come off the ships.

A number of Alcoa's C ships have hit here recently—and gone straight into the boneyard. However, anywhere from 10 to 20 days later they move back out, a fact that really is helping shipping in Mobile.

So far we have crewed four of these and three more are due out of the yard next week.

Worth noting is the fact that three witnesses to the above-mentioned trial in British Guiana shipped on these vessels.

## Few Gashounds Foul Things Up In Frisco; Isthmian Crewmen Hail New Agreement

By W. H. SIMMONS

SAN FRANCISCO — The old Gold Coast has seen quite a bit of activity in the past week, but this by no means indicates that our financial income has suddenly become greatly increased.

The activity has mostly been caused by the gashounds and performers who sign on the Calmar and Isthmian inter-coastal ships on the east coast, then come out to this coast to perform.

Here's how it is. We had the Yorkmar, a Calmar vessel, in over the weekend. There was a lot of trouble on her, notably with Oilers missing watches because they were ashore gassing up. Just to make things a little worse, a Fireman—the Engine Delegate no less—pulled a hell of a trick.

This fellow went ashore, came by the office to see me and said he was a little short of cash. Na-



turally I let him have a couple of bucks.

### APOLOGIZED ANYWAY

When he returned to his ship, instead of going to his bunk for a siesta he proceeded to the Officers Saloon, and got a little belligerent.

It so happened that the Calmar Port Captain was present, and this Fireman raised so much trouble that the Port Captain had to call in the local police. Fortunately, by the time the police arrived the man had sobered up pretty fast, and offered to apologize to everybody he had abused.

Since it was Saturday night, and since the Port Captain knew that the Union does not like these ships to go out shorthanded, and because he could not get hold of me, the Captain asked to let the man ride to Portland.

The only reason I put this story in the LOG is to plead with the membership by example to cut this stuff out and act the way good SIU men are obligated to act.

### ISTHMIAN CONTRACTS

We have been having quite a few Isthmian inter-coastal ships in transit, and can say that every member on those vessels is proud to get the new agreement.

We are mimeographing about 500 extra copies in order to be able to supply all Isthmian ships hitting here with plenty of them, since we have received a num-

ber of requests for information on the agreement from members on Isthmian ships making long runs.

Since we have facilities for mimeographing all the copies we want, we do not have to bother Headquarters for extra ones—now that we have the agreement in hand. (Editor's note: Headquarters is reproducing the Isthmian contract as a focal card for Isthmian ships.)

Right here and now I want to congratulate the negotiating committee again on this agreement with Isthmian. Well done, boys!

### NO BEEFS

We have the SS Fairland, Waterman, in for a payoff. She came in with no beefs and is a good clean ship.

Actually, there was no reason to expect any beefs on her with Brother Red Turner aboard as Chief Steward and some mighty fine Delegates in all three departments, not to mention a good Skipper, Captain Ryan.

When we complete the payoff we will report further on her.

It looks as though the Union won't be getting that new building in San Francisco for a while, because the State of California

has decided to take over the property, where construction has begun, as a place to anchor the new Bay Ridge Bridge to be built parallel to the present one.

Although construction has stopped, you can be sure that the SUP is not going to take this lying down.

With the cooperation of the membership, we plan to do a little something extra for the Brothers in the Marine Hospital here over Christmas. When we do, we'll report it.

Here's a little item I found on my desk which I think is good for a laugh:

Two cockroaches were lunching in a dirty old sewer and one was excitedly discussing the spotless, glistening SIU ship from which they had recently been barred.

"I hear," he said, "that the refrigerators shine like silver, the galley shelves are as clean as a whistle and the galley floors sparkle like diamonds. Why, it's so clean..."

"Please," said the second cockroach in disgust, nibbling at a moldy roll, "not while I'm eating!"

## Extra Ships Keep Miami Busy; More Vessels Expected In Port

MIAMI — Shipping here hit what ought to be an all-time high the first of last week.

The Philip Schuyler, South Atlantic, slipped in for a payoff. The Grange Victory, Waterman, was also in port, as were both the Yarmouth and the Florida of Eastern and P&O Steamship Companies.

These certainly added up to the greatest number of ships to be in Miami for several years, whether or not it's an all-time record.

We hear there is a possibility that South Atlantic will send a ship to this port regularly. If so, the ship would be bringing in newsprint from Canada on the way back from northern Europe. It sure would be okay for this Hall could use the income.

### THANKS TO JIMMY

The Philip Schuyler had been out for three months, which may explain why the only man completely sober at the payoff was the Engine Delegate, Jimmy Babson. Thanks to Jimmy, it was a good payoff with no beefs at all.

The Schuyler shipped almost an entire new crew, a job that put us in a bit of a cramp for a while. But we managed to crew her up with a little help from Tampa. The ship goes to Pensacola to take on stores and load. At Pensacola, the crew will sign foreign articles. The Schuyler is going to look like a good SIU ship now.

We had word here from the West Coast that the SS Cavalier, Wilkerson Steamship Company, was on its way to Miami. We also had a letter from the Deck Delegate, Red Whidden, so the report is undoubtedly correct.

We are on the look out for her and will greet her with open arms. She should be in port in about 10 days to carry general cargo to the Islands and bring back bananas. She may need some ironing out. If so we'll get her in proper Union shape.

We still are looking for the Carib Queen to start operating out of Key West, but apparently not before March 1. There will be a lot of jobs on her once she gets going.

The Florida is due in for a payoff, and a payoff on her is always good. There is never a dispute, and nobody gets drunk. If all ships were as easy to handle as she is, the life of a picard would be rosy.

When the Yarmouth came in there was a get-together of oldtimers. Brother John Pinkus, Watchman, dropped by the Hall with Brother Ned Doane.

They got to talking to another oldtimer and it came out that Pinkus had sailed Boson on the old Camden for Eastern and that Brother Dick Birmingham had been an AB on her—way back in 1911. This was the first time these boys had met since.

We'd like to hear of any older shipmates running into each other.



ey; but it is set up for all hands and payable; also for the overtime earned the day of payoff.

The delegates on the Yamhill were real, heads-up Union men and had everything lined up in proper order for the Patrolman, and gave fine assistance at the payoff.

Both the SS Bull Run and the SS Marymar came in here with real beefs. Both were squared away in good style.

# New York Enjoys Week Of Good Shipping; Nearby Ports Ask Branch For Seamen

By JOE ALGINA

NEW YORK—Thanks to several calls from the outports asking for men, plus a fair number of ships in here for payoffs, the week in New York has been quite good for men anxious to ship.

Calling other ports before issuing tripcards is the proper way to crew a ship when short of men, and the method is fast catching on now that jobs are tight.

The days of indiscriminately issuing tripcards has come to an end. Most ports now are relying on the "Don Ameche" for extra men.

These calls from outports made a big difference this week in the number of men we shipped, and bears evidence to the fact that this is one way of getting men and at the same time put a halt to a practice which does a great deal of harm to the membership.

One of Alcoa's prize possessions, the Hawser Eye, hit port this week and, as always, she had her usual load of beefs. She came in on Friday and the Captain knocked off the Stewards Department.

He instructed them that no meals were to be served Saturday or Sunday as the payoff would take place Monday morning.

### A BIT SHORT

The time came for the payoff and it was found that he had made up the payroll to Friday midnight with no provision for wages and subsistence over the week-end.

The crew came to me with their beef and wearily, because this happens so often on Alcoa ships, I picked up the phone and contacted the company. I gave them the beef. They countered with the claim that the articles had terminated Friday at midnight.

Their bellowing didn't do them much good, however, as at the payoff the men received the wage and subsistence due them.

That should have been the wind-up aboard the Hawser Eye, but Port Steward Hansen, Alcoa's bleeding heart, decided otherwise.

He maintained that ice making in the tropics did not constitute overtime, in spite of the fact that one of the messmen was ordered to make it every day between 10 and 11 A.M. outside his regular working hours.

Hansen has the idea that Alcoa has never paid this as overtime and will not do so now. There will be a short delay in the signing on of this scow.

### GET SOME DOUGH

In view of what happened on the Hawser Eye, and regularly happens on other Alcoa ships, I'd advise men sailing these ships to make a good size draw just before hitting port.

It comes in handy in case of an emergency, and emergencies seem to occur with clocklike regularity aboard these scows. It seems that on every Alcoa ship job actions are necessary to get the cabbage due.

The crew of the Hawser Eye was a fine working unit and except for a few foul balls, hand-

led the voyage very well. A few times when performers and eager beavers took off work to partake of the sights, the crew quickly adopted a means to stop them cold.

Like the Joliet Victory, which set up a system to fine the men who headed ashore and pushed their work off on to others, the Hawser Eye men prepared a list of fines for such offenses.

### FINE METHOD

Some of the fines ran up to \$50 for those men who continually took off. In a very short time it proved its effectiveness and the practice dwindled to almost nothing.

I hope more ships will do as these have done; the complaints of men shirking their work will be considerably less. The best way to handle these guys is right aboard the ship, and the Joliet Victory and Hawser Eye have proved it.

Another hardtime ship, the Marymar, Calmar, showed its face in port last week. This ship has just one beef and it's always the same—no food.

Several times crews have fought to correct this situation, but on the next trip the company goes right back to its old tricks. The Marymar is now known as one-ship, one-trip.

On the last trip she sailed from the West Coast short of food as usual. The crew put in a good word for the efforts of the Steward who fought for more food continually throughout the trip.

### TRY DOUBLE-CROSS

While on the West Coast the Steward became ill and was sent to the Marine Hospital. As soon as he left the ship, the company tried to put its own Steward aboard. The Steward heard about it and like greased lightning he beat it from the hospital and hit the ship.

The Skipper, somewhat taken aback by the presence of this thorn in his side, told him, "I thought you were too ill to come



back. You are a very sick man, you should be confined to a bed. Who knows, you might die on the return trip."

He kept telling the Steward he was ill and painted a picture of a burial at sea. No matter how much he tried to discourage him, the Steward stuck it out and made the return trip. He is still alive and healthy.

The Marymar is enough to tax the will of the strongest of Stewards, but this Brother stuck it through. With men like him aboard it shouldn't be long before Calmar learns that it is easier to see that the men have

enough to eat. It's really cheaper in the long run.

Several other ships worthy of comment made port in New York this week. The Cape Catoche, Isthmian, was all fouled up at the payoff due to the Skipper's not knowing how to make up a payroll.

Skipping a ship was just too much for this boy, so Isthmian has taken him off. He had three OS on watch, and had made a practice of picking up men in different parts of the world and paying them ordinary seamen's wages.

This, too, was patiently untangled by the Patrolman and the crew got their correct pay.

### HIT THE DECK

Another headache was the Signal Hills, Pacific Tankers. When the ship came in, the Engineer wanted the Firemen to break watches and go on day-work.

The fact that she was still a "live" ship having a head of steam didn't stop the Engineer. He was stopped, however, by Patrolman Purcell who gave him the straight dope.

I guess by all the hard times I've related there is no need to state that the Patrolmen are keeping on the jump covering payoffs, sign-ons and visits.

Every ship gives them a new problem. How these companies, Skippers and Mates dream up these problems, I don't know, but new ones are always popping up.

Before I close, I'll toss a few bouquets. The Robin Locksley and Southland crews are deserving of a vote of thanks for the fine styles in which they paid off. Both ships were in good shape and everything was in order for the Patrolmen.

Ships like these are welcome reliefs to the harassed Patrolmen, and compensate for all the worries they run into aboard the other scows.

# Not Much Doing In Jacksonville

By JAMES HANNERS

JACKSONVILLE — Shipping is still slow in the Port of Jacksonville with only one ship in transit. However, the Southport, a South Atlantic ship from Baltimore, was in good shape with no beefs of any kind. She was a good SIU ship.

As yet there has been no voting in the election. There simply have not been enough full bookmen on the beach here to organize a voting committee.

Nevertheless, we expect to be able to get a committee and get some ballots cast as soon as the South Wind arrives on or about December 20. We'll see that everybody votes. Don't worry about that.

What the prospects are for the future cannot be guessed right now. However, if we get a chance to crew a fleet of row-boats or tourist cruisers, we'll send the story to the LOG you can be sure.

Whatever happens down here, it's always better weather in the winter than it is up the coast. And that's something, Brothers, that's certainly something.

## In Hospital



Brother N. A. Huff, AB, pictured above, is at present in the Staten Island Marine Hospital. He's been there for the past month and a half, but hopes to be discharged in time for Christmas. He sends regards to his former shipmates, and would like them to write to him.

# Wait For Payoff Patrolman, Says Marcus Hook

By BLACKIE CARDULLO

MARCUS HOOK — Shipping has picked up here at last and we have very few men on the beach. Moreover, we expect the SS Signal Hills, Pacific Tankers, in this port before the end of the week to load for Germany.

