

SEAFARERS LOG



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No. 31

Mathiasen Signs Up; Agreement Is Called Best In Tanker Field

PHILADELPHIA—True to the promises made to the men sailing the ships of the Tanker Sag Harbor Corporation, the Seafarers International Union this week signed a contract with the company calling for the highest wage and overtime rates ever known in the maritime industry. This company was recently won by the SIU in a National Labor Relations Board bargaining election. The balloting showed the Union a hands-down victor, with only two votes going to the company. The NMU withdrew at the last moment, without explanation, and therefore did not appear on the ballot.

The announcement of the Tankers Sag Harbor pact came just at the time that the National Labor Relations Board sent records of proceedings on the Cities Service Company case to Washington to ascertain whether or not an election will be held in that fleet.

Some of the best features of the SIU freight ship agreements are embodied in the new contract, while other features include 28 days vacation per year, all holidays at sea to be paid for at the overtime rate, and any work performed in port after 5 P.M. and before 8 A.M. also to be paid for at the overtime rate of pay.

MEMBERS PROTECTED

The overtime rate provides for \$1.10 per hour for those earning less than \$210.00 per month, and \$1.40 per hour for those making \$210.00 or over.

Although the agreement was signed for one year, it contains an exclusive SIU provision that the wage question can be reopened any time during the life of the contract. This protects the membership in case the cost-of-living rises.

Negotiations commenced the latter part of May and moved along sporadically due to company stalling. However, all features of the recently executed contract are retroactive to May 28, so the men sailing the ships have lost nothing.

The Negotiating Committee for the Union consisted of J. P. Shuler, Secretary-Treasurer; Paul Hall, Director of Organization; Eddie Higdon, Philadelphia Port Agent; and Robert Matthews, special Headquarters Representative.

Commie Tactics

A good lesson in how communists operate to capture control of trade unions is indicated by a letter, sent in anonymously to the LOG, written by James Romanoff, former MEBA official, to one of his comrades in the MEBA New York office.

Portions of the letter, plus explanatory material by the Editors, appear on page 3.

Seafarers and readers of the LOG are well aware of how communist party members seek to get a stranglehold on a union's apparatus so as to force the union to follow the straight and narrow Moscow line.

New Contract Signed; SIU Gets 5% Increase And Paid Vacations

NEW YORK—Eight companies, among them some of the largest carriers of freight cargo in the United States, this week signed a contract with the SIU calling for a 5 per cent wage increase across the boards, paid vacations after a year of service, and nine paid holidays at sea for members of the Deck and Engine Departments. This last provision was already a part of the Stewards agreement.

The eight companies which broke the solid front of ship-owners were Alcoa Steamship Company; American Liberty Lines; A. H. Bull and Company; Bull Insular Lines, Incorporated; Eastern Steamship Company; South Atlantic Steamship Company; Seas Shipping Company; and Smith and Johnson.

The vacation clause stipulates that men employed on one company's ships for one continuous year are to be granted one week's vacation with pay, and for each subsequent year of continuous service shall receive a vacation of 14 days with full pay. Starting date for computing continuous time is July 31, 1947.

CONTRACT EXTENDED

The original agreement entered into on October 23, 1946, plus the amendments and changes incorporated in the new contract, is extended until July 30, 1948. However, the question of wages can be reopened by the Union at any time, a provision that is not contained in the contracts of any other maritime unions.

The increase in wages and overtime is retroactive to and including June 16, 1947, while all other provisions go into effect July 31.

Representing the Seafarers during the negotiations were J. P. Shuler, Paul Hall, Joe Algina, Bob Matthews and Steely White.

NMU Withdraws From Cities Service

NEW YORK—The last ally of the Cities Service Company in its attempts to stall an election in its fleet of tankers quit the field on July 28, and made it certain that a bargaining election will be held in the near future.

That ally was the National Maritime Union, CIO, which played the company's game after the Isthmian election was won by the Seafarers, and would probably have done the same thing after the Cities Service election goes the same way.

The NMU backed out by not being represented at a National Labor Relations Board hearing held on July 28.

Representing the SIU were Morris Weisberger, International Vice-President; Al Kerr, organizer; and Mr. Parness, lawyer from the staff of Ben Sterling.

Also present as observers were Secretary-Treasurer J. P. Shuler and George "Frenchy" Ruf, organizer.

In a formal discussion on the situation, the company would not agree to an election in its fleet to decide a bargaining agent for the unlicensed personnel unless ordered to do so by the NLRB.

Therefore, a copy of the hearing, with all the previous records of the case, will be forwarded to the Washington office of the Board, where a decision will be rendered on whether or not an election is to be held.

PRESSURE SUCCESSFUL

On one point, however, the company did give in to Union pressure. It was agreed, that if an election is ordered, the bargaining unit would include all the unlicensed personnel in the Deck, Engine, and Stewards Departments, with the exception of Pursers and Radio Operators.

The withdrawal of the NMU from the proceedings comes as no surprise to the Seafarers since

the CIO union has been taking lickings in elections on both coasts and on the Great Lakes.

After having been beaten in the Isthmian balloting, the NMU held up proceedings in the Tanker Sag Harbor (Mathiasen) Corporation, and pulled out of the runnings at the last moment.

VICTORY IN SIGHT

On the Lakes the SIU badly defeated the NMU in the Huron election, following which the NMU stalled the Wyandotte hearings as long as possible and then took a run-out powder.

Now that the NMU has dropped out of the Cities Service case, the SIU has a chance to bring to those seamen the rep-

resentation they have been seeking.

Although the first obstacle has been hurdled, and an election is virtually certain to take place, the job of the SIU membership has only started. There are numerous men in the fleet who have questions regarding Union policies and procedures, and it is the responsibility of all good Union men to sail those scows and give correct answers to any queries that come up.

Shoreside organizers cannot do the job alone, but with cooperation of men who ship as volunteers, the task can be wrapped up in short order and entered as a win in the Seafarers column.

SIU Reopens Washington Office

In keeping with the action voted upon by the Seafarers International Union Convention in Chicago, and ratified by the membership, Matthew "Duke" Dushane, has been appointed International Representative on Legislative Affairs and has been sent to Washington, D. C. Brother Dushane represented the Union in Washington during the war.

He will keep in close contact with all legislation affecting the maritime industry and the labor movement. Any requests from the Ports for information or service should be channeled through Headquarters so as to prevent duplication of work.

AFL-CIO Unity Is A 'Must', Green Tells Murray

WASHINGTON — AFL President William Green told CIO President Philip Murray again last week that there is no chance of common action between the two organizations without organizational unity.

In a letter to Murray, Green said that he had submitted the CIO's proposal to the AFL's Executive Council. Green said that the Executive Council "decided it would be impossible to formulate a common and unified policy of action for the purpose of pro-

tecting living standards of American people and to assure effective political expression on the part of organized labor and to elect progressive representatives to the U. S. Congress as set forth in your letter, without first ending division within the ranks of labor thru the establishment of organizational unity.

"This is a primary requirement to the success of any plan or program as you outlined in the third paragraph of your letter."

Murray had proposed to Green

that the AFL and CIO form a common legislative front to fight the Taft-Hartley bill, but this suggestion was rejected by Green who insisted that organic unity must be discussed first.

Green concluded; "I extend to you and your associates in behalf of the Executive Council of the AFL an invitation to meet with representatives of the AFL at some convenient date within the ranks of labor and establish labor solidarity and organizational unity."

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GEORGE K. NOVICK, Editor



Best In The Business

Just as the Seafarers International Union has always led the way for unlicensed freight ship personnel in wages and conditions so does the Union now blaze a path in the tanker field.

The new contract just executed with the Tanker Sag Harbor Corporation (Mathiasen Tankers) embodies the best wages and conditions ever known on tankers, and includes the exclusive SIU provision that wage scales can be reopened by the Union at any time during the life of the contract so as to protect the Seafarers membership against rising prices.

Tankermen have long been the most badly treated of all seagoing men. While victory after victory was being won in dry cargo companies, the wealthy oil companies which own their tankers successfully withstood organization.

But now the story has changed.

The SIU has now consolidated its strength on the waterfront, and is ready and able to bring real representation to the men who sail the tankers. The Sag Harbor contract is only the first and will be followed in rapid succession by many more.

Organizing Sag Harbor was no pipe. It took an intensive campaign with the full cooperation of the membership and the officials, to bring about a victory. The same spirit that won Isthmian, Huron, and Wyandotte, was also in evidence in the Sag Harbor drive.

Cities Service is next. It will be a hard fought, ding-dong battle, because the company does not like the idea of having its unlicensed personnel represented by the militant Seafarers. The company is certain to try every dodge in the books to prevent organization in the fleet, but it can be done, and it will be done.

Volunteer organizers turned the trick in every victory won by the Union. That must be continued in the Cities Service campaign. Not every one who applies for a job will be accepted, but enough will pass the scrutiny of watchful company officials to be able to carry the SIU message to every ship in the fleet.

It worked in Isthmian—it worked with other companies—and it can't miss in Cities Service.

Sag Harbor seamen who have the best contract in the tanker industry. With hard work, the same thing can be true of unlicensed Cities Service seamen.

BEST IN THE BUSINESS!



Men Now In The Marine Hospitals

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

NEW ORLEANS HOSPITAL

- JOSEPH DENNIS
- L. GROVER
- C. MACON
- BOB WRIGHT
- JOHN MAGUIRE
- CHARLES BURNEY
- J. J. O'NEAL
- E. L. WANDRIE
- E. M. LOOPER
- D. G. PARKER
- LEROY CLARKE
- J. ZANADIL
- D. P. KORALIA
- WILLIAM MOORE
- L. COOPER
- REUBEN VANCE

STATEN ISLAND HOSPITAL

- N. NEILSEN
- J. MORRISON
- E. J. SIDNEY
- J. A. DYKES
- E. E. CASEY
- E. F. PAUL
- P. FELICIANO
- P. GELPI
- H. STILLMAN
- T. J. KURKI
- E. P. O'BRIEN
- C. KERSTENS
- P. C. CARTER

- M. PISKUN
- G. ROGERS
- C. F. CONSTANZA
- H. SELBY
- R. WALTHER

BALTIMORE HOSPITAL

- M. PLYLER
- F. O'BRIEN
- J. WYMOND
- E. CAIN JR.
- J. TARQUELLOS
- F. MILLER
- D. COPPAK
- P. PODOLSKY
- R. GORDON
- M. FINDELHURST
- H. GREEN

CHICAGO MARINE HOSP.

- LOUIS JOHNSON
- STEVE SCHULTZ
- HENRY LALLY

NEPONSET HOSPITAL

- L. CLARK
- J. S. CAMPBELL
- E. FERRER
- J. R. HANCHEY
- C. LARSEN
- L. L. LEWIS
- J. R. LEWIS

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.)