We thought by this time that everybody knew enough not to payoff a ship unless a Union Patrolman was aboard, but we evidently must preach this simple point to a few guys. The crew of the SS Carlsbad, which paid off the other day, needs a lesson badly.

The word was that the ship would pay off at approximately 12 noon. Due to a lot of red tape encountered getting aboard, the Patrolman did not reach the Carlsbad until 12:30. When he finally got there he found that the crew had paid off at 11:30 and gone ashore.

The crewmembers had told the Captain that they had called the Marcus Hook Hall and been told it was permissible to pay off. This was a damned lie. At no time had they been told to pay off unless a Union Agent or Patrolman was aboard.

### COMPANY PAYOFF

Payoffs like the above let trip-carders evade payment of dues. What is worse, a steamship company loves such a payoff, since it can have a field day saving overtime money right and left.

The SIU has gotten to be very popular in this town because of the new television set at the Hall. In fact we have requests for space a week ahead of time for many events.

The night of the Louis-Walcott fight was sure a big one. The "standing room only" sign was out all evening.

We see where our Patrolman Bob Pohle is in the market for a wedding ring, and we hope Bob invites us to the affair when it happens. His girl is a reporter on the Chester Times and she has given the SIU several good write-ups showing the Union side of things—which is something you don't see in every newspaper.

# Savannah Gives Word On Real Hungry Skipper

By CHARLES STARLING

SAVANNAH—Things are still fair here in this port. We had three more payoffs last week, all three up the line in Charleston. Moreover, we crewed one of these ships, two days after the payoff.

The SS Frank Spencer, South Atlantic, was in very good condition, very clean all over, a fact for which the crew deserves full credit.

However, there was a big beef on the SS Hamlin Garland, an SUP ship which went right to the boneyard. It seems the Old Man did not like to eat very much and, what was worse, did not think anyone else should eat with any degree of heartiness.

### NO EGGS, NO NOTHING

As a result, the ship sailed short of stores, and the Old Man refused to let the Steward buy anything in Stockholm to feed the crew on the trip back to the States.

It was hardly surprising, then, that the ship ran out of eggs, bacon, cream, coffee and God



knows what else three whole weeks before hitting Charleston.

Also, it is hardly surprising that the crew held a meeting and voted unanimously in favor of a motion never to sail again with Captain James E. Frazer.

Brothers everywhere might want to be on the watch for this diet-minded Skipper—unless there are some of you who want to get your waistlines down a bit. He's going to be looking for a new ship now, since the Garland is in the boneyard.

The third ship was the SS William Kamaka on which all beefs were settled at the payoff. The payoff was on a Saturday, and on Monday we crewed her up, just about cleaning out the beach here of rated men.

This can be placed under the heading of good news if you remember some of our recent reports.

One oldtimer still around is an Oiler named Glisson. Fact is, he ought to be called "Bull Line" Glisson because he keeps saying: "I'll wait till a Bull ship comes along."

We can't get him to ship any other way.



## Three Seafarers Take The Long Voyage Home

Word of the deaths of three Seafarers—two of which occurred aboard vessels at sea—was received this week at Union headquarters.

Brother Frank Jaskolski died aboard the SS Cornelia, a Bull



FRANK JASKOLSKI

lines ship, on Nov. 28, of injuries sustained when he fell through a hatch, his body striking the shaft alley, according to Albert J. Ulrich, Ship's Delegate. He died within two and a half hours.

Ulrich says Jaskolski suffered a severe fracture. First aid instructions radioed from shore to the ship were carried out and everything possible was done for him.

Bull lines ordered the vessel to Miami, Fla., where the body was removed for burial.

Jaskolski was 41 years old and held Book No. 31754. He joined the SIU in Feb. 1944, and was in good standing at his death. He had no known next of kin, but he once resided in Detroit, Mich., according to Ulrich.

Thomas J. Brennan died aboard the SS Jean Lafitte Nov. 9, in the Canal Zone. He held Book No. 6083 and was in good standing. Last rites were administered by a priest who was a passenger on the LaFitte. Brother Robert Barrett, a shipmate,

was with Brennan when the end came.

Brother Brennan, who was 42 years old, is survived by his wife, Eleanor. Funeral services were held in St. Stephen's Church and burial was in Holy Cross Cemetery, Philadelphia.

The third death reported was that of Brother John Albert Dykes, who succumbed at his home at 507 1/2 East 10th St., Stillwater, Okla., on Nov. 25, after a long illness. His age was 45.

Dykes had been under treatment for a partial paralysis which developed at Karachi, India, while he was on a Persian Gulf trip. He was flown 11,000 miles from there to New York last March when he was admitted to the Staten Island Marine Hospital.

Besides his wife, the former Irene Johnson, survivors include two brothers, two nephews and a niece. Another brother, Ollie O., was killed in action in World War I.



Wreath offered in memory of Seafarer Thomas J. Brennan by his SIU brothers aboard the SS Monroe and SS Evelyn.

## Great Lakes District Busy On Contracts; Beefs Arise On Lay-Up Work On Saturday

By FRED FARNEN

DETROIT—Work has begun on the big job of reopening most of the Great Lakes contracts. Those Great Lakes District contracts which expire on December 31 or January 31 are in process of being rewritten to comply with the Taft-Hartley Act, and to incorporate certain gains in order to offset the greatly increased cost of living.

As noted in the pages of the LOG some time ago, management of the Detroit and Cleveland Navigation Company has again changed hands, and we will be making a new D & C contract with different officials this year.

A committee consisting of SIU members who work in the various departments aboard D & C ships has already held one meeting, and will finish the drafting of their demands upon this Company very shortly.

Despite the fact that the D & C management lost considerable money during the past year, we must recognize the fact that the wages paid by this operator, as well as other SIU-contracted operators, must keep in line with increased living costs. Therefore, the demands upon this operator will be based upon the economic needs of our members.

### BROWNING BEEF

Recently, officers aboard the Browning ships now laying up were instructed to tell their men that they must work Saturdays, or they would be fired.

This was done arbitrarily by the Browning management, despite the fact that our contract with this operator specifically states that the work-week during fit-out and lay-up shall be Monday through Friday.

So, when the men aboard the SS Coralia, now tied up at Detroit, were told that they would not have to work Saturdays and Sundays unless they so desired, they walked off the ship in a body. However, safety watches

were maintained as usual.

After the men walked off the Coralia, Browning representatives demanded a meeting with the SIU in conjunction with the U.S. Conciliation and Mediation Service.

At this meeting, held in the Detroit Federal Building, the SIU was represented by your Secretary-Treasurer and Brother Russell Smith. Company representatives were Mr. T. H. Browning and Mr. Sparkman Foster, with Mr. Moore representing the Conciliation Service.

After considerable discussion on both sides, the meeting broke up with the SIU demanding that the company live up to the contract, and insisting that the men employed aboard the Browning ships were not required to work Saturdays and Sundays, other than for safety watches, unless they so desired.

Company representatives demanded that the entire matter go to arbitration, and unless an arbitrator agreed upon within 15 days from the date of this meeting, the Senior Judge of the U. S. District Court would be requested to select an impartial arbitrator.

### WYANDOTTE BEEF

Another similar beef of this nature developed aboard the four ships of the Wyandotte Transportation Company, one of our newly contracted operators.

When the men aboard two of the Wyandotte vessels were told that they must work on Saturdays during the lay-up period, they immediately contacted SIU headquarters.

In response to their request Brother Russell Smith and your Secretary-Treasurer met with Company representatives to discuss this beef.

After a considerable discussion, company representatives agreed that the Wyandotte seamen would not be required to work on Saturdays during the lay-up

and several sections of the Wyandotte contract which were not clearly understood by crew members were thoroughly discussed and explained.

The meeting lasted for better than two hours, during which all Wyandotte crew members had their questions fully answered. As a result of this meeting the Wyandotte seamen expressed themselves as being well satisfied with the present way that things were running.

Crew members were instructed to fill out lay-up lists and repair lists for their respective ships in order to protect the jobs and conditions of the Wyandotte seamen. It was also decided that a mass meeting of all Wyandotte seamen would be held in Wyandotte next spring during the lay-up period.

Several minor beefs which have developed on these ships over a period of time were discussed and crew members were shown how these beefs could be properly adjusted.

All in all, it was a very satisfactory meeting, and Wyandotte seamen were fully satisfied at the results.

## Norfolk Awaits Return Of Coal Boats To Port

By RAY WHITE

NORFOLK—After an active period, shipping slowed down again in Norfolk last week. As a result, there are more bookmen around than there have been for quite some time. Or perhaps their presence is due to the fact that Christmas is near.

The Branch business by-and-large is running about the same, but due to the future outlook it will be necessary to lay off the extra Patrolman this port has carried for the past few months.

This is all part of the economizing program laid down by the last Agents Conference. In addition, we are cutting our phone bills to a minimum in line with the recommendation of the Secretary-Treasurer.

Voting in Norfolk will probably run to an all-time high this year because every bookman is coming in to vote his choice of officials.

This is ample evidence of the democratic manner in which the SIU is run. It certainly is the duty of every bookman to vote in the elections.

### EXPECT COAL SHIPS

There are quite a few ships plying the coal runs which are due back anytime. When they get in, shipping should pick up for the next couple of weeks.

There isn't much news on the local labor front. Everything is quiet in this area. However, the weather is getting cold and rainy. Next to Siberia, Norfolk has the best weather in the world.

The Hall was empty December 5. Why, you ask? Well, we were having a Victory Train parade. All the boys were watching the bands.

Maybe they had their eyes fixed on those high stepping drum majorettes, who knows? Must say that even the real old-timers were taking a peep.

## Coral Sea Payoff Height Of Cooperation

By BILL HIGGS

PHILADELPHIA—What waterfront activity that took place in this port during the past week must be pushed into the background by the payoff of the Coral Sea, owned by the newly-contracted Coral Steamship Company.

This was the maiden voyage of the Coral Sea. She took a crew in Tampa and, following a trip to Poland, she hit here for the payoff.

We went aboard her for the first payoff since coming under the SIU banner, but never did we dream that a first payoff could be so smooth.

There were a few beefs on the ship, as could be expected, but right from the start we got complete cooperation from the Captain, the company Agent and the Port Steward.

### REAL ASSISTANCE

In every matter they bent over backwards to give the men everything coming to them. There was no quibbling of any sort.

Some of the men had neglected

to write down the overtime work they had performed and the Captain came to their assistance by vouching for their work. Some Skippers won't do a thing for a guy if he has it written down in black and white, but this Captain ruled everything in favor of the crew.

There were a few repairs called for and, to insure the crew that the repairs would be made, the Skipper signed a letter promising them everything needed. He agreed that if the repairs were not made the men could sign off on mutual consent.

No more can be asked of a company than this. The Skipper's name, in case you ever sail under him, is N. E. Mavrowleon. A crew can't find a better man.

It's obvious that the company is doing everything in its power to make relations with the SIU as smooth as possible. We are doing our part by seeing to it that competent, industrious men take these jobs.

This company intends to operate several more ships and, if all of them are as enjoyable to handle as this one was, we will never have any reason to worry.

Tommy Brennan, an oldtimer in the SIU, passed away this week. He was a well-known figure around this town and had made many friends during his days of going to sea.

Quite a few of his friends who were on the beach at the time attended his funeral. His burial was handled by the Union. Tommy is survived by his brother who, too, is a member of the SIU.

## US Operators Pull Ships-Sales Sitdown

(Continued from Page 1)

Congress to compel the Commission to reduce prices.

In the meantime, hundreds of U.S. vessels have been and are being sold to foreign powers and thousands of American seamen are being deprived of jobs. The shipowner doesn't suffer because his pockets are stuffed with profits made during the war.

As always, it's the seaman, the guy who does the work, who gets it in the neck.



## Brother Asks Unrelenting War On Commies, Other Disrupters

By PAUL PARSONS

There is never any time better than the present to fight and expel communists and other un-American elements from the midst of our industries and unions, and the best way to fight them is never to allow them to penetrate the unions and the industries in the first place.

The SIU has gone on record opposing these elements because of their past and present records and policies of bloodshed, terror and the virtual enslavement of labor.

At home and abroad we have watched events evidencing their ruthlessness and destructiveness and we are glad to note that people elsewhere are exposing them too.

### SLAPPED DOWN

Several times they have had their hands slapped for attempting to disrupt our organization, and we should be more alert than ever to the necessity of blocking them from admission to our Union.

We should be absolutely sure of every permit and every application for a permit. Whenever these boys have failed in one place, they try in another, and you can be certain that they have their eyes on us and that they are watching for a chance to disrupt us as they have the NMU.

At present they do not stand a ghost of a chance of coming into our midst any more than they have in the past—provided we do not relax our alertness in the face of the march of communism in the world today.

It is my firm belief that we have plenty of permits at home and abroad to fill the jobs. In fact, the jobs available now should be filled without any further issues of permits.

The stopping of additional permits would be twofold in purpose: It would protect the men already in the Union; and it would prevent any infiltration by these undesirable elements.

### WANTS VIEWS

In a case where no men are available for jobs, plain shipping cards should be issued good for

## Fights For Free

Seafarers waiting to ship out of the New York Hall can now pass the time as spectators at the big-time boxing matches, hockey and basketball games, movies and newsreels and what have you — without spending a dime for the ducats. The much-discussed television set is now set up and operating on all fours.

There are plenty of good seats available for all these activities in the recreation room of the third floor, Monday through Saturday until 11 P.M. each night.

Handling the control board of the machine is our esteemed building superintendent, Frenchy Michelet, ably assisted by "Lil Abner" Barthes, night dispatcher.

So all you Brothers who want to beat the cold weather — and the gin mills — come on up and see what's going on in comfortable style.

one trip and one trip only.

No permits should be issued away from our own shores, moreover, and any card issued in the future should be passed out only after careful screening of the applicant for subversive political beliefs—including, of course, communism.

These are important points in my personal union creed and I would like to see the views of some of the other Brothers on this same subject.

Naturally, I am sure that the views of all of you closely parallel my own, and I am certain that you are solid against any bloody communist effort to trample us underfoot, as the communists have trampled millions the world over.

## On Performers

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

## The Patrolmen say

NEW YORK—I ran across a First Assistant Engineer this week who thought he had found a loophole in the Union contract which would cut down considerably on the overtime.

He thought he had it all figured out. He went through the agreement and found that, when watches are broken, the Fireman and Oilers shall become dayworkers.

This was okay, but the payoff came when he decided that he was going to turn all hands to daywork and at 5 P.M. he was going to put the men on security watch, as he called it.

This was his own idea, otherwise the men would receive overtime for their work after 5 P.M. and before 8 A.M. Of course, after their "security watch" they would again turn to daywork at 8 A.M.

This little dream was to have taken place aboard the Signal Hills, Pacific Tankers, which nosed in here the other day. Fortunately, the whole scheme remained but a dream when the crew got up on its hind legs and put up a howl.

### WANTED IMPOSSIBLE

Men who have sailed these T-2 tankers know that doing what this Engineer proposed is wholly impossible. When the plant is in operation, it requires a full watch below at all times.

The Engineer, if he had stopped to think for a minute, knew this too, but he wanted some work done and thought he could do it and at the same time save good old Pacific Tankers a few bucks. Naturally, he wasn't thinking for a minute about being boosted to Chief.

At any rate, his "operation-no-overtime" didn't come off.



**MERCHANT SEAMEN**, by William L. Standard. 224 pages. International Publishers, \$2.50.

William L. Standard, attorney for the National Maritime Union, CIO, since its inception in 1937, and before that lawyer for the Marine Workers Industrial Union, has written what he terms a brief history of the struggles that "preceded the formation of the present maritime unions."

It is obvious, however, that his purpose is not to give an objective treatment to the story. He is a special pleader, and his aim is to strengthen the communists' position in the NMU by setting forth their views in authoritative fashion.

It is significant that this book was published right before the NMU Convention which took place in September and early October.

Mr. Standard proves his points by virtue of mere statements, without any verification. What evidence he does present is incomplete, more than often inaccurate, and most times used in

such a fashion as to be deliberately misleading.

### SELLOUT IGNORED

Left out of the book are such things as the way the NMU toadied to Government agencies during the war, to the detriment of the membership; the role the NMU and the Committee for Maritime Unity played in the sellout of the Marine Firemen and the Marine Engineers after the successful SIU General Strike; and the poor showing the NMU made in its attempt to organize the Isthmian seamen.

As far as Mr. Standard is concerned, the AFL Maritime Unions do not exist, and his work gives no inkling of their influence upon, or contributions to, the organization of maritime workers.

It is common practice for so-called left wingers to rewrite history so that it expounds their own peculiar point of view. This usually means falsification of facts, or at best ignoring historical truths.

Mr. Standard does both, and so his purported history of the American merchant marine becomes nothing more than a history of the communist fraction in the maritime industry.

And as every sincere seaman knows, that history is replete with sellouts, scabbery, and internal and external struggles to further the Moscow line.

† † †  
**CAREER IN C-MAJOR**, by James M. Cain. Avon: 25 cents.

Reprint of a 1936 yarn which is below the best Cain standard. However, if you can take the utterly fantastic grand opera plot, you will get your 25-cents worth. Story is about a tough-guy construction engineer married to a socialite trollop who flops as a professional singer. The gent, who is not nearly so hardboiled as you expect Cain characters to be, also has a fling at professional singing. He flops too and, for some reason, he and the girl live happily forever after.

† † †  
**JOURNEYMAN**, by Erskine Caldwell. Penguin Books, 137 pages, 25 cents.

Journeyman, in case you haven't guessed it, is an itinerant preacher who travels the universally familiar country furrowed twice before by Author Caldwell in "Tobacco Road" and "God's Little Acre."

In the few days roving preacher Semon Dye lays over in Rocky Comfort he blasts the emotions of almost every inhabitant sky-high.

He cheats the males; sports with the females; then winds up his lecherous, whiskey-drinking visit with a hell-raising revival meeting.

He's off the next morning in his host's automobile before the sun and his bewildered victims are up.

Less violent than "Tobacco Road," "Journeyman" is, nevertheless, lusty enough for normal tastes.

James Purcell

## Why Bosuns Turn Gray

By G. W. (Bill) CHAMPLIN

There is plenty of literature on how to become an AB, a Tankerman, a Mate, a Lifeboatman or what have you, but I never have seen much on how to become a Bosun. As a result, everybody knows what a good Bosun should do and be, but no two opinions agree.

I've usually found, however, that a one-trip Ordinary can tell the Bosun more than anybody else and, moreover, he's generally very sure of himself.

I've long felt that some sort of Bosun's column in the LOG would be a good thing. Here we could exchange questions, answers and experiences on difficult and unusual situations and problems. For example:

Once I had to get a man up a topmast that was too big and too high for anyone in the skeleton crew we had aboard to climb. What had happened was that some spiteful performer had hauled down the last dummy gantline before I came aboard.

### ASKS BOY MATE

Just for fun I put the question to our schoolboy Mate.

Well, the Mate had an idea, you have to hand it to him. He wanted to lash a man's ankles together and have him climb barefooted!

I don't know how I managed a straight face while I reminded him that his idea might be the answer for a coco palm but would hardly do on a smooth, vertical topmast. There was an answer, though.

Once when I was kidding myself that I'd quit the sea I was working for a tree surgeon. I had a tree one day nobody could get up by any of the methods available to us. We could have used extension ladders, but we didn't have any.

Fortunately, I had an exteepolejack in my crew who showed us a trick or two. He piped up: "From that flagpole I can get to the second limb then rope-work myself to the top."

"Okay," I said, "but how are you going to get up the pole?"

He showed me and I never forgot. And the incident demonstrates that a Bosun has to have practical knowledge of a little bit of everything including tree surgery and steepolejacking. It comes in handy.

### UP IN A JIFFY

I took a young AB willing to go up the mast—he volunteered. I took him to the foc'sle where stanchions were handy and drilled him for an hour in making rolling hitches and using them. Three pieces of line were used, one for each foot and one for his chest just under the arms. Spliced-in bowlines served as stirrups.

Rolling hitches enabled the man to slide one stirrup up while his weight was on the other. Stepping into the high stirrup, he could bring the lower one up. The rolling hitch on the chest line was pushed up as he needed it and served as a safety belt.

When the boy got his confidence, I let him go. He went up in a jiffy. Aside from the training time, I don't believe it took a quarter of an hour to rig that dummy gantline. What would have happened if I'd lashed the boy's ankles together I hate to think.



# SHIPS' MINUTES AND NEWS

## Injured Crewmember Is Removed From SS Sparks In Heavy Seas

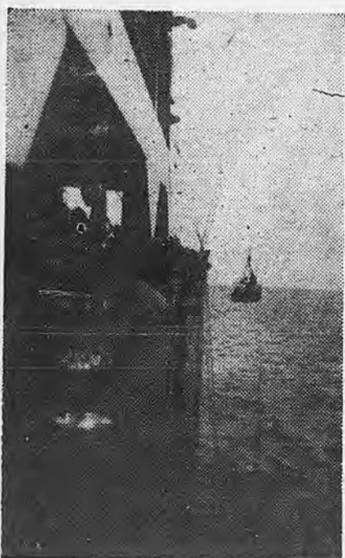
The recent trip to Europe of the SS Governor Sparks, Waterman, turned up about everything in the book including the rough-weather rescue of an injured seaman off the Florida coast on the way back to New Orleans, according to "Whitey" Gann, Cook.

The rescue came near the end of the voyage. With Miami in sight and a heavy sea running, an OS named Neely, climbed in the hole and fell about 20 feet to the tank top, landing on his back. It was 1:30 in the afternoon and Neely was hurt plenty and in great pain.

### LOTS OF ORDERS

When his pain steadily grew worse, the Captain had to radio for a doctor, and 45 minutes later a Coast Guard crash boat came out with a lieutenant, a doctor and a very young seaman aboard. They didn't dare put the crash boat's nose under the gangplank because of the state of the sea and the heavy gale that was blowing. As a result, orders flew fast and furiously.

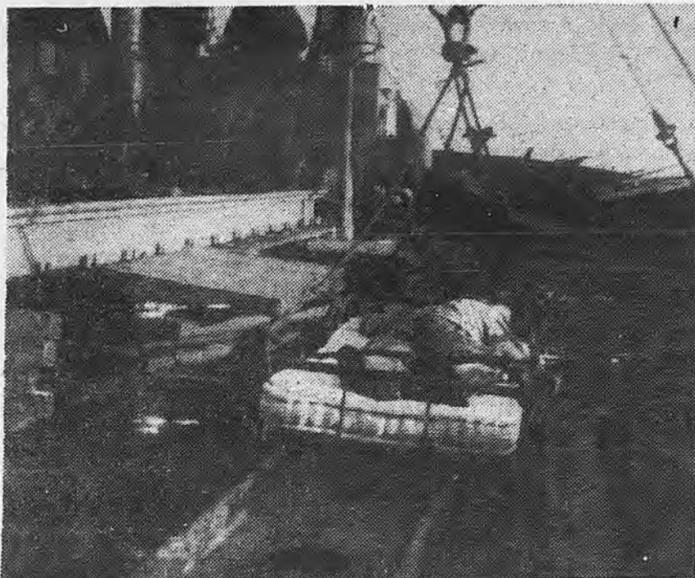
"Raise the gangplank," someone would yell. "Throw over a Bosun's ladder," would come next. Then, "Up anchor and give



Basket containing injured seafarer is lowered over side to crash boat. Upright figure in basket is a crewmember who was lowered with Neely to handle the lines.

us steerage way." The one thing they didn't do was put out an oil slick, Gann reports.

Finally things got squared away and the doctor came up a ladder. He gave Neely a needle to kill the pain, and examined him as thoroughly as he could without X-ray and other equipment. But he was unable to say whether his rib was broken from



Resting in bunk rigged by his shipmates, Brother Neely awaits transfer from the SS Governor Sparks to crash boat.

his backbone or the vertebra connecting the last rib fractured.

Meanwhile, the deck gang was rigging a sling to lower the injured Neely and within 30 minutes the necessary paper work was done and the crash boat, without losing an inch of paint was headed for shore with Neely aboard. However, by now it was nearly five o'clock, and Gann figures that a good two hours was lost by all around inefficiency in the matter of getting the doctor on and off.

### PLENTY OF BEEFS

The rescue off Miami came close to the end of a trip which had seen its share of beefs. In the beginning, en route from New Orleans to Charleston, the Captain issued no cigarettes at all. Gann says that if it hadn't been for the Chief Engineer most of the crew would have had to do without smokes.

Toward the end of the trip when there were three weeks to go, a mere two cartons apiece were issued to all hands. After the last shipboard meeting an attempt was made to do something about the situation and back in New Orleans, Patrolman Buck

Stevens asked the Captain a few questions.

The Old Man had an explanation. "The slopchest and the payroll are all made up and in order," he said, "and if the men want to gamble with their cigarettes I don't give a damn if they smoke or not." Just how the crew could have gambled with non-existent cigarettes is something which Whitey Gann says he can't understand.