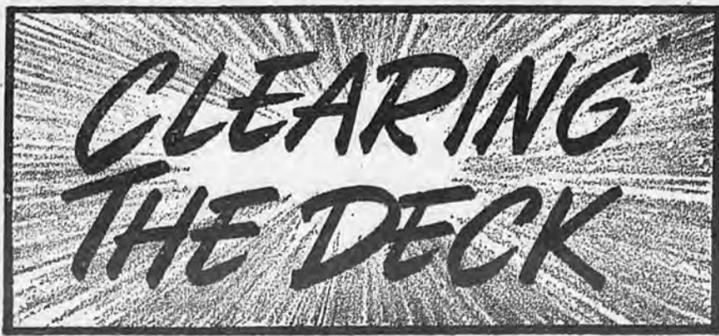
- L. TORRES
- C. SCHULTZ
- J. HAMILTON
- R. A. BLAKE
- H. BELCHER
- J. T. EDWARDS

MOBILE HOSPITAL

- M. D. PENRY
- J. G. HARRIS
- ARCHIE SANDY
- H. HUISMAN
- J. CARROLL
- T. J. FAITER
- M. CO'LIER
- C. E. FOSTER
- WILLIAM FAWLEY
- E. L. MEYERS
- J. C. KEEL
- U. S. MORGAN
- R. G. VARNON

BRIGHTON HOSPITAL

- L. ANDERSON
- R. BAASNER
- R. LORD
- E. JOHNSTON
- E. DELLAMANO
- H. WALSH
- R. MORRISON



By PAUL HALL

Number one on the parade of questions heard around the Hall these days is, "What can we do to beat the Taft-Hartley Act?" Not only is it a good, live question—it's a damned hot one, too. This newly enacted anti-labor law is lined with fangs. So, let's take a look into the situation and see just what the hell we—as individual members as well as a trade union—can do in the event this poisonous measure is set in motion in the Maritime industry to our detriment.

First off, this act should not immediately affect the SIU. Although it becomes law on Aug. 22, the provisions of the act banning the closed shop do not apply to contracts in force until Aug. 22, 1948. Under these conditions, our agreements are solid until that date, in as much as our Union has extended its contracts, along with various clarifications, until that date.

When our present contracts expire in 1948, as will hundreds of other union agreements throughout the nation, the stage will be set for plenty of fireworks. For on August 22, or before, it will be against the law for any steamship operator (or other employer) to sign a so-called closed-shop contract. Then the chips will be down, as far as the SIU is concerned. We'll be put to the test to prove we're big enough to maintain our Union Hiring Hall clauses, which are the backbone of our Union's existence.

As time goes on, we may run into various other provisions of the Taft-Hartley law as it affects our organizational work and union procedures. For instance, the law specifies that no union can be certified even after winning a steamship company in an election until each official files an affidavit stating he is not a member of the Communist party.

We'll deal with this section when we come to it, as the deadline for filing has not yet arrived.

SUP Faces Problem

The problems of our affiliates, the Sailors Union of the Pacific in particular, are of more immediate concern in face of the threat to the closed shop. The SUP's contracts, which have not been renewed, expire Sept. 30, 1947. Indications point to an old-fashioned brawl should the shipowners try to knock the props from under the SUP's Union Hiring Hall, which they rightfully enjoy at the present time.

When September and the SUP's contract expiration come, there is no question that the SIU will take advantage of the clause in its contracts—the only one of its kind in the marine industry—allowing renegotiation of the wage question. Besides being aimed at getting more money for our membership, this move will also have the means of our lining up support for our affiliate. It will enable us to pitch in and throw our support to our SUP Brothers. If the West Coast shipowners aim to beat the SUP against the wall, they had better figure on us going into action, too.

What We Can Do To Prepare

Now comes the question: What can we do in the meantime to prepare for these struggles, which appear to be inevitable?

Most important is that we all exert every bit of our individual and collective energies to put our Union in the best shape possible. That's the one job every Seafarer must go to work on.

In my opinion, the best way is to take active interest in every phase of Union activity by: 1) Attending all regular meetings and putting questions on any point that is not clear; 2) Contacting all young guys in the Union who may not know the score and stressing to them the need for following Union policy and programs on matters affecting us all; 3) Educating every doubting man to the fact that unless we're prepared for the final showdown, whether it be Sept. 30 or Aug. 22, 1948, we surely will perish; 4) Tell all hands on all ships to salt away a few bucks to take care of his family and supplement the Union's assistance while he's on the bricks in case of a long, tough battle.

Finally, we should all be on guard against attempts by shipowners, either through an outright move to smash our union hiring hall by refusing to ship men from our halls, or through attempting to plant stooges on our ships to cause trouble, chaos or disruption.

Direct Action Is Best Defense

These are but a few things individual members can do. It is these things and our policy of economic action at the point of production that provide our best defense in case of attack in our existence. It will demonstrate that by direct action labor has a quick, forthright fighting answer for the termites who are gnawing at labor's hard-won gains and seek to send them crashing back to the "good old days" and 40 bucks a month, blue linen and maggotty chow.

And it's something the boys who talk of "third political parties" as a means of beating the Tafts and Hartleys can't match. Our program is swift and sure, theirs is long, drawn-out and guarantees nothing.

We Seafarers have successfully brought about conditions in this industry that years ago were waterfront pipe dreams.

We have made it possible for seamen to rightfully live like any other human. We aim to keep things that way. The Seafarers will fight, anybody — anywhere — anytime — to see that seamen remain free human beings!

Letter From Former MEBA Official Shows How The CP Works In Unions

"Trying to recruit Chief Engineer. So far he's read several pamphlets including Herb Tank's Communists on the Waterfront, Marx's Value, Price, and Profit, plus Book Find Club monthly issues."

So goes a letter from James Romanoff former official of the Marine Engineers Beneficial Association, CIO, addressed to "Dear Arthur," and dated June 6, 1947, from Copenhagen, Denmark. This letter was anonymously sent to the SEAFARERS LOG.

There are few, if any, experienced trade unionists who do not know how communists operate. Commie strategy is to infiltrate, draw attention to non-trade union issues, and have their contacts take part in commie-front organizations and activities.

It can be easily seen that Commissar Romanoff is following the same tactics.

First he wormed his way into the confidence of the Chief Engineer, then he gave him a lying pamphlet by a self-admitted communist hack to read, and then he led him to one of the "fronts," in this case the Book Find Club, which distributes books that follow the "Line."

CURRAN AND CP

The letter, which was written when Romanoff was on the SS John A. Donald, Smith and Johnson Steamship Company, goes on to say, "Sure hope things are shaping up better for June 15 than when we left. Have they got Curran back on the right track yet or is he finally at long last permanently derailed? When issues get sharp, these phonies always jump off the sinking boat."

Getting "Curran back on the right track" obviously refers to Joe's fight against the commies in the National Maritime Union, and the attempts to unseat him or force him to toe the CP line.

A little further in the letter, Romanoff says, "I want Lannon's ear for about 60 minutes when I get back to give him some first hand facts and observations regarding Norfolk MEBA, NMU, and MCS, MFOV, CP situation."

Al Lannon is the waterfront contact man for the communist party, and as such has been responsible for a large portion of the disruption which has split the maritime unions in the past ten years.

Further in the letter, Romanoff states, "Tell Rothbard that he's got a hard job — AFL concentration. May be years before he'll be able to observe noticeable results with the SIU. These boys are some of the most confused, misled members of the American Labor Movement. It is, in my opinion, this fact that adds to the importance of the undertaking. Should have been done years ago. Still, it's not too late. Better late than never. Who would have thought the France of 1940 that outlawed the CP would have been the France of 1946 and 1947? An optimist? No! A Marxist. If great nations of the world can be changed, then I'm sure that a workers' mass organization like the SIU-SUP can also."

Al Rothbard is another so-called commie trade union expert. His activities center around worming his way into honest trade unions and turning them into transmission belts for Moscow propaganda. Whenever he fails to change the union, he resorts to disruption and wrecking. He has been placed by the communist party in charge of penetration into the SIU, as well as other AFL unions.

COMMIE TRAITORS

Romanoff does not mention why France of 1940 outlawed the communists. It was then that France was battling for life against the Nazis, and due to the pact between Hitler and Stalin, the French communist party actively sabotaged the war effort. High communist officials refused war service and escaped to Russia where they directed their underlings in treachery and sabotage.

Not only in France did the commies work for a Nazi Victory until Hitler turned on his partner, Stalin. In other countries the CP forced unnecessary strikes and held up war production and tried to spread their lying propaganda in the Armed services.

But as soon as Russia was attacked, it was a different story. Then it became "Russia First," even to the extent of being willing to have the American Labor Movement enslaved by the bosses, just so that Stalin could have all the materials he needed to conquer and enslave more territory and people.

And when Romanoff speaks of the "confused, misled members" of the SIU, what he really means is that the Seafarers has been a bulwark against the kind of infiltration that has made the National Maritime Union, and other unions which allowed the commies to become dominant, into a stooge outfit not interested in anything more than maintaining control for Stalin's agents.

The SIU is willing to continue being "confused and misled."

That so-called confusion has led to the best conditions and wages in the industry for all seamen, while the "educated" NMU is embroiled in an internal struggle that makes them easy game for the shipowners.

Communist-dominated unions are never run for the best interests of the membership. Whenever the party line changes, the leadership of the union pulls the membership along the new track, even if it means selling them down the river.

Comrade Romanoff can have his partners Lannon and Rothbard. They will never make any headway in the SIU because the communist record speaks for itself, and it is a record of deceit and treachery, capped by a "no-strike pledge in peacetime," which made every sincere trade unionist sick to the stomach.

Watt Dies On Way Home From ILO Meet; AFL Representative

Robert J. Watt, AFL International representative and the man who has represented United States labor at the International Labor Organization since the U. S. joined that body in 1936, died suddenly on July 25 aboard the SS Saturnia on his way home from an ILO meeting in Geneva.

Brother Watt came up the hard way, advancing from the paper mill in which he first worked, through various AFL posts which culminated in his appointment as International AFL representative.

Watt was always in the forefront of the fight to prevent the communists from dominating the labor scene, and he was instrumental in keeping the AFL out of the Soviet-dominated World Federation of Trade Unionists.

He will be sorely missed by American labor, and by the labor movement the world over.

Volunteer On 5th Isthmian Ship

Still in there pitching for the SIU is Brother Al Waterman, an oldtimer and ardent Seafarer from way back. Now rounding out his second year aboard Isthmian ships, Waterman played an important part as a volunteer in the organizing drive which resulted in the Union's certification as collective bargaining agent for the line's unlicensed personnel.

No job is well done until it is carried through to a successful wind-up, Brother Waterman believes, and he puts his beliefs into practice. That's how come he just signed on his fifth Isthmian ship, the SS Rider Victory.