Other beefs concerned the Old Man's reluctance to issue draws in London and Antwerp. And then there was the water. It came out brown in the baths, Gann claims and says that when he dried himself after a shower the towel looked as if it had been rolled in bauxite.

Like everybody else, Gann and his fellow crewmen were amazed by the apparent prosperity of Belgium. "You can get a new car, a fur coat or almost anything else you have the mazuma to pay for," he says, pointing out that there are a lot of American goods selling at prices about 10 percent above U.S. prices. What impressed him and the others was the difference between Belgium and England.



Crash boat tosses in heavy seas, as doctor climbs ladder to board SS Governor Sparks for look at Neely's injuries.

## Quick-Witted Seafarer Saves Shipmate From Drowning In Savona

If it hadn't been for the heads-up thinking of a shipmate standing early morning gangway watch aboard the SS Robert R. McBurney in Savona, Italy, recently, they might have rung "finished with engines" for Seafarer Wiley T. Stricklin. The brother whose presence of mind is responsible for Stricklin's being alive and kicking today is Vernon Porter, an AB. He revived Stricklin by artificial respiration after hauling him out of the water in unconscious condition.

Stricklin had toppled into the water as the McBurney was discharging her cargo of coal in the Italian port. He suffered severe facial injuries in the course of his fall and is now recovering in a Savona hospital, according to a report to the LOG from the vessel's Chief Steward, Frank S. Mitchell.



VERNON PORTER

### ON WATCH

The episode occurred shortly after Brother Porter took over the midnight to 4 a.m. watch. At 12:45 a.m. an Italian longshoreman very excitedly ran up to Porter hollering:

"Officer and water!"

Porter says he thought at first that an officer had fallen into the water.

"I grabbed a life ring from the bulwark just aft of the house on the inshore side of the ship," he says in an account of the incident.

He tossed the ring to one of the longshoremen, who was so excited that he dropped it in the water. Realizing he would need light, Porter headed for his locker on the double. On the way back from his quarters he ran into R. E. Creamer, OS, whom he had relieved at midnight. He told him to call the Third Mate.

Porter was using his head every inch of the way. Before he reached the dock, he had cut a line from the gangway. Meanwhile the Italians had lowered a bucket into the water from the crane which had been working No. 5 hold. One man was on the bucket.

### HOPS ON BUCKET

"I tossed one end of my line to him and the other end to the men on the dock. Then I jumped to the bucket myself," Porter says.

The victim already appeared to be in a bad way. Porter's account reveals he was "floating with just his back above the water. His feet, arms and head were hanging straight down."

"He was just beyond my reach, so the Italian with me threw the bight of my line over the man in the water and pulled him close enough for me to get a hold of his belt."

The crane then hauled the

three men to the dock, Porter hanging on to the unconscious man's belt for all he was worth. As they cleared the water, Porter saw the victim's face; which he says, had an "awful" gash over one eye and was swollen beyond recognition.

Porter went to work pronto as soon as he was set down on the dock. He immediately loosened the belt of the man and began applying artificial respiration to his motionless body.

Several minutes elapsed. Then the injured man stirred. They heard him take a deep breath. Within seconds he was breathing normally.

Up to this point all thought the victim was a longshoreman. While waiting for an ambulance to show up, Porter took the man's wallet from his pocket to establish his identity.

### A SHIPMATE

"It was only then that we learned he was W. T. Stricklin, one of our Wipers," he reveals. Porter noted that Stricklin's wrist watch had stopped at 12:45 a.m.

"I would say he had been in the water about five or six minutes," he adds.

Stricklin was then placed on a stretcher which had been brought from the McBurney, by some of the crew. They carried him across the railroad tracks on the dock, where the ambulance picked him up shortly after.

Porter says "The Third Mate stood by, while I went back to the gangway watch."

It's for sure that Stricklin is happy Porter had that gangway watch—and that those Italian longshoremen were around, too.



# SIU Ships' Minutes In Brief

**ALCOA CAVALIER, Oct. 16**—Chairman A. B. Steinberg; Secretary Powers. Delegates reported no changes in personnel at end of present trip. Chief Steward Miller made a speech and stated that all overtime has been okay and thanked crew for wonderful cooperation. New Business: Motion carried that ship will not leave until it is completely crewed. **Patty McCann** made a speech about topside, also about the strike in 1936. The chairman mentioned the abusive treatment of Chief Steward and 2nd Steward. Stewards Delegate spoke about the Brother who was handcuffed at the gangway by the Chief Mate.



**TOPA TOPA, Oct. 1**—Chairman John Marshall; Secretary C. Wahlganer. New Business: Motion that the ice box be thoroughly inspected by a Union representative before any stores are brought aboard. Good and Welfare: General discussion on making the ship a better place to live.



**CAPSTAN KNOT, Oct. 7**—Chairman C. Swain; Secretary M. R. Stevens. Departmental delegates reported all okay except for disputed overtime between deck and engine departments. Good and Welfare: Report that fruits and juices have been warm at mealtime instead of being chilled. Crew reported a desire for more variety of pastry and icings on cakes.

**STEEL CHEMIST, Sept. 28**—Chairman I. W. Magarvy; Secretary E. J. Laws. Delegates reported some disputed overtime in their departments. Education: New members told about not signing on or off without okay from Patrolman. Discussion on conducting selves as good Union men. Good and Welfare: Agreed that ship's delegate should check the slop chest for quantity, quality and sizes.

**CAROLYN, Sept. 28**—Chairman P. Losado; Secretary R. Rhoades. Delegates reported no beefs. New Business: Motion carried that no man is to enter messhall without a shirt on. Motion carried that a fine be levied against men who leave their dirty cups on hatches or put their feet on seats. Money to go to men in marine hospital at port of payoff. One minute of silence for Brothers lost at sea.



**MILWAUKEE CLIPPER, (Wisconsin & Mich. SS Co.), Oct. 30**—Chairman Joe Jukes; Secretary Paul Kelly. Brought up matter of laxity of crew in holding ships' meetings, not bringing up small beefs at appropriate time. M/S/C penalty assessment on each member not attending meetings, 24 hr. notice be posted on blackboards in messroom. Delegates elected for each department. Chicago Agent, **Jansen**, brought up matter of attempt on company's part to discharge one **Emma Knueppel**. He received petition signed by crew members. He talked to company regarding this and they agreed to let her remain, until further

notice. Beefs came up in regards to quality and quantity of food. Also need of fumigating crew quarters. All departments agreed to cooperate more in future, and menu for each meal be posted in messroom. M/S/C that meeting be adjourned.

**K. V. SCHWARTZ** (Schwartz Sand & Gravel), Oct. 15—Chairman **Mike Lack**; Secretary **Bat Beatty**. M/S/C meeting come to order. Books and cards or regular members checked and found in good order. Discussed matter of why working gear and washing machine as provided by contract were not yet present aboard. Several beefs regarding overtime not being signed and one case where payment was refused by Capt. M/S/C that a committee be elected to look into these matters. M/S/C that committee procure blanks for recording all overtime, also manual defining specified working duties for various departments aboard ship. M/S/C meeting be adjourned.



**CRESCENT CITY (Browning SS Co.), Oct. 15**—Chairman **Savage**; Secretary **Hadley**. M/S/C delegate **Wood** check on overtime for cleaning bilges. M/S/C that fine be placed on each man coming aboard intoxicated so that he could not stand watch. This fine, \$5 to be collected by each delegate in his department. On third offense of same, man's union book be automatically withdrawn. M/S/C each man donate 25c each meeting to ships fund to be used for union business. M/S/C Brother **Chef Louks** be elected permanent treasurer. M/S/C there be a regular meeting held on 2nd and 16th of each month, plus any special meeting necessary. M/S/C any member not on watch, and not attending meeting be fined \$1 to go in ship's fund. M/S/C meeting be adjourned.

**JOHN W. DAVIN** (Midland SS Co.) Oct. 26—Chairman **John P. Donovan**; Secretary, Same. First meeting held this year due to fast turnover of men. Meeting instigated by **Brother E. Nordaas**, Duluth Agent, who came aboard and suggested meeting be informal and purely organizational. M/S/C that one delegate represent ship. Discussion on crew leaving mess dirty at night, and time was requested for 4-8 deck watch to clean up. Agreed crew wash own dishes at night. M/S/C meeting adjourned deciding next meeting be as near to the 1st of month as possible. No beefs.

**MARQUETTE VICTORY, Oct. 27**—Chairman **J. C. Magnusson**; Secretary **W. M. Stark**. New Business: Delegates and Patrolman to check slop chest for quantity and quality. Decision to move Wipers midship and Electricians to go topside. List of repairs made up and approved. Crewmembers having logs of one-month's pay against them to have Patrolman look into the matter.

**ROBERT INGERSOLL, Oct. 19**—Chairman **I. Davenport**; Secretary **Charles Dasha**. Delegates reported a few hours of disputed overtime in their departments. New Business: Deck Delegate spoke to the Mate about painting fo'c'sles and toilets but as there are only 2 gallons of paint the Mate agrees to paint out the Deck shower room. Good and Welfare: Discussion on cleanliness of messrooms and laundry. **Gilmore**, Steward, is going to order more linen next trip. One minute of silence for Brothers lost at sea.



**HASTINGS, Oct. 26**—Chairman **Daniel Dean**; Secretary **R. Johnson**. Delegates reported no disputed overtime—or beefs. New Business: Motion carried to have remainder of eggs and potatoes disposed of and new stores of same taken aboard for next trip. Motion carried that all deck stores and tools be checked for benefit of next crew. Good and Welfare: Have library changed for next voyage. One minute of silence for Brothers lost at sea.

**HASTINGS, Sept. 21**—Chairman **Roy O'Neill**; Secretary **Sylvester Costa**. Delegates reported on number of books and permits in their departments. New Business: Padeyes to be painted white so as to see them at night, also guard lines on deck to king post to be removed so it will be less disturbful. Linen day to be changed to Friday. Good and Welfare: Clothing in washing machine should not be left soaking over 30 minutes. Five minutes to be allowed for cleaning machine after use.



**ROBERT STUART, Oct. 24**—Chairman **W. H. Mason**; Secretary **W. Doyle**. Delegates reported things running smooth. Repair list made up and approved by crew. Good and Welfare: Suggestion that men keep messhall clean and tidy. Charges brought against Pantryman for neglect of duty and general uncleanliness in his actions. One minute of silence for Brothers lost at sea.

**DEL NORTE, Sept. 13**—Chairman **Scottie Findlay**; Secretary **Harold Crane**. One minute of silence for Brothers lost at sea. Delegates reported no beefs or complaints. New Business: Motion carried for more cooperation and less noise aboard ship. Night lunch shortage reported to Steward. Motion carried that repair lists be turned into shore-side delegate. Decision that crew stick together at payoff and see that necessary repairs are made.

## SEAFARER SAM SAYS



IF YOU HAVE A GOOD BEEF OR SUGGESTION THAT MAY HELP THE SIU OR YOUR FELLOW SEAFARERS TAKE THE DECK AT A UNION MEETING - SHIPBOARD OR SHORESIDE - OR WRITE TO THE LOG. DON'T SHOOT YOUR MOUTH OFF AT A BARTENDER OR A LAMP-POST; TELL IT TO YOUR UNION BROTHERS!

## CUT and RUN

By HANK

While the weather is getting colder and the cost of living is higher (regardless of those violent predictions by businessmen, politicians and dreamy newspaper writers that prices would come down) shipping is gradually picking up while plenty of Brothers are anchored for those ships to come in. Last week it was so jammed it looked as if a few catwalks or flying trapezes could have been built by the carpenters so that the men in the back could get up to the counter for those jobs, too!... Brothers, two weeks ago the Isthmian agreement of working rules, etc., was printed in this, your weekly official union newspaper, The LOG. Whatever SIU Hall you come into from your trip ask if there are any copies left of the LOG with the Isthmian agreement in it. If you get one, study it and keep it with you—just in case your next ship happens to be Isthmian!... Brother **George Meaney** just had a successful operation up there in the Marine hospital in Brighton, Mass. and will soon be leaving his drydock berth to sail into New York's Merry Christmas spirit. Brother **Meaney** writes that the following Brothers are up there: **A. (Gus) Bounti**; **R. Lord**; **M. Dean**; **E. Hudson**; **H. Schwarz**; **J. O'Byrne** and **E. Dellamano**!...

Brother **Jimmy Millican** is in town right now after his trip to Trieste, etc. Brother **Millican** confessed that he was going to write a story for the LOG about what he saw in Trieste and what his feelings were about it... Brother **Pete McCoskey** just sailed into town after three beachy weeks down in New Orleans. Brother **McCoskey** confessed that he sure would like to have his shipmate, Brother **Dutch Bolz** in town right now so that they could ship together again... Brother **Verrill Swearingen**, Gulf oldtimer, is in town right now... Brother **Paul Gondzar** just sailed into Our Town after a long home, sweet, home bit of shipping on the **Madaket** and her trips to Europe. Brother **Gondzar** says he's anchoring here to study for his electrician's endorsement... Brother **Louis Galvani** just sailed out of the hospital last week...