And he's going to "keep sailing Isthmian" until there's an SIU contract to benefit all hands.

Brother Waterman, who has been going to sea more than 25 years, got himself his first Isthmian job on Mar. 6, 1946, when he went aboard the Baton Rouge Victory to voluntarily give out the story of the SIU and the advantages of membership in the leading waterfront Union.

Next was the Mandan Victory on which he spent nine months,



AL WATERMAN

followed by a three month stint on the Twin Falls Victory.

Before shipping on the Rider Victory, he was a crewmember on the Allegheny Victory.

What will come after the Rider Victory, isn't quite definite in Brother Waterman's plans. He's not moving off Isthmian until it signs on the dotted line.

Unity Of Members Basis Of SIU Growth

By JOHNNY ARABASZ

Our Union has been growing by leaps and bounds. And as it takes on strength and size, it (like any organization, be it labor union, steamship company or steel mill) has a growing need for greater cooperation and coordination if it is to operate efficiently and economically.

In these two important factors—cooperation and coordination—lies the basic reason for Union growth.

Every section of the Union apparatus depends heavily on cooperation, whether it be the organizing department, the bookkeeping department, Patrolmen, the Dispatchers or negotiating committees.

Without this essential cooperation, we'd be up the well-known creek.

GOOD EXAMPLE

Suppose when a Patrolman came aboard your ship for the payoff and there was disputed overtime—your overtime—you'd turned it over to him, signed off and then took a powder.

Your chances of collecting this disputed overtime have taken a good boot in the fanny. The Patrolman's chances of collecting your dough for you get the same boot in the same place.

A simple example, it nevertheless shows the necessity for one form of cooperation.

Take a look at the great progress made in the organizing field by the SIU in the past two years.

Suppose, for example, there had been no cooperation between the shoreside organizers and the members who voluntarily sailed those ships. The money, effort, everything would have been wasted.

Fortunately, as the results show, cooperation was present. We have been certified as collective bargaining agent for Isthmian and we already have contracts with Mathiasen—our first East Coast tanker agreement—and several new companies, such as Kearney, St. Lawrence Navigation, Bloomfield, etc.

Cooperation did it. If it hadn't existed, the seamen who rode those ships probably would be in some other union by now or still unorganized.

COOPERATION SPARKS ALL

Take a look at the Union structure, procedure and representatives. Cooperation and coordination improved the efficiency of them all. The bookkeeping systems have been revised so that records are handled more smoothly and efficiently.

Your Union regulations are changed from time to time to meet existing conditions. The bringing about of these changes depends on the cooperative spirit between the membership and officials in the various ports.

When an elected official neglects his duties, the membership shows its interest in the welfare of the Union by bringing this condition to the attention of the Secretary-Treasurer and the members in other ports, so that the situation can be corrected.

As long as that spirit of cooperation exists in our organization, we won't be beat. Our progress will continue along with the well-being of the membership.

We will be able to beat all enemies of labor, whether it be an anti-labor congress, political cliques within who would ruin our union to further their own aims, or other unions who by their actions show they have no right to be called labor unions.

For a solid example of what a lack of unity or cooperation can do, look at the NMU. Its leadership has split into two factions, each intent on achieving its own ends.

One side is constantly blasting the other and vice-versa. The union's position, as a result, has been weakened inestimably.

Let's make sure this never happens to our organization. Let's get in their and plug for the betterment of the Union.

Let's bring all our beefs before the membership, I mean just that. I don't mean to the attention of John Barleycorn, the bartender, that "woman" or anyone outside the Union who has no business knowing it.

Remember that section of the Oath of Obligation which reads:

"I promise that I will never reveal the proceedings of the Union to its injury or to person not entitled to know it."

HEADQUARTERS REPORT

By J. P. SHULER, Secretary-Treasurer

Since the last regular meeting, negotiations have been completed between the Seafarers International Union of North America and the following companies: Alcoa Steamship Company, American Liberty Lines, A. H. Bull and Company, Bull Insular Lines, Inc., Eastern Steamship Company, South Atlantic Steamship Company, Seas Shipping Company, and Smith and Johnson. Our agreements have been amended and extended to July 30, 1948.

The Negotiating Committee has a full report which will be read at the New York meeting tonight, carrying the amendments which are subject to action by the membership.

The Negotiating Committee is now meeting with Mississippi and Waterman Steamship Company, as well as other outfits contracted to the SIU and further reports will be given on these meetings in the immediate future.

Headquarters officials have met several times since the last meeting with representatives of the Isthmian Steamship Company in regards to negotiating an agreement. The Isthmian Steamship Company has made several proposals to the Seafarers. They have been studied. The Union's counter-proposals will be submitted this week.

A meeting will be held shortly between Isthmian and the SIU to begin negotiations on these proposals and counter-proposals. The membership will be advised as to the outcome of these meetings.

An agreement with the Mathiasen Tankers, Inc., has at last been reached and a complete report will be made to the membership tonight on this agreement. The membership will recall that this is the first tanker outfit to be contracted to the Atlantic and Gulf District of the SIU. The conditions of this agreement are much better than any other agreement in the tanker field.

Let us hope this will only be the beginning and in the near future a number of tanker companies will be operating under contract to the Atlantic and Gulf District of the Seafarers International Union of North America.

The Organizers, as a result of a meeting held with the National Labor Relations Board on Mon-

day, state that an election should be held shortly in the Cities Service fleet. According to the Organizers' reports, this election will keep intact the long string of election victories the SIU has run up in the unorganized field over the past two years.

A Senate Committee passed a bill recommending that alien seamen who sailed on U. S. merchant vessels during the war be allowed to continue sailing American merchant vessels, regardless of their alien status.

Another bill favorably reported by a Senate Committee is the length of time a seaman can stay ashore and still be eligible for treatment in the Marine Hospitals.

Heretofore, a man has only been allowed 60 days on the beach and still be eligible for treatment in marine hospitals. This bill would allow a seaman to be eligible for treatment in marine hospitals as long as he makes his livelihood in the maritime industry.

Stewards Department Representatives in several ports have endeavored to outline the Stewards Department work in detail. This has caused numbers of letters from Stewards and other members in the Stewards Department to be sent to Headquarters protesting these detailed outlines.

It is impossible for a man ashore to outline in detail the work for each Stewards Department aboard a ship. This work is generally outlined in the agreement and the details should be left up to the Steward, and all cooperation should be given him to see that the Stewards Department work is carried out in a practical manner.

After action taken in the International Convention and ratified by the membership, Matthew "Duke" Dushane has been sent to Washington, D. C., as International Representative on Legislative Affairs.

There will be certain things coming up in each port which should be referred to Dushane in Washington. Many of the things coming up in different ports are of the same nature and in order to prevent repetition, all matters that are to be referred to Washington should be channeled through Headquarters Office.

How SIU Raised Seamen's Wages In One Year

What the Seafarers means to its membership—and to all maritime, which benefitted from SIU victories—is shown by the following table, listing the wage increases won by the SIU in not quite a year's time. In that period, for example, an AB's base wage rose from \$155.00 to \$191.99, almost a 25% increase, and—but read for yourself:

Rating	Pre-Strike Scale 1946	Scale After General Strike 1946	Scale After 6% Increase Mar. 11, 1947	New Scale Retroactive to June 16, 1947
Bosun	\$162.50	\$205.00	\$217.30	\$228.17
Bosun's Mate—Day Work	192.50	204.05	204.05	214.25
Bosun's Mate—Watch	180.00	190.80	190.80	200.34
Carpenter	162.50	205.00	217.30	228.17
Storekeeper	157.50	197.50	209.35	219.82
AB Maintenance	155.00	187.50	198.75	208.69
Quartermaster	155.00	172.50	182.85	191.99
AB	155.00	172.50	182.85	191.99
Watchman	150.00	172.50	182.85	191.99
OS	132.50	150.00	159.00	166.95
Chief Electrician	\$252.00	\$294.50	\$312.17	\$327.78
Asst. Electrician	182.50	227.50	241.15	253.21
Unlic. Jr. Engineer—Days	187.50	230.00	243.80	255.99
Unlic. Jr. Engineer—Watch	187.50	205.00	217.30	228.17
Machinist-Plumber	194.50	237.00	251.22	263.78
Deck Engineer	162.50	205.00	217.30	228.17
Chief Reefer Engineer	252.00	269.50	285.67	299.95
1st Reefer	220.00	237.50	251.75	264.34
2nd Reefer	201.00	218.50	231.61	243.19
Engine Storekeeper	197.50	197.50	209.35	219.82
Engine Utility	155.00	205.00	217.30	228.17
Evaporator Maintenance	172.50	190.00	201.40	211.47
Oiler—Diesel	155.00	195.25	206.97	217.32
Oiler—Steam	155.00	177.50	188.15	197.56
Watertender	155.00	177.50	188.15	197.56
Fireman-Watertender	155.00	177.50	188.15	197.56
Firemen	145.00	167.50	177.55	186.43
Wiper	132.50	160.00	185.50	194.78
Chief Steward	\$202.50	\$220.00	\$233.20	\$244.86
Chief Cook	182.50	205.00	217.30	228.17
Night Cook & Baker	182.50	205.00	217.30	228.17
Second Cook	167.50	185.00	196.10	205.91
Asst. Cook	157.50	175.00	185.50	194.78
Messman	132.50	150.00	159.00	166.95
Utility Man	132.50	150.00	159.00	166.95

MC Is Still Selling Ships At Fast Pace

That the sale of ships to foreign countries, many of them to non-maritime nations, is continuing at a heavy pace, is corroborated by a report of the Maritime Commission.

In the two month period from April 1st to May 29th, 207 American built vessels were sold to foreign operators. The majority of the ships, 113 in all, were sold to British companies. Ships were also sold to smaller maritime nations such as Greece and the Netherlands.

The report also disclosed that 30 ships were sold to non-maritime nations with Panama getting 24, Columbia, 3; Peru, 2 and Honduras, 1.

The heaviest purchaser of ships for the Panamanian flag was the Overseas Tankship Corporation, which purchased 11 vessels. Not mentioned in the report, however, was the fact that Overseas Tankship is a Panamanian company owned by California Texaco Company.

During this two month period American operators purchased 80 ships.

With the sale of the 207 war built vessels, the total number of ships sold under the Ship Sales Act of 1946 now totals 1000.



MV Gadsden Hits Port Montreal



Part of the crew of the MV Gadsden, taking it easy on deck before going into Montreal for fun and relaxation. The crew is composed of some SIU men from the States, and quite a few from Canada, some of whom came from the CSU. Standing at far right is Bosun Berger Hansen, an SIU oldtimer who knows the score. He and Stewards Delegate Gene Woods have really kept the Gadsden on the ball.



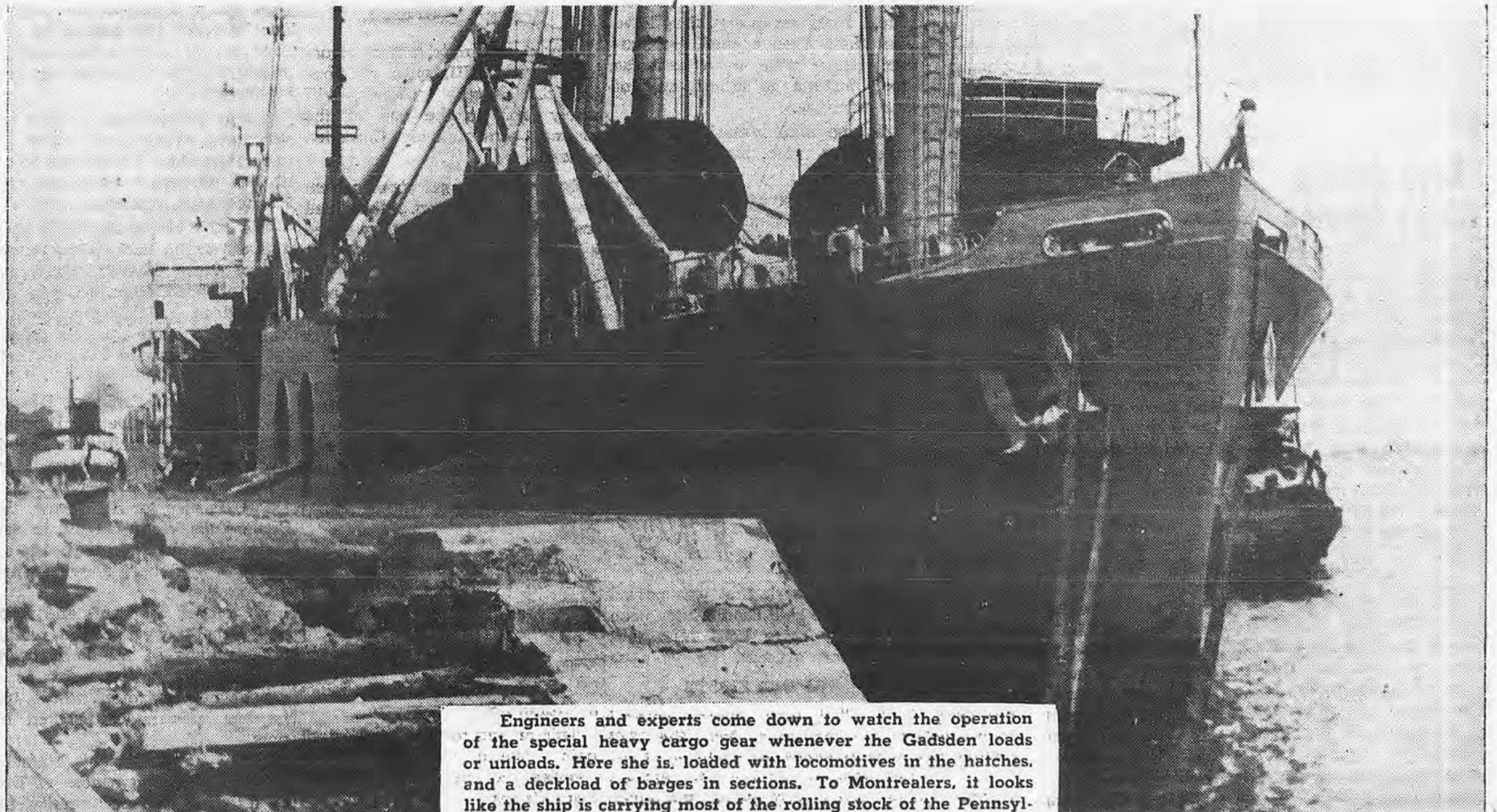
Just off the MV Gadsden, Ken Griffiths, OS, stops to talk to Mike Quirke, right, organizer. Said Ken, "It's a good thing for Canadian seamen that the SIU is here to stay. Most good men in the Canadian Seamen's Union are fed up with being pawns for communism."



Far left, Mike Koshelke, a former CSU member who now advises his old shipmates to sail on SIU ships and "get educated to real trade unionism."

Gene Woods, left, Stewards Delegate, goes a long way out of his job to help the new men understand SIU contracts and methods of working. He's a good example of a real SIU man, and is very popular with the crew.

Hard at work is Carpenter Federik Kakkum, right, but never too occupied to help out the newer seamen. Brother Kakkum is an SUP member, at present holding down a job on the Gadsden.



Engineers and experts come down to watch the operation of the special heavy cargo gear whenever the Gadsden loads or unloads. Here she is loaded with locomotives in the hatches, and a deckload of barges in sections. To Montrealers, it looks like the ship is carrying most of the rolling stock of the Pennsylvania Railroad or the Canadian Pacific Railroad.

Boston Calls For Clarification Of Certain SIU Shipping Rules

By JOHN MOGAN

BOSTON—Business and shipping have picked up considerably in the past week, with plenty of indications that it will get even better.

During the past week the SS Bessemer Victory, Waterman, paid off here, as well as the SS Peter Helms, Pope and Talbot; the SS Belgium Victory, Waterman; and the SS Wolf Creek and SS Sunset, Pacific Tankers, both of which paid off in Portland.

In transit were the SS Wesleyan Victory, Seas Shipping, with no beefs other than a couple of members missing the ship; the SS Calmar, with a performer to get pulled off here; and finally, the SS Yarmouth and the half-dozen miscellaneous scows which leave the avenue every day.

Payoffs coming up this week are the SS Casa Grande and SS Stones River, both out for six months with all-SIU crews.

The Belgium Victory has been pulled off the Pan-Atlantic run, and, according to Waterman, will remain on the Antwerp-Rotterdam-Boston run from now on, with the first sign-on for this voyage coming up on Monday.

SHIPPING RULE TROUBLE

All payoffs were clean and without incident; however, the Shipping Rule concerning length of time allowed for Tripcard men (i.e., 60 days or round trip) gave rise to a beef.

Just about 5 per cent of the membership feels that this rule should be interpreted as follows: When a Permit man joins a vessel and makes a round trip, he must get off in favor of a book man; if coastwise, the Permitman is entitled to 60 days before he can be bumped.

Then, of course, there are those who contend that if the round trip foreign is less than 60 days, the Permitman is entitled to another trip.

In line with the recent discussion of Shipping Rules in the LOG, it would be enlightening to all Port officials as well as to the membership, to have Rule 35 clarified in a hard and fast manner.

Keep Sailing Cities Service

At long last the Seafarers has forced the hand of the anti-union Cities Service Company, and in a short while an election should be held to determine a bargaining agent for the unlicensed personnel in the fleet.

The SIU has a better than good chance to sweep the election, but victory can only be assured if volunteers get jobs on those ships and stay with them until the voting is over.

That's the way Isthmian was won; that's the way all our big companies were brought under the SIU flag.

Now is the time for action. Apply for jobs on Cities Service tankers, talk SIU while aboard the ships, and stay aboard until the votes are cast.

Then Cities Service will be SIU, too!

Possibly the confusion arises from the fact that the rule was waived in regard to the tankers.

As a matter of fact, when these Shipping Rules and the Constitution are taken up in the columns of the LOG, they naturally receive wide-spread attention, as the LOG is unquestionably a well-read publication.

Members who would skip over a reading of the Shipping Rules, copies of which are available to all—as well as the Constitution—will receive their education on Union matters through reading the LOG.

This is becoming increasingly evident and therefore Ye Editor might consider setting up a permanent feature, with a few seemingly ambiguous paragraphs clarified each week. Included also could be unusual beefs arising out of the interpretation of the contract.

And now that I've handed over a new batch of work to the hard-working Editor, I can sign off until next week.

Montreal Branch Teaches Unionism To CSU Men; Straightens Out Gashounds And Performers

By GENE MARKEY

MONTREAL — Now that the smoke has cleared away and the overworked piccards of the Montreal Branch can get time to breathe, we will see to it that we do not appear any more than is necessary in the LOG's "No News" list.

It is disconcerting to work 12 and 14 hours a day, then pick up the LOG and find our name included on the "No News" list.

However, we are all of the opinion that the best reminder we could get to stretch our day just a little longer to include our activities into the LOG, is the quiet little column that so apologetically tells us to get on the ball.

No doubt the membership which visited Montreal this year can vouch for the representation they have been afforded here.

It seems that every ship hitting this port has a quota of beefs a mile long and we have been obliged to act as Patrolmen, counsellors, mothers and, in the case of performers, mothers-in-law.

A good percentage of permitmen and a few full books have had to learn the hard way, that our membership is definitely opposed to the antics of gashounds and joyriders.

Every case of performing in this port is being taken care of and these union-wreckers are being sent on their way back to the States minus their permits and, in the case of a couple of book men, minus a payoff.

SHIPPING BRISK

Shipping has been brisk here and a rated man doesn't even get time to sit down and read or write an article for the LOG before we ship him.

We have had to job-action a few ships to get them properly stored, but we are of the opinion that the local agents are gradually getting educated so we will have less trouble in getting the scows shipshape.

This port, being outside the Continental U. S., is the perfect

spot to witness the actions of some of our members who harbor the idea that, because it is a foreign port, our membership's resolutions do not hold.

A lot of guys seem to have the idea in their heads that the agreement isn't in effect in foreign ports. Well, a gentle reminder to all concerned: When you are in the port of Montreal or its vicinity, be sure you have the day off granted to you because, if a Patrolman hits a scow and finds anyone ashore without proper excuse during working hours, then Brother—it's your neck and don't bother to squawk because you stuck it out.

Many Canadians, ex-members or the commie CSU, are back after having sailed out on SIU ships. Needless to say, they have had their eyes opened, particularly those who have had the good fortune to attend any of our meetings.

As one man remarked, "Jeez! you guys vote on everything, don't you?"

We don't have to go into any more detail. That simple statement tells an important story.



Another remark that was passed here in the Hall should have been heard by more CSU men that there were present.

NO BIG SHOTS

A CSU man, among several who came up to look the Hall over in enquiring as to our Constitution, asked me why did we not have a National Executive body, the same as his Union.

NO NEWS??

Silence this week from the Branch Agents of the following ports:

JACKSONVILLE
SAVANNAH
CLEVELAND
BUFFALO
BUFFALO
TOLEDO
GALVESTON
MARCUS HOOK
MOBILE

The deadline for port reports, monies due, etc., is the Monday preceeding publication. While every effort will be made to use in the current issue material received after that date, space commitments generally do not permit us to do so.