This Week's Seafarer and Story: We saw Brother **Joe Pilutis**, the oldtimer, last week. For the first time we noticed he was not carrying a mustache on his face. Nevertheless, he looks the same, in fact, a few years younger, and he has just recovered from a facial illness which caused him to leave his home, the **SS Evangeline**. **Joe** confessed that he is getting his twenty-one dollars weekly (which is the maximum payment) from the Unemployment Bureau at Canal Street, while shipping is tough. **Joe** says that the payments come three weeks after filing an application at Canal Street. You have to bring your discharges for 1946, your seaman's papers, your union book and your registration card for shipping in order to fill out the application.

Little **Jimmy Crescitelli**, the mustached-atomic bomb of humor, says that he was intensely disappointed that he wasn't invited to the King and Queen's wedding in poor old England. He went to other weddings where at least he woke up the next morning with a big headache and somewhere around thirteen cents in his pockets... Here are some Seafarers who probably are still in town: **G. Bryan**, **J. P. Campbell**, **J. Hilton**, **R. E. Quinn**, **J. Wallis**, **L. J. Goodwin**, **F. Camacho**, **A. Mitchell**, **A. Laplanté**, **J. Pantoja**, **L. Drummond**, **Oscar Grimm**, **J. Patterson**, **V. Digiaco**, **W. Gonzales**, **P. Almocera**, **R. Teets**, **R. Sommelli**, **E. Driggers**, **J. Grimsland**, **M. Vigo** and **J. Mikalajunas**.

# THE MEMBERSHIP SPEAKS



## What Do You Think?

The question of shipboard promotions has aroused considerable discussion among Seafarers. Ever since the issue was raised, some two months ago, letters have been coming into the editor, recommending that changes be made in the shipping rules to abolish the practice. These letters have been published in the SEAFARERS LOG. One appears today in an adjoining column.

As has been pointed out, any decision that is finally made will have to be reached through a referendum vote by secret ballot, in accordance with the provisions of our Constitution.

Meanwhile, discussion of the shipboard promotions should continue—pro and con. Up to now opinions submitted to the LOG have in the majority been against the promotions. But all views should be heard. Men favoring retention of shipboard promotions should express themselves. Those who are against it and who haven't yet had their say should also make their views known. All hands—for and against—should write what they think on this vital subject to the Seafarers Log, 51 Beaver St., New York 4, N. Y.

Now is the time!

## Holds Shipboard Promotion Leads To Company Unionism

To the Editor:

I have read with interest in recent issues of the LOG the articles of several of my brother Seafarers regarding "shipboard promotions;" or what is best known as "brown-nosing."

Speaking from a personal point of view I am entirely against the policy of "shipboard promotions"—if it is possible to procure a man from the Union Hall.

In my estimation, should our Union allow the system of shipboard promotions to continue for any length of time, it would tend to lead us into a sort of tolerant company unionism, which would eventually destroy the independent and militant spirit of our rank and file members and officials.

### PROUD OF MILITANCY

I am proud to say that this fearless and militant spirit has made our Union one of the most respected maritime unions in the world.

Shipboard promotions is the way to lay the groundwork for the building of shipboard cliques, where the Bosun and the Mate have the most servile stooges under their command and the outspoken Department Delegates and rank and file members are given their walking papers for one reason or another.

Under our democratic system of registration and dispatching of members to ships, every member has equal opportunity to receive any kind of job that he is registered for and qualified to fill. Under shipboard promotions only a select group of stooges, who do a little extra "brown-nosing," would receive the most sought after jobs.

The Union hiring hall was es-

tablished after a long and bitter battle and some of our Brothers even lost their lives in fighting to establish it. So let us not relinquish this most fair and democratic system of obtaining jobs aboard ships just because some selfish individuals feel that they do not want to stay on the beach long enough to get the jobs they most desire through the Union hiring hall.

I am for NO SHIPBOARD PROMOTIONS!

J. Greenhaw

## Log-A-Rhythms

## Waste Of Waters

By JAMES (Pop) MARTIN

"This dreary waste of waters;"

Hark, mate, to the lubber's moan,  
Shore folks, twixt you and me,  
We call the sea our home.

Look at its swells sun burthened,  
Watch the waves genuflect to the Lord,  
That was a duty He placed on them,  
Though never He spoke them the word.

They temper winds to the suns of man,  
Frigid breaths of the Arctic void,  
Warm the winds of the icy continent,  
From the Ocean Antipode.

When the land mass lays loo'wards,  
To weather, the sea smiles green,  
Sends bounty of cloud and rain inland  
Fields and forests then drink and preen.

And deck themselves in chlorophyl,  
Wax stout: trunk, fruit and seed;  
Mountains she crowns with glaciers,  
From which great streams are freed.

What a benison to the race of men;  
Cool waters—a warm breeze;  
Winter comes, spring follows—  
There's the thaw to break the freeze.

But a duffer calls it "a watery waste,"  
Or "that old Devil Sea;"  
Sailors serve it, give it fear  
When it's a boisterous enemy.

It's kith, kin, kindred to us,  
Someday it will be our grave,  
For we were there or thereabouts  
When He said, "Let a ship be made."

Sure, we have seen the desert—  
The valley—stream—the hill,  
Harbors of queenly cities,  
There taken our sling to the fill.

Betimes we turn toward shipping—  
Our feet lead us down to the sea—  
The great, wide, clean, blue solitude:  
Home, to men the likes of me.

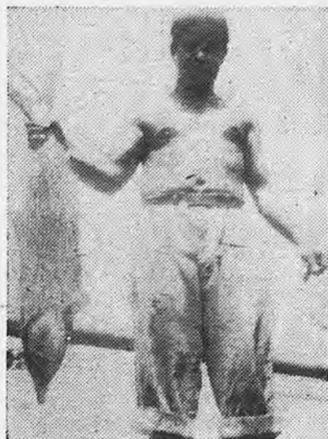
To some, God gives a wack of land,  
Of orchards, kine and byres,  
The sailor won an itching foot,  
A heart cram-full with desires.

To live in a glut of benty—  
Of seas in storm or calm,  
He gives us a wack at the sights,  
In lands of the pine and palm.

But for the waste of waters,  
Waste would be those lands,  
Unborn would be the cities,  
Unneeded the work of hands.

Unclothed of trees would be the hill,  
Dust dry the bed of streams,  
Dry and sere would seem the fields,  
Without their thousand greens.

## Deep Sea Trophy



Proof that they're biting in the waters off Jedda, Arabia, is the blue dolphin proudly displayed by Everett DeLonde, Engine Delegate aboard an Isthmian vessel now stopping off in Singapore.

According to the letter which accompanied the photograph, the men of the unnamed Isthmian ship expect to spend a poor Christmas and New Year's Eve somewhere in the Pacific.

## Lack Of Medical Facilities In Arabian Port Blasted

To the Editor:

I have read the letter written by John A. Sullivan headlined "Ras Tanura Hospital Lack Draws Wrath of Seafarer," in the Nov. 7 issue of the Seafarers Log. I was on board the SS Steel Inventor with John when she made that trip he writes about. His articles were well-written and true.

I was one of the fortunate who did not suffer. But it really makes one mad to see how the less fortunate were treated.

### PUBLICITY NEEDED

As Sullivan stated, more publicity is what is needed to bring attention to the fact that medical facilities are denied seamen in the Port of Ras Tanura, Arabia. Perhaps then something will be done about the hospitalization problem of seamen in the Persian Gulf.

In Ras Tanura, there is a beautiful hospital — owned by the American Arabian Oil Company. It has plenty of beds, is well-staffed with doctors and nurses. The company refuses admittance to seamen, saying that only employees of their organization are entitled to treatment there.

This is not in any way to dictate to the company about how they should run their affairs. But it seems to me that hospitals and medical treatment for people needing them is something that cannot be treated as coldly as that.

### AN OBLIGATION

One of the first obligations of any hospital is to give aid to anyone in need of its services, without any regard to who or what is involved. If they fail to discharge this duty to humanity they do not deserve the name hospital. In Ras Tanura they haven't learned this.

I urge every Seafarer who has made this particular run to the Persian Gulf and who has come across the same or a similar problem to write in and blast the condition existing there. Perhaps if sufficient publicity is given the matter, a change in policy might be made so that seamen needing medical aid will not be victims of discrimination.

Kenneth H. Hansen  
SS Steel Inventor

### Drop Him a Line

To the Editor:

Just a line to you all.

I am here in the hospital and will be here for a while so I would like a letter or a card from anyone in the SIU, please, until I see you again.

J. C. Hensley  
Addington Hospital, Ward 13  
Durban, South Africa

# Algonquin Reaches Antwerp In Good Shape — Few Beefs

To the Editor:

The Flying Ghost of the St. Lawrence Navigation Company finally has docked in the "hello sucker" village of Antwerp, Belgium.

The membership has asked that we forward for them an article to the best damned union paper in labor circles. So, Brothers, if you can take it we can dish it out. We've got plenty. The unlicensed crew of 29 members develops 26 bookmen plus three permitmen who are just about ready for pro books.

### LOTS OF LAMB

Hugh Meacham, the anchor chain Bosun from Norfolk, Joe "Vacation" Lupton and "Little Man" Honeysucker, the triumvirate of Bank Street, have things under control. "Preacher" Jones, the sougee rag AB, has developed a smile because he gets lamb three times a week. The rest of the deck gang or rope hustlers are all on the ball.

Oh, yes, Editor, we have a Napoleon in each department: Deck, "Hobo" Anderson; Engine, "Chubby" Stevens; Stewards, D. Casey Jones. And, Brothers, oh Brothers, they're picking alligators out of goldfish bowls. (Editor's note: Whatever this last means.)

The underground savages, led by their motorcycle-riding Delegate "Rusty" Brinn are really on the gravy train. "Barney Oldfield" Cuthrell, the bean-eater who is not from Boston but is a Tarheel from North Carolina, says that beans are... well you can guess what kind of a joke that is.

As you have requested, Editor, that all members keep their articles short, we will hurry on

by saying that the black gang is on the ball. However, "Nobe" Smith states that his overcoat is under three balls—in a pawnshop, and that he can't hit the beach in the country of the Belgians.

### BACKBONERS

We now go to the supposed backbone—more of a sparerib—of the ship, the Bellyrobbers. We have Charlie "One Beer to a Girl" Ellen, Dave "Missis-



issippi" Rivers who is the galloping third slumburner, Johnny "Oh Johnny" Bryant who is Night Cook and Baker, Bobby Robertson the ex-footballer from Asheville, N.C., as BR, and Casey "Nutsy" Jones as Chief Cook. But Casey claims the Engine and Deck do more cooking in the Galley than he and his gang—especially Anchor Chain.

All kidding aside, let's get down to business. Here's an open letter to the Secretary-Treasurer.

The members on this vessel, her name is the SS Algonquin Victory by the way, went on record unanimously to ask that negotiations be reopened with the St. Lawrence Company and to have this ship manned as a Victory (which she is) not a Liberty.

With all good wishes and smooth sailing to all SIU and SUP members wherever they may be.

- Russel H. Brinn, Engine Del.
- Chester J. White, Deck Del.
- Daniel P. Rivers, Stewards Del.
- SS Algonquin Victory

## SALTY CREWMEN AND MASCOT OF THE SS PEPPER



While steaming through South Atlantic waters bound for Africa, crewmembers of the William Pepper, Robin, line up for cameraman Bill Dargan. At right—front row: Jerry, Crewmess; Jim, 2nd Cook; Frisco, BR; back row: Kozan, FWT and "Gabby," FWT.

At left—"Chips," center, doesn't seem to be bothered by the two big boys flanking him, Jerry, Messman, at left and "Tiny," AB., at right.



Roscoe, the Pepper's mascot, strikes a majestic pose on top of a hatch. Looking well fed and happy, he is a changed pooch from what he was when the boys picked him up

## Attending School, Brother Keeps Up With Log, Dues

To the Editor:

I am sending in a new subscription blank for the LOG as I do not know if my previous one has run out or is in danger of doing so. I should hate to go to the postoffice and find no LOG. Many of my friends and family enjoy it a lot.

Also, since I am here in Illinois going to school and studying hard, it is the only way that I can keep tabs on my main interests such as friends and ships conditions in general.

I have not retired my book but am keeping paid up in full, and hope to ship out over Christmas and give at least one of our Brothers on the Lakes a chance to go home to see the folks. I've had a few holidays with my own.

I guess I was lucky to get off the beach down in San Juan in

time for "book larnin" school. Don't let Steamboat O'Doyle put down his pen. His "LOG-a-Rhythms" are good.

The best luck to all,

Cy Sypher  
Midlothian  
Illinois

P.S.: My paper looks queer tonight, and the headlines say "Chicago Printers on Strike." As I have not read my paper yet I don't know what union, why or when, but, if it's to help make the small man's life a little easier with more pay or better conditions, here's to the printers.

## McCrary Crew Votes Confidence in Skipper

To the Editor:

Out of a desire to see a wrong righted, a unanimous vote of confidence was given our skipper, Captain L. W. Jenkins, after what was judged an exceptionally pleasant voyage on the SS George W. McCrary, Waterman.

We submit this fact as a rebuttal to certain allegations of questionable merit on our previous voyage by several members of the last crew. At that time, a very undignified and, we are glad to say, very unsuccessful effort was made to totally discredit the Master.

We hope this decision of the entire crew will be accepted as a complete refutation of any and all doubts as to the merits of a 100 per cent guy.

It has been a swell voyage made possible by a regular crew of officers on the topside and men in all departments pulling together.

The Crew  
SS George W. McCrary  
Mobile



## Get Your Story In The LOG

Some mighty interesting stories of shipboard meetings, sea rescues and just plain every day goings-on have been coming in from SIU members out at sea. But the LOG would like to hear from more of the fellows, because there's more going on that's just as interesting and beneficial to the membership that we don't hear about.

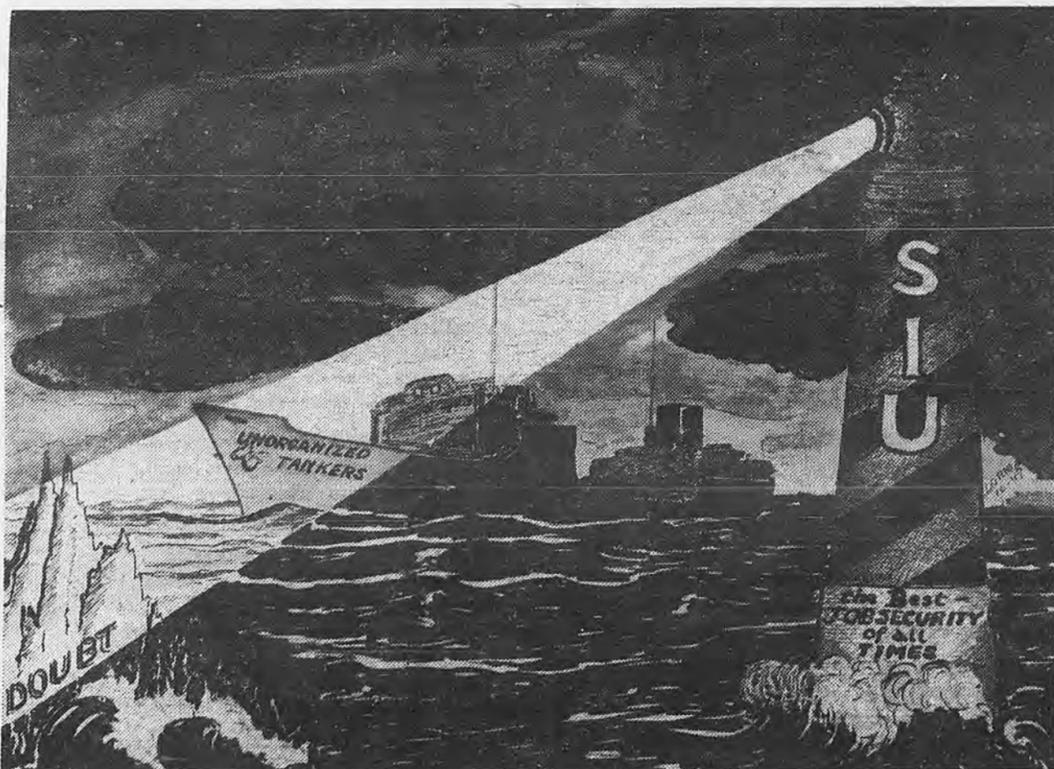
All it takes is for one or more of the crew to put it down on paper and send it to the Seafarers Log, 51 Beaver St., New York 4, N. Y.



We don't care if it isn't fancy, just jot down the facts and we'll set them up in your story. If you have any pictures, so much the better—send them along.

How about doing this right now, on this trip? There are thousands and thousands of Union members and their families who'll read your story about your ship and shipmates.

## SEAFARER'S ADVICE TO UNORGANIZED TANKERMEN



Putting his sentiments on paper, Seafarer Andy Lorier charts the true course to job security for unorganized tankermen.

## Says Skipper Pulls Stunts, Rides Crew

To the Editor:

There have been quite a few beefs here in San Juan in the last few days. Seems that some of the Captains have the mentalities of 12-year old boys. Guess that is the age when most small boys think they are the heroes of the sea stories they read.

The Master of the SS Edward Livingston, a Bull Line Liberty, is one of these, I think. He not only gives the crew a bad time with his cheap, petty stunts, but is trying to get rid of a Steward named Nick Talla who is not only a real oldtime Steward but well-known as a Union man. He has always been liked by men who sailed with him—except this Captain.

Seems Nick is accused of feeding the crew. Seems the Captain doesn't think the boys should eat so well.

Another instance. Harold Dockery paid off the Livingston here October 9. Brother Dockery had some necessary dental work to be done, so he decided to mix business with pleasure and have it done in San Juan—and why not.

### NO REASON GIVEN

When the dental work was finished, shipping was pretty slow. However, after his card was old enough Dockery threw it in for an AB job back on the Livingston. He was rejected by the Captain. No reason was given.

And there was no reason to reject him that I know of except that Dockery is not only a good seaman, a credit to any ship, but a good Union man with "mucho sabe." He is one of the many youngsters in the SIU whom Skippers like to discourage. The upshot of this little experience is that Dockery is now more determined than ever to fight as a Union man.

Of course, Dockery finally got on the Livingston. Sal Colls told the Captain the score and that was that.

I made a trip on the Livingston myself once, was watch partner with Dockery. He was Deck Delegate and acted as Ships Delegate. He was, darned good, too, which maybe is why the Captain did not want him for another trip.

Well Dock is on the ship. The Agent here gets many more beefs than this one, but he is still right on the ball.

Woody Lockwood

## LAIID-UP MEMBER THANKS BROTHERS FOR DONATIONS

To the Editor:

I want to thank all the Brothers for the kind donations I have received while here in the hospital. Since being here I have made wonderful progress, but my illness will keep me here for quite a spell longer.

Inasmuch as I will be here for some time, I would like to hear from some of my old shipmates. A line or two from them would mean a lot to me.

Again I want to thank each and every one of you for your kind donations. They have made looking forward to the day when I will go to sea a lot easier.

Joseph Spaulding  
Biggs Memorial Hosp.  
Ithaca, N. Y.

## A SEAFARER HITS TIMES SQUARE



Ray Durbin, Deck Maintenance, shows what he can do with a camera when the big lights of the Great White Way are working with him. View is of the south east corner of 46th Street in the heart of New York's best known thoroughfare—in case anybody's checking on it.

## Guys Who Play Job Angles Draw Onion From Steward

To the Editor:

I am taking it upon myself to make a complaint about something that is occurring every day in the week. It is of such a nature that I feel it should be remedied.

I'm talking about members of the Union who are working on shore anywhere from six weeks to 10 or 11 weeks for the purpose of getting a lengthy time on their registration tickets so that shipping out will be a cinch. This way they disregard other men holding tickets who could be married, have families and need jobs maybe worse.

### HEARD THIS

I heard one man say he knew of a Steward working in a restaurant waiting to obtain two months time on his ticket then come to the Hall to be ready to ship.

I feel such doings are not to the best interest of the Union in general, and I hope something will be done about them. Incidentally, I also think something ought to be done about those who sign on to work a ship then are not in the least concerned about their duties. These men are unfair to their fellow crewmembers and to the Union which makes it possible for them to

earn a living as merchant seamen.

Personally, I have been a member of the Seafarers for a considerable time, through the whole of World War II. I am also a veteran of World War I. And I am in good standing with the Union as I always have been.

### KNOWS DEPARTMENTS

Being a Steward and a Chief Cook, and knowing something about the rest of the departments and having a pretty fair understanding of human psychology and working with men of all types have helped me considerably all my life. They have helped me win the confidence of most of the men I've worked with.

I think that is the kind of cooperation that keeps the Union strong, and makes the Union command respect from people in many walks of life. The result is that seamen are and should be in the category of honest, hard-working, intelligent and respected men.

I say the above because I want to make clear that my intention and I think the intention of the Union is to make for brighter conditions for seamen to work under.

Victor Johnson

## SS Marymar Pops Up Again; Same Beef, Same Solution

To the Editor:

It seems that the trouble you boys had with this scow in New York was no sooner stopped when it started again. (Ed. Note: A food shortage beef aboard the Marymar was settled in New York—LOG, Sept. 12)

We took this tramp out of Philly with the promise of a fresh supply of stores when we reached California.

Arriving in Long Beach, we received the usual fresh milk, bread and vegetables plus the promise of meats and dry stores in the next port.

After moving up to Frisco and on to Seattle, there getting the same stall of "We'll take care of you at your next stop," we finally got a patrolman down to the ship. We were told to sit tight until we reached Portland, our final port.

### UNANIMOUS DECISION

On the way to Portland a meeting was held and a motion carried that we payoff unless the Steward received everything on his requisition sheet.

Arriving in the port, we waited two days with nothing in sight but the same old promises. About 32 hours before our scheduled departure the entire crew gave the Old Man the required 24-hour notice.

That evening the Steward became ill and was removed to the hospital where he was told he was too sick to make the ship before sailing time. He was told not to worry as a man had been sent to the ship as a replacement.

Smelling a frame, the Steward grabbed his pants and made a bee-line back to the ship.

Sailing time was set at 3 p.m. About 1 p.m. the supplies started to come aboard. After checking over his lists the Steward found there were some items missing. A check-up showed they had been struck from the list by the Port Steward.

A vote of the crew showed that the men were in favor of having the missing stores brought aboard otherwise they would call for a payoff. The Captain was immediately informed of the crew's intent.

After ordering the sailors to let go the lines, to which they

refused, and threatening everyone in general with action by the Coast Guard, he called in the Port Captain.

### QUICK AGREEMENT

About 7 p.m. the Port Captain arrived with the Agent from the Portland Hall. After a quiet



discussion, it was agreed that the missing items would be purchased immediately.

By 9 p.m. everything was squared away and we were steaming out of port. It just goes to show you what can be gained by sticking together instead of becoming intimidated by a bunch of Calmar office boys. Chalk up another victory for unionism!

A vote of thanks is due our Chief Steward, Brother George Seeburger, for his splendid cooperation and unselfish devotion in the settlement of this beef.

Crewmembers  
SS Marymar

## Brothers Urge SIU Put Crimp In Crimp Hall

To the Editor:

We would like to call the attention of all SIU Brothers to something which has been going on for quite some time down in this neck of the woods.

There is an outfit operating out of Wilmington, North Carolina, known as C. D. Maffitt & Company Shipping Agency. The operator of this questionable enterprise thinks that he can ship finks and scabs on our SIU-contracted ships.

His specialty seems to be the Moran tugs which hit this port towing dead ships in and out of the boneyard.

### CONTRACT-BLIND

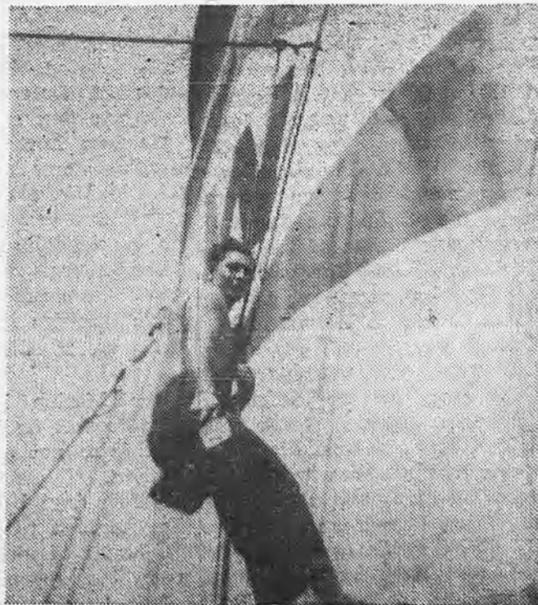
He doesn't realize that an SIU contract means what it says in the clause specifying that only union men shall be employed.

We have watched this guy scurrying around the waterfront trying to make his dishonest dollar, and we feel that his activities need close attention.