AROUND THE PORTS



Baltimore Shipping Slows Down, Should Pick Up In Week Or So

By WILLIAM RENTZ

BALTIMORE — For the last two weeks shipping has been on the slow bell, but from the looks of things, we should be busy again very soon. Of course, rated men are still at a premium, but we seem to be getting enough to keep the scows sailing.

We paid off six ships last week, with no major beefs on any one of them. What minor gripes there were we settled right on the ships to the satisfaction of the crewmembers.

The gashounds and performers are still getting a hard time here, and that's the way it's going to continue until those characters get wise to themselves.

This Union is too big to allow a couple of guys to foul things up for everybody.

CIO Shipyard workers are still on strike, and although they have not asked us for any help, we are respecting their picketlines as we always do.

Those men are really having a rough time, and the comparies that made so much money during the war won't even sit down and bargain honestly now.

We are still working hard on Isthmian ships, and there are plenty of volunteers who want to ship out on those vessels so as to make sure that Isthmian signs a good SIU contract.

The boys figured that they have waited long enough, and now they want action—and fast.

For the first time in many months we have so many old-timers on the beach that it is impossible for us to list them.

Needless to say, these men have plenty of stories to tell, and there is always a lot of activity wherever they are. Maybe by next week they will all be on ships bound for foreign shores and new adventures.

Manpower Lack Hampers Branch In Puerto Rico

By SALVADOR COLLS

SAN JUAN—Booming is the word for shipping down Puerto Rico way. There are nine jobs on the board in all departments, with not a taker in the house. The "Beagle" just passed by the door and we delegated her a committee of one to round up the beachcombers.

It may be necessary to stop all shoring work until some of these boys ship. I don't like to do it, but desperate situations call for desperate remedies.

The only alternative is to give a flock of the hangers-on letters for papers. There's too damn many of these letters being issued these days, as this membership is going to wake up some none-too-distant day and learn to their sorrow.

Bull has the Kathryn, Hewes, Livingston, Elizabeth, Dorothy and Cape Breton in the Island, while Waterman has the Hurricane and Wild Ranger.

There's also an SUP scow, the Sioux Falls Victory, lying in San Juan. She had three beefs on deck and "Rebel" Parrish—four all together!

We settled the beefs and turned "Rebel" over to the tender ministrations of the local headhunters. He was as fat as a goose when he trotted ashore, but he has been sadly plucked by now.

Social note: Frenchy Michelet was seen lugging a case of Don Q into his den of iniquity for cooking purposes!

That was an easy one to answer. When I explained that we did not go for allowing a handful of picked officials to lay down the policy of our organization without a vote from the entire membership, he expressed surprise that our organization could function so efficiently and with such speed on matters of urgency.

After I explained to him how all of our members are kept up to the minute on all matters regarding our business, he admitted that we have a pretty fine set-up.

As a matter of fact, he and his buddies left the Hall here determined to find out who, if anyone, voted his top officials into office.

LOSING CONTROL

The clean trade union structure of the SIU, with its non-political, seamen officials, will surely lead to the end of the commie control over Canadian seamen.

Every day we get reports from men who have been intimidated and beaten up because they dared to mix with SIU members. The Stalinist storm troopers who run the CSU are very worried, now that it is apparent that they are losing their iron control over the Canadian seamen.

Almost every day they send their stooges in to see and hear all they can, and it must seem a little too democratic to these monkeys to find that we leave all our doors open and carry on no secret business behind closed doors.

Ex-CSU men who came in here with the seat out of their pants, worn out no doubt from waiting for jobs in their own hall, and whom we have shipped out, are coming back into port looking fat and healthy and dressed like a million dollars.

This proves our most important point: We of the SIU are interested, not in politics, But In Pork Chops.

AND WE GET THEM!

Good Shipping, City Elections Keep Port Tampa On Its Toes

By C. SIMMONS

TAMPA—Shipping is on the up-grade again and along with it we are enjoying a boom in business after a rather slow week here in the port of sunshine, oranges and lovely ladies.

"Day and Night" has been our theme song, as we worked around the clock taking care of ships entering this area and rounding up replacements.

There are three Waterman and two Bull Line ships, in addition to an American Hawaiian vessel in here at the present time. The Hay Wire is bound for Japan after we put practically a full crew on her.

We had the Ora Ellis of the Waterman line payoff last Friday and, although it took us un-

Also in Tampa were a couple of members of the weaker sex (perhaps I should more accurately say the fairer sex) who were down from Marcus Hook for a two weeks visit. When they return north with stories of how this country has them beat up there, Blackie Cardullo will be wanting to head south.

In preparation for the election of city officials coming up in September, the political campaign in this town is getting under way hot and heavy. This will be Labor's one big chance to remove some of its foes from the drivers' seat. Labor is all set and organized to go down the line for the man who has to work for a living, instead of for someone who dances to the tune played by the big money boys and slave drivers who control this city at the present time.

Tankerman



Bob Allen, who sails in the Black Gang, is now in his fourth month as a volunteer organizer aboard Cities Service tankers. Bob's union training started way back—he held a book for 20 years in the AFL machinists union. He expressed regrets that William Knight couldn't be pictured with him.

First Assistant Learns Lesson And Three Seafarers Collect

By EARL SHEPPARD

NEW ORLEANS—We shipped about 250 men last week, and no matter how you figure it, that's good shipping. We also paid off six ships and signed on the same number.

There were a few minor beefs on the scows, but all were squared away okay. The First Assistant on the SS John Hathorne, Waterman, was an ex-NMU member, and this was the first SIU ship he had ever been on.

He told the FWT he wanted the floor plates cleaned with oil and kerosene after each watch, and he didn't mean maybe. When they put it down as overtime, he just laughed.

Well, he's laughing out of the other side of his face now. We collected overtime for the men to the tune of 82 hours for Gerald G. Gelpi, 78 hours for Paul Vaughn, and eight hours for J. Ladnier.

They can collect this money by writing to Mr. O'Neal, Waterman Steamship Company office in New Orleans.

We also had two beefs on the SS Del Monte, Mississippi Steamship Company. One was for a MM pulling ice in excess of eight hours, and the other was for a man on the wheel shining brass.

The company didn't want to pay, but after the crew held up the sign-on for four days, the dough was paid out.

The gasbouds and performers seem to have taken cover and we have very little trouble any

Metal Workers roped in by an anti-labor phony like Higgins.

The Marine Arrow, Isthmian, the first C-4 and the largest freighter ever to hit this port, came in last week with a load of rubber. Got a lot of publicity in the local newspapers.

There was quite a turnover of personnel, and a number of our men made jobs on her. We've also been busy contacting the tugs here in the harbor.

SICK CALL

Brother Leroy Clarke, ex-Patrolman, is still in the Marine Hospital here and it looks as though he will have to stay there for quite some time. He asks that his friends and former shipmates write to him. Brothers Bill Moore and Bob Wright made the same request.

Bill and Bob had to have blood transfusions, and it would be a good idea for Brothers to stop by the hospital in any port they happen to be and donate a pint of blood and have it reserved for SIU members.

Think it over, Brothers!

LCA Prefers Green Hands On Its Ships

By MAURICE DOLE

ASHTABULA—Well, it looks as though the LCA is up to its old tricks once again. It has a hot tomato in Ashtabula who's following its line by shipping green kids and friends.

As far as the LCA is concerned, the oldtimer and the man who has been sailing the Lakes for any length of time is out.

The LCA today is afraid of the experienced seamen on the Lakes. They know that these men are fed up with the LCA's two stewpot system, lousy conditions with little or no overtime, lack of security, and that they want the protection and security of an SIU contract.

Three Midland ships arrived in the past couple of days, and there were only two jobs to fill. The men sailing these ships do not pile off like they do from the unorganized LCA ships.

Some of these ships need as many as eight replacements when they arrive here. The men don't want to stay on these open shop LCA ships, so they get off.

HANNA NEXT

Now that Huron and Wyandotte are on the SIU bandwagon, it looks as though the Hanna fleet will be next. Plenty of progress is being shown in the SIU's drive to organize the unorganized on the Lakes. Look for several more elections and SIU victories in the next couple of months or so.

Here's another thing to remember: With the recent influx of new members into the SIU, crewmembers aboard SIU vessels should hold those Union meetings as regularly as possible.

That's the best way for the new members of our Union to learn the score: by seeing other Seafarers in action, running their own meetings in typical SIU style with genuine Union democracy.



til midnight to get all the overtime beefs squared away and the crew paid off, it was really a pleasure to handle this job.

The ships delegates had done a fine job and the whole crew was sober from the time the ship arrived until after the payoff.

The crew was from Mobile, most of them being book members, and first-rate examples of a good SIU crew.

A help in the shipping situation down here is the fact that Bull Line vessels are running in here regularly. Most of them are bringing down general cargo and picking up phosphate to carry on the return trip.

As a result of the laying up of three Waterman coastwise ships, we have a few rated men on the beach now. In this group is the crew sent out to Japan three months ago on the Bret Harte, which returned recently.

These men are catching up on their fishing and what have you. No doubt they'll all be ready to go shortly.

Settlement Of Shipyard Strike Will Bring Philly Good Shipping

By EDDIE HIGDON

PHILADELPHIA — I see by the papers that the shipyard workers and ship repair men are considering a \$12 hourly settlement. This being the case, I believe that shipping in Philadelphia will be back to normal again soon. Right now, we have two ships in port, awaiting repairs.

Shipping for the past week, has been very slow. We had two payoffs and 21 ships in transit, and there are quite a lot of men on the beach at this time.

Application for a permit to operate cargo ships between this port and Houston, Texas by the Newtex Lines of New York is pending Interstate Commerce Commission approval.

The Portuguese Compania Trans Atlantica Centro Americana has scheduled its first sailing from this port for July 31. The vessel will touch Buenos Aires and Montevideo.

The Taft-Hartley Act is still

creating quite a controversy in all the local papers. One paper here states that Representative Hartley says that if this law really would hurt organized labor, he would be the first one to try to have that part of the law repealed.

Well, I believe that if this statement from him is true, then the AFL legal staff should inform him that the whole damn bill is harmful to labor and that the Congressman should start to have the whole Taft-Hartley Act repealed.

For the second time within a week, a Russian freighter which was launched as an American vessel and eventually found its way to Soviet registry under Lend-Lease entered this port.

She is the SS Baku, a 7176 cargo ship; she will carry a cargo of anthracite to South America. She is consigned to Moore-McCormack SS Company;

Rank And File Committees Check On Crews' Conduct In Every Port

By RAY WHITE

NORFOLK—The affairs of the Union are in good shape and there are no beefs pending in Norfolk. The educational program laid down by the Membership through Headquarters is being pushed to the fullest extent.

It is understood that performing and neglect of duty of members aboard ship has to stop. The Membership is taking direct action against offenders in all cases.

Rank-and-file Committees are boarding ships in all ports, inspecting quarters, messrooms and checking to see if the Union is being put in jeopardy by performers. Fines, suspension of permits or probation is the penalty.