This, we feel, is doubly important now that shipping has become slack in all ports.

Fred R. Hicks Jr.  
Robert H. Northrum Jr.  
Lee Roy Hufham Jr.  
Jack Knowles

## THEY RIDE THE WILD RANGER



Pee Wee, OS, relaxes between E. Mayo, Engine Delegate and Tex Jacks, Deck Delegate, in photo at left. That's Jacks touching up the stack in photo right.

It's your union...



# Skipper Makes A Nightmare Of Nampa Trip

By ARTHUR THOMPSON

One topic of shipboard conversation which never seems to pall is ships' officers. Oldtimers, especially, often relate remarkable tales of bucko Mates and Skippers they sailed under, and in the course of telling and retelling, these stories sometimes change so much that the original teller of the tale would take it to be a new story.

As a consequence some characters got a reputation, good or bad, which they did not deserve.

Nowadays we can tell our stories through the LOG and no matter how often we read them they never change.

It's not a good policy to use the LOG as a medium to blast a man or hurt his reputation unfairly, but I believe it's a good idea to let other members know about some of our more unique officers so that they'll at least know what to expect should they happen to sail with them.

I believe it's also a good idea to give your impressions of the various companies you sail with. I made my first trip in 1929 so I'm not exactly a beginner, but I never sailed with Waterman until last March.

## RUMOR INCORRECT

I had heard that Waterman was a pretty good outfit and was quite surprised by the shoving around on the last voyage on the Nampa Victory.

No one knew the Captain or Chief Mate. The Mate started out okay by not interfering with the Bosun and, except for being a bit shy on overtime, he wasn't too bad.

With the Skipper it was a different story. He wanted us to sign articles on the 4th of Sept. and back-date them to August. As ships delegate I turned thumbs down on the deal. We would lose a day's pay that way if the trip exceeded a month.

The Old Man couldn't see this until he took down his calendar and counted the days. I believe he was drunk; in fact, if he ever showed up completely sober I think the Mate would have recorded it in the log book.

At any rate, I won my point and we signed on as of the current date. The Old Man informed us that he was instructed by the company to issue no more than two packs of cigarettes per day and no one was permitted to carry any of his own. If you smoked more than two packs of cigarettes a day you were out of luck.

## GIVEN SHAKE DOWN

A couple of days before we reached Catania, Sicily, the Skipper called the three Delegates to his room. He told us we would have to declare everything new, and also such things as tobacco, chocolate, etc.

He said he would search all quarters and confiscate all goods considered contraband if they were not declared.

We didn't mind this, but we couldn't see the point. The customs officials didn't search us and none of us had any so-called contraband anyway.

During the time spent in Catania some linen was stolen. Trying to keep the natives off the ship was impossible. Trying to keep them from stealing was even harder. They even cut a

piece from one of our mooring lines and took it with them.

We caught one native as he was going off with some linen but we took the linen from him and gave it back to the Steward.

Another managed to get into a locked room (he had a key) and was caught and turned over to the police.

The Captain then wanted me to search all the rooms and report to him anyone who was missing any linen. He seemed to have the impression we were selling the stuff.

Well, I didn't sign on as Stool Pigeon, 1st Class, so I refused. I told him he could take the mat-



ter up with the proper authority when we got back.

No one performed while we were in Catania. Everybody turned to; all the work laid out for us was done.

After we were there five days we left for home, but two days out we developed boiler trouble and were ordered to proceed to the nearest port for repairs.

Sunday morning we arrived at Lisbon, Portugal. This was a break for most of the crew since few of them had been there before, and since we were anchored at ten in the morning and it was Sunday with no work to do we had the better part of a day for some fun and sightseeing.

Our joy was shortlived—we had failed to reckon with the lord and master. The other two Delegates and I went up to ask the Captain for passes which are mandatory in Lisbon.

## OBSTINATE SOUL

For no reason at all the Skipper refused to give us the passes. We asked for a draw and were turned down; we asked for launch service but were refused this also, even though it was in the agreement.

He gave us no reason; just simply said no. He said we could go ashore if we wished but he would do nothing to help us out.

Some of the boys had money and managed to get a launch one evening and went ashore. They discovered after they got there that if the Captain allowed any member to go ashore without a pass he (the Captain) was liable to a fine of 1,000 escudos (about \$40) for each offense. This was printed on the back of each pass in four different languages.

Fortunately for the Old Man no one was picked up that night. When the Captain found out how he was sticking his neck out, he lost no time in issuing passes. He also gave us a draw and got us launch service.

He didn't suddenly become an angel—he made everything as inconvenient as possible. Two trips a day, one at six in the morning and one at six in the evening.

Now most of us were on day

work so we couldn't go ashore at six A.M. If we went ashore at six P.M. we either had to pay our own fare back or stay ashore all night. (I must include here that those of us who paid our own fare and got receipts were reimbursed by Waterman.) Advances were limited to \$10.

After holding a buck aside for boat fare we couldn't get far. A few beers, a bit of commercial dealing, a movie or bull fight and we were broke.

We got another ten bucks five days later which went the way of all cash, and on the tenth day when we asked for more money the Skipper asked me to come up to his room.

## NO INFORMER

I went up after supper and asked politely what he wanted. He asked me who I thought deserved a draw.

He said some of the boys were performing, getting drunk and staying ashore and I was in a position to know who they were. He wanted me to tell him so he'd know to whom not to issue a draw.

I told him that as far as I was concerned everyone deserved a draw; I also told him I was not a detective and didn't know anything about anyone. Because I refused to play his game, he ruled that no one could have a draw. He also said he didn't have enough money to go around and the ship was due to sail the next day.

All during the two weeks we were in Lisbon we were supposed to sail the next day, but the date was always changed. This time it was the same thing. The next day, when he realized we were due for another week-end, he managed to dig up enough money for a draw and we had our last fling.

There is one more episode which belongs in here. One of the sailors asked to see a doctor on sailing day. There was plenty of time and he had a leg-



itimate reason: his arm was injured leaving him no feeling in his right forearm and the inability to flex his fingers.

He had hurt his arm while carrying stores but when he told the Old Man about it, the Skipper refused to let him see a doctor. He thought he was faking.

The sailor is now taking treatments three times a week for a nerve disorder in his arm.

## INJURY SERIOUS

The Marine hospital doesn't seem to feel he is faking—maybe they're not as smart as the Captain.

A few days before we got in, the Old Man paid me the dubious honor of visiting me in my room during working hours.

I had been acting as Bosun and the Skipper wanted to know if I should get Bosun's wages. He also wanted to know about the payoff.

I should have mentioned before that we were not paid off yet on our port payroll. One of his reasons for wanting to back-date the articles was so he wouldn't have to make out a port payroll.

We wouldn't go for the back-dating, but we said if he'd give us a limited draw, he could hold the payoff until the end of the trip.

We were naive enough to think he might reciprocate. At any rate, I said we wanted our port pay upon arrival and after that was squared away we'd let the Union Patrolman handle the voyage payoff.

He agreed and said he'd wire in for money and pay us off on arrival day, the 21st. I later learned from Sparks that no wire was sent; nor did we get paid off although we were docked before 2 P.M.

Next day he wanted to payoff the port payroll without discharges. When we asked for them he said we'd have to wait, which we did. The man seems to have a work phobia.

The following day two Patrol-

men came aboard for the payoff. They got absolutely no cooperation. The Old Man refused to show the overtime sheets, saying he had no authority to settle overtime disputes.

The Patrolman realized the captain was not sober enough to payoff the ship and informed the company of the situation thus delaying the payoff for still another day.

## COMPLETE FOUL-UP

Meanwhile, the guys getting off couldn't go home, register or re-ship and we were already in port four days.

The next day we finally got squared away, and those of us who stayed were laid off a few days later. This time we got transportation without any trouble, but the company had to pull a final bit of stinginess.

They figured if we travelled to the port of signing on we were not entitled to a full day's subsistence so instead of \$4.25 we got \$2.85. I won't beef about the difference because I'd hate to see the head of the outfit lay off one of his butlers.



## NEW YORK

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Percy C. Powell, \$2.00; F. Anderegg, \$5.00; G. C. Dunfee, \$3.00; A. Nielsen, \$2.00; A. Turcon, \$2.00; R. R. Parker, \$2.00; Herbert C. McIsaac, \$1.00; Norbert Krauz, \$2.00; F. J. Simpson, \$1.00.



# Unclaimed Wages

## Mississippi Steamship Company

501 HIBERNIA BLDG., NEW ORLEANS, LA.

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

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

Driscoll, Thomas J. ....	7.69	Dudley, Arlie L. ....	5.94	Dwan, John .....	4.80
Drowdy, Herbert .....	1.50	Dudley, Jerry D. ....	50.78	Dwight, Eugene N. ....	19.67
Drummond, David .....	2.06	Dudley, Romaine Ira .....	11.59	Dwyer, A. J. ....	10.05
Drury, William C. ....	.01	Diett, Charles O. ....	25.99	Dwyer, Charles J. ....	2.23
Dryall, F. R. ....	2.64	Duffy, George .....	22.76	Dwyer, Martin .....	22.99
Dryman, William F. ....	.46	Duffy, Joseph W. ....	3.73	Dwyer, R. F. ....	1.30
Duames, A. P. ....	4.81	Duffy, Moran .....	2.72	Dycus, Thomas L. ....	.73
Duarte, Alfredo M. ....	.72	Duffy, Norman .....	2.772	Dye, Eugene C. ....	.45
Duarte, Antonio .....	1.48	Duffy, Patrick J. ....	62.26	Dyess, Ernest L. ....	25.66
Dubiel, R. F. ....	1.95	Dufour, Andre T. ....	2.40	Dykema, M. ....	2.90
Dublanica, Peter .....	.99	Dugan, Richard E. ....	3.71	Dykes, O. T. ....	60.00
Dubose, James K. ....	4.20	Dugas, Anthony J. ....	.90	Dynarski, Anthony C. ....	27.07
Dubriel, Adelar .....	.20	Dugas, Anthony J. ....	1.12	Dxvonchik, J. M. ....	.52
Dubrow, Stanley .....	2.23	Dugger, Bobby R. ....	11.20	Eagleton, Alvin C. ....	5.60
Ducker, Roderick A. ....	43.20	Duguid, Archibald M. ....	.59	Earl, James .....	4.27
Duclos, R. A. ....	5.40	Duke, Joseph .....	7.61	Eason, Winston G. ....	17.87
Ducote, Curtis .....	3.99	Duke, Robert D. ....	4.67	East, John Henry .....	4.23
Ducote, Curtis .....	3.99	Duke, Stanley F. ....	9.86	Eastman, A. ....	9.15
Ducote, Luke C. ....	.04	Dukes, J. W. ....	11.25	Easton, Howard Clair .....	4.48
Ducote, Reese A. ....	5.50	Dukeshire, I. ....	10.69	Eaton, E. ....	4.45
Dudek, Franil .....	.69	Dulaney, Robt. ....	.71	Eaton, E. ....	30.95
		Dulie, Jerome B. ....	3.13	Eaton, J. C. ....	21.80
		Dulle, Leo M. ....	11.47	Ebanks, Carlman .....	123.75
		Dumadwros, F. R. ....	26.60	Ebberts, Louis E. ....	2.56
		Dunay, John .....	3.27	Ebert, Charles J. ....	.60
		Duncan, Edward L. ....	20.70	Echauri, Vincent .....	28.79
		Duncan, Ernest .....	80.56	Eckert, F. A. ....	1.12
		Duncan, F. A. ....	6.03	Eckert, Oscar .....	.01
		Duncan, George W. ....	10.19	Eckman, Robert G. ....	17.40
		Duncan, Meta, H. ....	2.07	Eckmon, Carl E. ....	2.16
		Duncan, Roy W. ....	98.75	Eckols, A. J. ....	4.42
		Duncan, Samuel N. ....	1.08	Eckvarria, Hugo .....	15.20
		Duncan, Stuart .....	18.17	Eddleman, John T. Jr. ....	8.26
		Dungan, Charles W. ....	8.76	Edelstein, A. ....	7.92
		Dungan, G. T. ....	183.94	Eden, Ronald .....	.86
		Dunham, F. ....	.74	Eden, Thomas Charles .....	15.51
		Dunlap, James .....	5.96	Edenfield, Lonnie .....	6.54
		Dunlap, James C. ....	.46	Edgerton, Kenzy G. ....	30.34
		Dunlap, James C. ....	.46	Edinger, Edward E. ....	27.39
		Dunlap, John K. ....	10.74	Edmonds, E. ....	.69
		Dunlap, John L. ....	31.12	Edmonds, Kenneth Wayne .....	5.06
		Dunn, Donald L. ....	8.77	Edmunds, Christian .....	21.93
		Dunn, James S. ....	.89	Edner, Harold G. ....	7.30
		Dunn, Mark M. ....	26.77	Edward, Frank Dale .....	1.20
		Dunn, Oscar Jan .....	1.98	Edwards, Benjamin H. ....	18.44
		Dunn, Otis D. ....	2.48	Edwards, Charlie .....	23.79
		Dunn, Robert L. ....	10.74	Edwards, Clarence R. ....	1.40
		Dunphy, Colin U. ....	2.68	Edwards, Conrad H. ....	4.10
		Dunphy, J. ....	8.61	Edwards, D. ....	1.78
		Dunphy, Thomas .....	2.68	Edwards, G. Y. ....	.01
		Dunphy, Thomas .....	2.68	Edwards, I .....	1.02
		Dunsavag, W. J. ....	6.39	Edwards, James H. Jr. ....	8.19
		Dupont, Joseph L. ....	6.53	Edwards, Norman W. ....	.94
		Dupre, Ben .....	84.22	Edwards, Robert L. ....	2.68
		Dupuy, E. ....	2.55	Edwards, Robert L. ....	2.68
		Duran, John B. ....	2.55	Edwards, Walter Jr. ....	9.05
		Durant, Howard Lee .....	6.54	Edwardson, Valentin .....	1.49
		Durant, W. ....	1.19	Egan, James .....	2.23
		Durante, Armand A. Jr. ....	12.00	Egan, J. W. ....	18.59
		Durfee, C. E. ....	2.64	Eggleston, J. ....	5.94
		Durfey, James M. ....	1.19	Egildson, Jay D. ....	3.27
		Durgin, Alvin T. ....	.20	Egner, Fred A. ....	14.13
		Durhan, J. ....	5.63	Egner, Robert L. ....	14.62
		Durkin, Albert .....	31.40	Eickmeyer, John A. ....	2.23
		Durr, Harold .....	5.31	Eipp, George .....	16.98
		Durrell, Amos W. ....	2.27	Eister, Clifford G. ....	38.02
		Dust, Roy W. ....	16.39	Eklund, E. R. ....	50.30
		Dutchick, John .....	.27	Eklund, Ernst .....	11.66
		Dutton, R. R. ....	12.29	Elardo, Simon F. ....	1.91
		Duxbury, Ebor .....	2.83	Elchuk, Antone .....	25.92
		Dvorack, C. E. ....	3.52	Eldemire, Delaware .....	9.11
				Elder, Robert A. ....	1.40