It is the duty of every book man, especially ships' delegates, to see that a ship is run Union-style. This doesn't mean upholding members who stick their shipmates with their watches or let the Union standards down.

If members are missing watch-

es and reporting everyday in a drunken condition, they should be informed immediately by the Delegates and book members, that if this practice continues they will find themselves on trial before the membership.

If this action is taken it will help eliminate most of the performing. "A Union ship is a clean ship with every member doing his duty."

This will make your Union a stronger and a more respected organization in the fight to better wages and working conditions.

This is a point that should be taken up and discussed thoroughly at ships' meetings in order to help educate our Permitmen.

W. R. Baccus, PR-8635, J. A. Elliott, P3-8633, and L. R. Lamb, P3-8634, Permitmen, donated \$25.00 apiece to buy new pool balls and cue sticks for the Norfolk Hall. A Committee was appointed and purchased these items immediately.

Keep It Clean!

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

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



more. The wise guys know that if they cause any commotion they will get the axe, pronto.

PLAYING BOTH ENDS

There were two big strikes going on down here, at Higgins, Incorporated and Johns-Manville Company, but the J-M action ended last weekend with a victory for the union.

However, at Higgins, that phony outfit is up to its old tricks. When the AFL went on strike some time ago, Higgins bargained with the CIO. Now with the CIO out on the bricks, Higgins has asked the AFL workers to stay on the job.

He's a smart man, and workers are pretty dumb when they play his game and fink on each other. We hate to see the AFL

Check It - But Good

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

Membership Has Duties In Addition To Benefits

By FRED FARNEN

DETROIT — This column is in answer to the numerous queries from SIU members asking what they can do to further improve the already high contract standards of the Seafarers International Union of North America, AFL, Great Lakes District, and otherwise help to build a bigger and better Union.

Membership in the best damn Union in the maritime industry bar none, the SIU-AFL, brings with it certain responsibilities and duties as well as the numerous benefits such as top wages, hours, working and living conditions.

Some members, luckily only a small minority, look upon a Union as a sort of slot machine with a very high rate of payoff. These individuals consider their monthly dues as the amount they drop in the slot.

Then they mentally pull the lever, and expectantly wait for a winning combination to appear and pay off with a substantial gain.

Wouldn't it be swell if we could work things out as easily as that, and with as little effort?

DOESN'T WORK

However, such a system does not work out. A lot more must go into a union besides your current month's dues, or your initiation fee, if you're a newcomer to the ranks of the SIU. A union is only as strong as its members make it, and no stronger. That's why the members must put in as well as take out, not only money but effort, too.

One of the first membership duties is to attend all membership meetings, either on shipboard or ashore. The SIU is a democratically operated Union, and only with your attendance and full participation will it remain a democratic organization.

Full participation means that you should get on your feet and have your say whenever you have anything constructive to offer. It's your Union, Brothers and Sisters, and it's up to you to keep it that way. Have your say, and then let the other fellows have theirs.

It also means to take part in all elections and referendums, serve on committees whenever necessary, and otherwise take part in all Union activities and functions. Be an example for the newer members to follow, and carry out the SIU motto, "Brotherhood of the Sea."

SHIPBOARD MEETINGS

When you're aboard ship, you should see that Union membership meetings are held as often as possible, at least once every two weeks.

Take an active part in these meetings, and lend a helping hand whenever possible to the younger and newer members. They need your help.

See that you elect responsible Union members as delegates from their respective departments. Under the Taft-Hartley "Slave Labor" Bill unions are responsible for their representatives and their actions. That's why it's doubly important today to elect only sober, responsible members to any Union position.

Whenever your ship stops at a port where there's an SIU Hall, call the Agent or Patrol-

man there and let him know that your ship is in port. Ask his advice on any unsettled beefs, and how to take care of any unusual situations aboard your ship.

Keep accurate account of your overtime, and make certain that any disputed overtime is signed just like your okay time. That's proof that you actually worked the time, even if it is disputed.

Remember the SIU slogan, "An SIU ship is a clean ship." Do your share of keeping your quarters properly cleaned and in shipshape condition at all times.

Another responsibility of the members is to go aboard their ship in a sober manner. There's no place in the SIU for drunks and performers. The guy who goes aboard his ship gassed up, or who gets gassed up while on duty, is a detriment to the Union.

Yes, there are plenty of things you can do as an SIU member to keep the Union strong, and make it even stronger.

We are now in the midst of an all out organizational campaign on the Great Lakes. Crewmembers from the ships of two companies have already voted heavily for the SIU as the Union of their choice.

During the balance of the 1947 sailing season, we expect several other companies to be voted, and the seamen sailing these ships are strongly pro-SIU.

Whenever your ship is docked near one of the unorganized ships or you run into some of these unorganized Lakes seamen, talk SIU to them.

They're already strong for the SIU, but a little additional talk about our Union, contracts, working and living conditions will prove to them that the SIU is the only Union for them.

Thieves Fall Out

MONTREAL—There is an old axiom about thieves and what happens when they fall out. This can be supplied to the commies on the Montreal waterfront today. "Rat" Sullivan made the headlines again this week, after a rough night in Montreal's Canadian Seamen's Union hangout, the "Coq d'Or."

It appears that Sullivan and one of his trusty henchmen walked into this joint loaded for bear, and found it in the shape of a goon-squad sponsored by the Commie Seamen's Union, who promptly went to work on their ex-president.

Sullivan howled copper — and three of his ex-playmates wound up in the local hoosegow, but not before they had made a few alterations in Sullivan's bridge-work.

Then, came the dawn. Sullivan charged the CSU with all kinds of assault and the CSU came back with counter charges of everything except killing the King's Deer.

While all this is going on, the CSU was presented with a cute little libel-suit thrown into their lap by the Canadian Steamship Lines.

How does all this effect the membership of the two Unions

Gear-Grabbers Hurt Union

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

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

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

Frisco Agent Has His Own Beef, Performers Better Take Warning

By RED SIMMONS

SAN FRANCISCO — All SIU officials who are interested in carrying out the economy proposals made by the last Agents' Conference have plenty of work to do. Just settling real beefs takes lots of time, but when phony beefs come up, that's too much.

Last week the SS Penmar, Calmar Lines, came into Port with a shipload of complaints. On investigating, however, I found that the crew was mainly at fault, and that the Ships' Delegate was in no condition to settle anything at that time.

This Delegate started his performing before the ship left from S. F., and he continued throwing his weight around all through the trip.

In the Canal Zone the men were not given shore leave, but they went ashore anyhow, and as a result, the ship was delayed an hour and a half.

On returning to the States, some members of the crew took off without permission in San Pedro and San Francisco.

On the SS Mastmar, another

Calmar scow, we ran into another problem. Here the Black Gang fouled up the works. They continually took off in port, refused to stand watches, and generally acted in a manner not becoming good Union men.

I was aboard the ship about three times, pleading with the men to cut out the performing and get down to business. If we had had replacements, we would have gotten those guys off in short order.

This monkey business has got to stop. I am recommending that Headquarters take action and bring it up at the next meeting, and from here on in I am putting charges against any man pulling any violation of the rules.

Brother Hal Banks, SUP organizer, tells me he has just about sewed up a contract with Crawley Towboat Company here in the Bay Region.

This is quite a deal, and in view of the situation which existed in that outfit, I hope we have it in the bag soon.

We are enjoying some fine weather out here. That good old California sunshine can't be beat, and I often wonder why everyone doesn't live in San Francisco.

The Patrolmen Say...

involved? While all this petty strife does nothing to better the lot of Canadian seamen, it helps the Companies. They figure that while the CPers are fighting among themselves, they have little or no time to spend attending to the seamen's just demands.

So—about all Joe Seaman can hope for out of this mess is that the assessment to pay for the litigation involved will not be more than ten bucks.

Off the record, Brothers, the Canadians who really want clean Trade Unionism are coming into the SIU. The dirty situation in the CSU does nothing but help break the strangle hold of communism here in Canada.

Mike Quirke

~ ~ ~

Good Unionism

NORFOLK — With more jobs on the board than takers, shipping remains good in this port. So far this week there have been four payoffs here: the Trinidad Head, Moran, Earl A. Blumquist, John Fisk and F. A. Frelinghauser.

The John Fisk presented a neat picture of good unionism. She was crewed with Baltimore boys, all of whom had lot of local pride in the way they did things.

She had plenty of legitimate beefs and these beefs and disputed overtime were presented to the Norfolk Agent and Patrolman in a clean cut and intelligent manner.

A conference was arranged at the Norfolk Hall to straighten out these beefs. Present were a company representative, the Captain of the ship, the paymaster and the ship's delegates and the crewmembers involved.

Some 300 hours of overtime for gangway watches were in dispute because the Skipper had the wrong slant on the agreement.

All logs were scratched. In fact, the conference, which functioned like the Supreme Court in action, resulted in great satisfaction to everyone, except the Captain.

The Frelinghauser came in with reports of the presence aboard of a couple of performers. A volunteer rank and file committee of book members, intent on seeing to it that good unionism and not performing prevailed aboard the vessel, accompanied the Agent and Patrolman on a visit to the Frelinghauser.

The committee heard the charges against the accused and ruled that the Steward and Chief Cook were guilty of performing,

Members Violate Article 32 Of Shipping Rules

By BENNY GONZALEZ

Article 32 of the Shipping Rules reads that if a man wants time off, the Ship's Delegate shall call up the Union Hall for a replacement. The replacement is to be on the job for not less than twenty-four hours and not more than seventy-two, and the man taking time off shall directly pay his relief man at the regular overtime rate as per agreement.

For the past three weeks this rule has been violated. Jobs are called in by the company for members who are paying off, and a man is dispatched from the Hall. He gets to the ship only to find that the man he is supposed to replace has just made up his mind to make another trip, so a day's wages is all the replacement gets out of it.

Brothers, that is not right, and the practice must stop.

The replacement should not accept a day's pay, but should demand the job that is rightly his and the Union will stand right behind him in this matter.

RIGHT WAY

In the event any member of the crew wants time off, there is a correct way of going about it. Notify the Ship's Delegate to call the Union Hall for a stand-by — keeping in mind the fact that a stand-by cannot be called for less than twenty-four hours or for more than seventy-two.

This man is to be paid at the regular overtime rate by the man who takes the free time. That's the only way to get a relief.

If the company calls for a man, and he is shipped off the Board, that job is his. Let's put an end to all the confusion, and let's live up to the Shipping Rules which are the life-blood of our Union.

and imposed \$50 and \$25 fines, respectively.

All hands were entirely satisfied with the decision, and the boys in this port are highly enthused with this rank and file committee's shipboard inspection and rulings at the trial.