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NEW YORK .....	51 Beaver St.
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	Garden 8331
VANCOUVER .....	565 Hamilton St.
	Pacific 7824

### PERSONALS

**GEORGE R. GOSS**  
Your wife is anxious for you to contact her at 53 Clarendon Street, Boston, Mass.

**JAMES GORDON SIKES**  
You are requested to contact Mrs. Shirley Wessel, Supervisor, Missing Seamen Bureau, Seamen's Church Institute of New York, 25 South Street, New York 4, N. Y.

**JOSE MADUREIRA**  
Get in touch with your wife, Mrs. J. Madureira, 4 Odeon Court, Barnet Street Gardens, Capetown, South Africa.

**HARRY CHEATHAM**  
Contact Raffer's, 564 Nostrand Avenue, Brooklyn 16, N. Y.

**EARL BISHOP**  
Contact your attorney in reference to your claim against the SS William K. Kamaka.

**CHARLES E. DEMERS**  
Your wife asks you to contact her at 43 Coleman Street, Dorchester, Mass.

**ROY CLARENCE BOND**  
You are requested to contact your wife at 138 Glendale Dr., Houston 12, Texas.

**ALEX RIOS**  
Get in touch with Welfare Center 23, 157 E. 67th Street, New York 21, N. Y.

**WILLIAM RALPH STONE**  
Your mother requests you to contact her at Route 4, Box 153, Mobile, Alabama.

**FRANK RAKAS**  
You are asked to get in touch with your mother at 245 Clover Street, Brownsville, Pa.

**CRAWFORD ROBERT GRAY**  
Contact Mrs. Shirley Wessel, Supervisor, Missing Seamen Bu-

reau, Seamen's Church Institute of New York, 25 South Street, New York, N. Y.

**JAMES G. FOUTS**  
Your mother is very anxious for you to contact her at 2816 South Main Street, Winston-Salem, N. C.

**STEVE COLECCHI**  
Communicate with Homer and Joe, care of the New York Hall.

**JOSEPH A. BLAKE (SS Bret Harte)**  
The following message was received for you from your wife: "Grandmom died on Nov. 4."

**LEONARD MITCHELL**  
You are asked to get in touch with Albert Michelson, 1650 Russ Bldg., San Francisco, Calif., concerning the loss of Peter Dellanegra from the Louis Bamberger on December 28, 1945.

**WALTER EARL BROWN HARVEY BRUCE BROWN**  
Get in touch with your mother at 6718 Alabama, St. Louis, Mo.

**HENRY GRANOWSKI, FWT**  
Get in touch with B. Lessenthieu, Oiler, SS Seatrain New York, Seatrain Lines, Inc., 39 Broadway, New York City.

**LEANDER PARKS**  
Communicate with Joseph Volpian, Special Services Department, SIU Hall, 51 Beaver St., New York, N. Y. Important!

### NOTICE!

Any members of the crew of the SS Thomas Reed who have knowledge of the circumstances under which Anthony Greene drowned please contact his mother, Mrs. Mary Greene, 427 Montgomery Street, Jersey City, N. J.

### Notice To All SIU Members

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

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

#### PLEASE PRINT INFORMATION

To the Editor:

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

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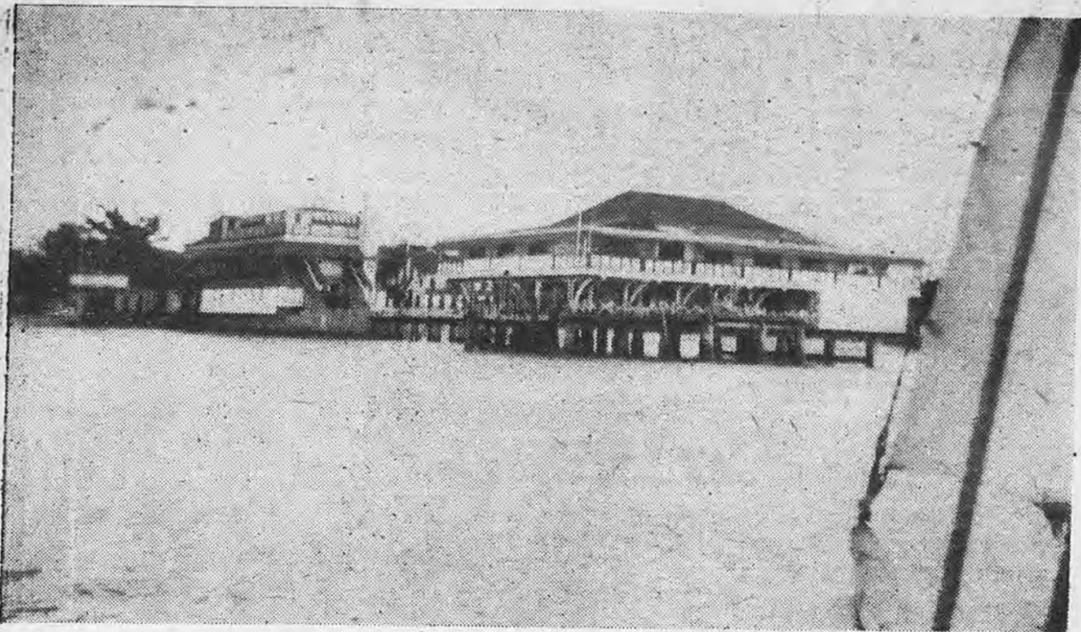
Street Address .....

City ..... State .....

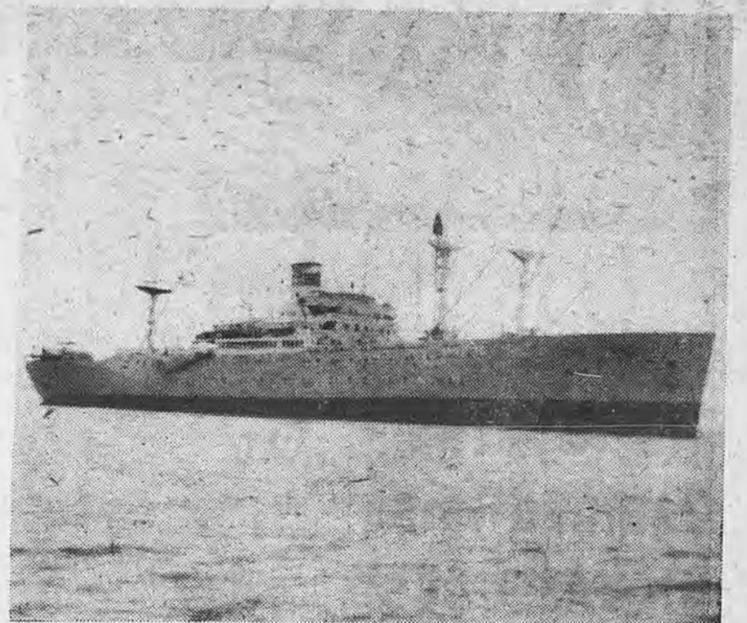
Signed .....

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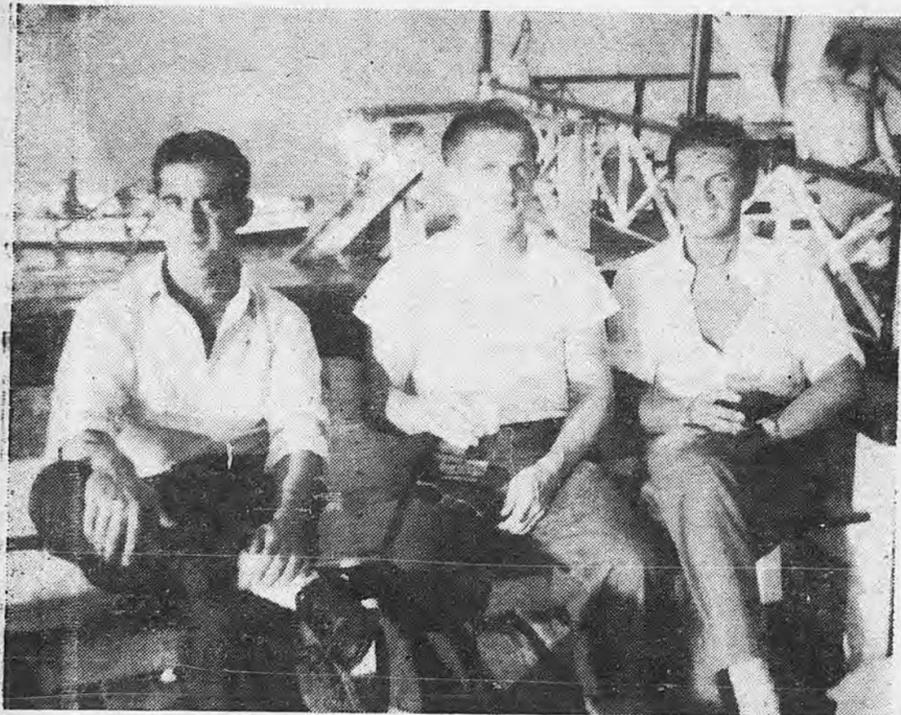
# Alcoa Cavalier Logs A Fine Trip



A seaman's life is not all work, as the above picture shows. This was taken at the Ole Swimming Hole, Barbados, a private club which was used by the crew free of charge. They dined, danced, and even took in a little of the liquid that makes cares fade away into the distance. What a life!



Here's the Alcoa Cavalier, riding high on the way back from an Island cruise. According to members of the crew, quarters and food for the crew are just as good as what the passengers get.



Off watch and resting on deck are the above three Seafarers. Left to right, Jim (no last name given), Utility; Jim Golder, Waiter; and Joe Powers, Waiter. All the pictures on this page were turned in by Brother Golder.



Another spot for rest and relaxation was found in Trinidad, at the swanky Perseverance Club. Members of the crew were welcomed warmly and treated royally every time they patronized the place.



Since the Cavalier spent Thanksgiving Day at sea, the Stewards Department got to work to give the passengers and crew a bang-up time. Above picture shows them getting ready for the festivities.



At St. Lucia, British West Indies, the Cavalier loaded up with bananas. Here they are being carried aboard the ship. Bananas are the popular crop in the region, but of the fruits which are grown in the northern hemisphere, such as apples and pears, the Islands have none.