Ben Rees

Keep Sailing Cities Service

At long last the Seafarers has forced the hand of the anti-union Cities Service Company, and in a short while an election should be held to determine a bargaining agent for the unlicensed personnel in the fleet.

The SIU has a better than good chance to sweep the election, but victory can only be assured if volunteers get jobs on those ships and stay with them until the voting is over.

That's the way Isthmian was won; that's the way all our big companies were brought under the SIU flag.

Now is the time for action. Apply for jobs on Cities Service tankers, talk SIU while aboard the ships, and stay with them until all the votes are cast.

SIU ALL THE WAY

Rome Is Really A Wonderful Place, But Beware Of Petty Larcenists

By ARTHUR THOMPSON

The trouble is trying to find that opening sentence. You just gotta have one and it's always hardest to find. I promised the Editor I'd give him something for the LOG, and he, trusting

soul that he is, said he knew he could depend on me.

Now I went and failed on him and he'll probably never depend on me again. Anyway, last week I was trying to dig up that opening sentence and something happened out on the street which brought out all the neighbors.

The next day I thought I'd find some time, but fate stepped in again. My wife found an apartment (honestly!). This called for a lot of running around, shifting gear from one place to another and before I knew it the day was gone.

Then, of course, there were the usual activities of a seaman ashore, interspersed with a few beer sessions and still I couldn't find that opening sentence. But now I know the Editor is still waiting, so here we go:

OUT OF BONEYARD

The Claude Ketchum, built over two years ago, made a six month's trip and then was relegated to the boneyard. After a rest of eighteen months Waterman chartered it and a couple of days after we were Italy bound.

The first trip was uneventful. The Skipper and Chief Mate were

swell guys and the Stewards Department was all we could ask for.

The second trip was not so good. The Skipper and Mate were still okay, but we had different Stewards this time, and I'm sorry to say the feeding took a turn for the worse.

The messmen were as near perfect as could be, but the eats were lousy. When we got to Civitavecchia (sneeze it) we were all given a couple of days off either before or after a weekend, which gave us four full days and five nights to have some fun.

Most of us went to Rome, which was only a couple of hours away. If you've never been there before, take my advice and go if you get the chance.

In the nineteen years since I started going to sea, I've never had a chance before. I couldn't describe the visit and do it justice, so I won't try, but I can honestly say I had the best trip since before the war, but it would have been dull if I hadn't had the chance to visit Rome.

There's one thing you should be careful about, however. As you probably know, most for-



SIU Contracts Protect Seamen From Abuses

By HERBERT JANSEN

CHICAGO—During the past week shipping for all ratings has been good with the exception of Deckhands. Most of the members are sticking like glue to their jobs because the SIU wages and working conditions are so much superior to those on the unorganized ships and the ones under contract to the NMU and LSU.

Seafarers are protected by their contracts from being worked outside of their ratings and are given overtime for any work over their allotted eight hours.

NO OVERTIME

On the LCA ships, they work you ten, twelve or any number of hours and then give you a corresponding number of hours off without the payment of any overtime.

We've been receiving a number of stories concerning how the Ordinary Seamen are really being pushed around on the LCA ships. As a result of this, the turnover of OS on these ships is really terrific.

If one of the deckhands raises a beef, he is immediately fired and accused of being an agitator or disrupter. Then his name goes on the LCA blacklist, and he's through as far as sailing on any of the LCA ships is concerned. This could never happen on an SIU ship.

Lakes seamen are getting wise to this. That's why they're flocking to the SIU Halls and asking about membership in the SIU.

ORGANIZING FRONT

On the organizing front, the SIU continues to make plenty of progress. We've already won two elections this season, and before the year is over, we'll have a number of other outfits voting SIU.

Recently we were told a story by an NMU member whose name is being withheld for obvious reasons. It seems that some NMU representatives tried to get aboard an NMU ship in the Chicago area, but were refused admittance by the crewmembers who declared that they didn't want any phonies aboard their vessels.

That's really the payoff. Even the NMU members themselves are beginning to realize how phony their outfit actually is. And when the crewmembers on their own ships start repudiating them, that really shows how low their reputation has fallen.

In comparison, the SIU is setting the pace for every outfit on the Lakes. They all wait to see what kind of a contract the SIU signs, and they try to get as close to the SIU scale, but not SIU conditions, as they can.



The MV Walter R., of the River Terminal Corporation, is contracted 100 per cent to the SIU. Down in New Orleans all the towboats are rapidly going SIU, and a good deal of the credit should go to Warren Wyman and Trussell Beatrouse, Towboat Patrolmen. The Walter R. runs between New Orleans, Lake Charles, and Texas ports. Buck Stephens, N.O. Patrolman, sent in the pictures.

Payoffs And Sign-Ons Can Be Made Easy For All

By JOE ALGINA

NEW YORK—A payoff and a sign-on can be lots of trouble, or they can be as easy as blowing the foam off a glass of beer.

There are a few things to remember, and if a man just follows these simple rules, the job of the Patrolman will be made easier, and the whole procedure will be smoothed out.

1. After being paid off, don't float around the ship. See the Patrolman right away, pay your dues, and get your Book right back in your own pocket.
2. Make sure you hand in your overtime to the Department head within 72 hours of when the work was done.
3. Show up at sign-ons. If a few guys don't show up, the company asks for replacements and tries to hard time the Union generally. Sure, the men who miss the ship may have plenty of good reasons, but each crewmember should make it his business to know the time of sign-on—and be there!

By just doing the above-mentioned three simple things, all money and overtime can be collected easier, and ships will sail on time with no griping from the shipowners.

All Departments

When your ship docks, it is a good idea to have a list of necessary repairs to give to the Patrolman. This will help in letting the company know exactly what has to be done to get the ship in tip-top condition.

Seafarers don't have to sail beat-up ships. Do your part to make every ship a clean, well kept vessel.

Business and shipping are still booming here, and it's a slow day that doesn't keep all the officials on the run to negotiations, payoffs, sign-ons, and settlement of beefs.

In good old SIU style we are taking care of beefs at the point of production, and we mean to keep it up.

Alcoa Steamship Company is on a rampage again down in the Islands. When SIU men get off the ships, Alcoa has not been hiring SIU men who are on the beach, but have taken any but Union members.

The guys left behind are gen-

erally sent home as workaways, while Alcoa uses the non-union men. We warned Alcoa that the monkey business had better stop, and we mean it.

We paid off the men of the USSR Victory, India Steamship Company. Those men took the ship from Galveston to India, and were repatriated back to the States by plane. It was a profitable trip for the men, and they said they were well satisfied.

The new repair lists are available for all. Use them so that the Patrolman can see to it that the ship is in shape before articles are signed.

SIU Strength Lies In Cooperation Between Newcomers And Oldtimers

By WALTER "SLUG" SIEKMANN

During the past few years this SIU of ours has grown not only in strength and power, but also in numbers.

Ordinaries, Wipers, and Messmen have been coming in on Tripcards and Permits and have grown wise to the ways of SIU procedure and policies by reading Union literature and asking the help of Brother members who already know the score.

In that way the Union has continued to improve.

All of the men who hold ratings now can remember back to the days when they had to be shown how to make a round, or a splice, or a gravy. That same thing is going on today, yet some newcomers fail to remember that the Stewards, the Bosuns, and the Chief Electricians should be recognized as the heads of their respective Departments.

These men hold key ratings, not because somebody loves them, but because they know the score. They are Union members just like we are, and pack a

Book the same as we do. In all probability, however, they know the contracts better because it is part of their job to do so.

UNFOUNDED GRIPES

Some men come up to the Hall and complain that the Bosun is a louse because he broke the men out at 8:30, or a MM will try to tell a Steward how to run his Department, but all these gripes usually come from guys who are not interested in learning the job and who try to get away with as little work as possible.

This Union is going to continue in the same "get-up-and-go" manner that has made it the dominant factor on the waterfront. The head of a Department, shipping in a key rating, is there as part of the SIU contract, and he's going to stay there.

Any man who thinks that he can ship in a key rating always has the right to try for those jobs. But until a man succeeds in forging ahead, he should cooperate with his Brother members who hold jobs of responsibility.



eign ports have a special rate for Americans, and Rome is no exception. Even though you're a seaman and working for a living, you're supposed to be rich and they'll soak you if they can.

TAXI RACKET

But there's a bit of larceny going on which you can beat if you know the score. Every taxi and carriage has a meter which rings up so many liras per trip. But if the meter clocks up say 500 liras you're only supposed to pay about half that — even if you are an American.

There is a chart in every taxi which tells you how much you should pay. I don't know why this is, but I found out that I had been paying double until I was tipped off by a native.

There are probably more schemes for separating you from your dough, but I didn't have time enough to check on all of them. But if you get the chance load your pockets with cigarettes and go to Rome.

Don't think it's like New York, because all the barber shops are run by Italians. It's different, and I'm sure you'll like it.

I should mention the first Mate and Skipper by name. Captain Grady Robertson and Chief Mate Thomas Manley are two swell guys, and you'll like sailing with them. Don't spoil them.

Well, here I am still looking for that opening sentence, and the little woman is still impatiently tapping her foot and telling me to get the lead out so I think I'll skip it this time.



SHIPS' MINUTES AND NEWS

Cavalier Crew Sets Up Shipboard News Sheet

Intensifying their plans to bring about a greater degree of cooperation among all hands and to knit them more closely into a solid unit, SIU crewmembers of the sleek, new Alcoa Cavalier have embarked on program of Union education with a breezy news sheet, first edition of which was distributed on the last home-bound trip.

Named the Cavalog, the paper is "published by the Deck, Engine and Stewards Departments' unlicensed personnel." The name of the paper was suggested by J. A. Bersen, FWT, and was chosen after due consideration of several titles and sketches of mastheads submitted by the crew. Brother Bersen's masthead design was also selected as the most appropriate.

2 ISSUES EACH RUN

Editions of the Cavalog will be run off twice during each of the Cavalier's regularly scheduled Caribbean cruises—one on the southward journey and one on the return trip to New York.

Conceived to carry out the educational program which the SIU is currently stressing aboard all its contracted ships, the Cavalog, through its staff, revealed its intentions at the July 2 shipboard meeting. Under the subject of Education, the minutes report the holding of "a general discussion on the scandal sheet which we are printing—and its benefits to all—in bringing the three departments together to form one solid group aboard ship."

At the meeting, the Chairman proposed "that at the beginning of each voyage one man from each department be elected to gather news of his department for the ship's paper."

The first edition, a one-page job on 8½ x 11½ inch paper, was issued as a "sample." In addition to two issues on each trip,

plans call for subsequent editions of at least four pages and "that will be the real beginning of the paper," the Cavalog states. Printing is done by the hectograph process, which uses a gelatin pad for making multiple copies.

In the initial issue is a report on beefs aboard the vessel. Of these, the Cavalog says:

STATEMENT ON BEEFS

"All in all this has been a fairly smooth voyage, with a minimum of beefs. The thing that has given the main trouble is friction between crewmembers arising over who is to do what, why, how and when.

"The accepting of easy overtime and the refusal of hard overtime is a case that gives everyone bum kicks. A good Union man never free-loads on his shipmates. Tough jobs are a hell of a lot easier when all hands pitch in and get them done together. **GOOD SHIPMATES WORK TOGETHER.**"

In Port Alcoa, Port of Spain, were several other SIU ships, in addition to the Cavalier. Among them were her sister-ship Corsair, the Manrope Knot, John Paul Jones and the James Walker.

The Cavalog also announced that current and back copies of the SEAFARERS LOG will be available in a Port of Spain gin mill, the Plaza. "This is not an advertisement for the joint," says the Cavalog, "Drink where you like but pick up your papers there."

Note For Writers

Carl Cowl, Seafarer who has sold a number of stories for SIU men with writing ability, is still looking for good novels. He feels sure that among the Seafarers are some who can turn out a book the public will go for. Brother Cowl is taking a short trip but will resume his literary marketing when he returns.

Meanwhile, he asks that Brothers with book-length material submit their manuscripts to him care of the Seafarers Log, 51 Beaver Street, New York 4, N. Y. Enclose self-addressed, stamped envelope to insure safe return.

Paddling



"Red" Campbell AB, (up forward) and Johnny Hisko, DM, shove off from beach in Romblon, P. I.

Bucko Makes 'Red' See Red

When Seafarer "Red" Campbell paints word sketches of bucko Skippers apparently he dips his pen in acid. "Red" recently paid off a Waterman ship whose master inspired him to whip out the old quill. The result was a devastating but comic blast. He called it a "hangnail sketch." Read on and you'll see why:

"When next year's Academy Award winners are announced he will be chosen ahead of Martha Raye and Joe E. Brown for the biggest mouth. As a child, he used to win all the pie-eating contests—why not?—all the other kids had only one mouth.

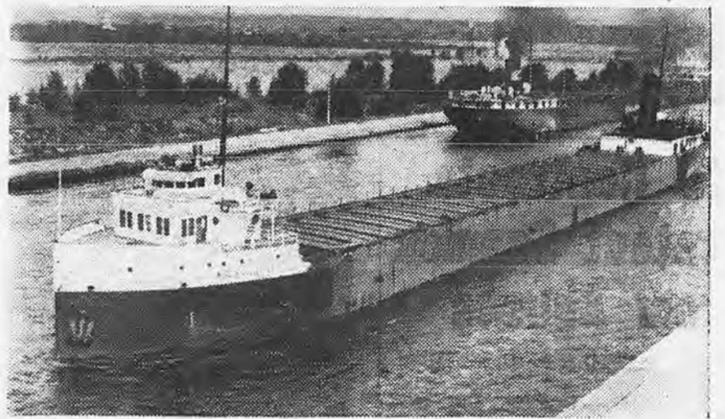
"This year he had several offers from Hollywood—they must be retiring Lassie. Maybe they should co-star them. I'd like to see him get ahead! He needs one.

"What we need are less ships in the boneyard and more skippers. Since the first day I met him O'Sullivan became America's No. 2 heel. He reminds me of a recent movie—the "Beast With Five Fingers." However, he does have two fine points—his head and his nose.

"This guy is so tight if he had double pneumonia he wouldn't give you half. He throws money around like manhole covers. To sum up this character, he hasn't any enemies—his friends all hate him."

Looks like the guy got "Red" sore.

SIU-CONTRACTED LAKES VESSEL



The ore carrier W. G. Pollock, Midland Steamship Company, passes through "Soo" locks. Photo was submitted by a former member of the crew, John Stepanik of Buffalo.

Tells Of Crew's Heroism In Blast On Newhall Hills

A vivid eye-witness account of the heroism and fearlessness displayed by Seafarers aboard the shattered tanker Newhall Hills after she was ripped in two by an explosion in the English Channel was related to the LOG last week by Alfred L. Hollenstein, a crew-

ardous task were B. J. McNally, M ssman, and E. B. McAuley, Oiler. They were quickly followed into the boat by Carl Kohls, 2nd Cook; Frank McCormick, AB; Karl Jaklin, QM, and Chuck Spencer, Deck Maintenance. Joining the crew men were the Junior Third Engineer and Second Mate Roper, Hollenstein said.

Working quickly the men removed Bolehala's body and returned to the amidships section of the ship. Just as they were climbing aboard, the paint locker blew up and moments later the entire bow section gave way, Hollenstein continued.

"I'd like to say a few words, said Brother Hollenstein, "in behalf of the men who volunteered to go in a boat from the stern to bow which was severed from the main part of the ship when explosion ripped apart Nos. 1, 2 and 3 tanks below the water line."

"This condition added to the dangers presented by the fact that the tanker's bow was practically hanging by a thread and ready to give way any moment, the Seafarer explained.

First to volunteer for the haz-

ardous task were B. J. McNally, M ssman, and E. B. McAuley, Oiler. They were quickly followed into the boat by Carl Kohls, 2nd Cook; Frank McCormick, AB; Karl Jaklin, QM, and Chuck Spencer, Deck Maintenance. Joining the crew men were the Junior Third Engineer and Second Mate Roper, Hollenstein said.

Working quickly the men removed Bolehala's body and returned to the amidships section of the ship. Just as they were climbing aboard, the paint locker blew up and moments later the entire bow section gave way, Hollenstein continued.

He said that the courage of the men couldn't be praised too highly, a fact which had been earlier supported by the Newhall Hills' skipper.

"I, as well as the others, who witnessed this epic in choppy waters," said Hollenstein, "want to state through the LOG that the courage of our men when their shipmates are in danger cannot be told too strongly.

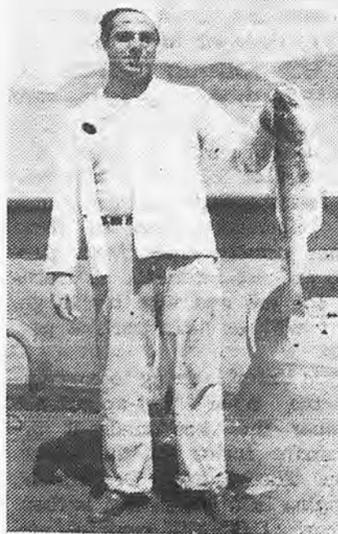
"Several of these men who risked their lives are married and have families. McNally and the Second Mate both are fathers."

Brother Hollenstein, who forwarded his account of the tragedy from England where the Newhall Hills is undergoing repairs, concluded:

"I would also like to bring out the fact that even though we are 3,000 miles away from the Union hall, we had great help via the telephone and cable system from the SIU hall in New York and I am sure that when we reach the States on the Ernie Pyle we shall have real SIU representation waiting for us."

He was right. When the crew was repatriated to New York last week, SIU representatives went right to work. All beefs were squared away in short order.

ANGLERS ON THE WILLIAM R. DAVIE



Steward Floyd Hillier (left) holds healthy lobster, while Chief Cook Frank Vitale displays a meaty codfish in photo at right. Fishing was good while lads were in Dingwall, Nova Scotia. Jimmy Little, Purser, took pictures.

Send 'Em In

Don't hold your pictures and stories of shipboard activities. Mail them to the Seafarers Log, 51 Beaver St., New York 4, N. Y. If you haven't the time or don't feel in the mood, just forward details. We'll do the rest. Pictures will be returned if you wish.

SIU Ships' Minutes In Brief

MILWAUKEE CLIPPER, May 18—Chairman John Josephfek; Secretary Paul Kelly. Fine of \$1 approved to be levied against those not keeping toilets and showers clean. Motion carried to purchase black board out of ship's fund and have it placed in the messroom. Motion carried that a list of vacant rooms be kept so crew porter can straighten them up when vacated. Motion carried that department delegates make lists of their departmental beefs and bring them in to the next meeting for discussion. Motion carried to assess each member 25c for the ship's fund to be paid within one week.



NOONDAY, June 15—Chairman H. Workman; Secretary H. Havery-Morris. Everything under control in all departments. Motion carried that all men stand by at payoff until they are relieved by men from Union Hall. Captain is to have mail forwarded to Honolulu from Mobile and L. A. (This was reported done). Brother Smith elected Ship's Delegate. Crew asked to speak their minds before end of trip and to get all beefs straight before last minute. Everyone had his say at this meeting.



LAFAYETTE, March 30—Chairman Steve Krovovich; Secretary Ken Smith. Motion by Hill, seconded by Underhill, that any man in Deck Gang late or missing a watch be fined; carried unanimously. Motion by Chopzaysk, seconded by Laffer, to have Barney Rogers act as Ship's Delegate. Discussion of using PO's mess as another mess for crew was ruled out. After discussion on shortage of glasses Steward promised to increase supply. Motion by Underhill and Fondula passed—if Patrolman sees fit to tie up ships after checking stores, crew will do so.

CHARLES NORDHOFF, April 14—Chairman A. Arnold; Secretary G. Everet. Engine and Stewards department delegates reported all running smoothly; Deck Delegate said 16 hours in his department was under dispute. It was brought to crew's attention that overtime should be put in for sougeeing or painting gun crew messroom. Men were told to get receipts for launch service in Carupano. Took up subject of getting new springs for bunks.



ALCOA CORSAIR, June 15—Chairman A. (Blackie) Bankston; Secretary J. H. Seaver. Acting Ship's Delegate gave detailed report covering crew conduct, cooperation, and rules for the settlements of beefs. He announced that following meeting Brother Charles Cummings would take crew pictures for the LOG. Brother Bankston elected Ship's Delegate by acclamation. Department Delegates gave reports. Fines were set up for infractions of rules made by ship board membership. Second Steward and Chief Cook thanked crew for cooperation. Brothers cautioned on getting to ship by sailing time.

ALCOA CLIPPER, Chairman J. E. Booth; Secretary M. Greenberg. Minutes of previous meeting read by Thurston Lewis. Motions carried: that adequate keys for quarters be supplied crew on reaching New Orleans; John Ponson recommends next agreement all for extra man in pantry and one in Stewards mess. Have Agent supply working agreement before sailing on next trip. Paul Frazer elected Stewards Delegate and J. E. Booth Ship's Delegate.

HURRICANE, June 26—Chairman Bill Mitchel; Secretary Tiny Simpkins. Department Delegates reported everything okay. Motion made by Bill Manley, seconded by C. McMahon that every man is responsible to back up Steward in getting stores and supplies before ship sails on next trip. Mitchel and Simpkins offered motion—passed—to have minutes read afternoon before ship sails from Mobile for benefit of new men who join ship. Motion by D. O. Riley, seconded by W. D. Purdey not to pay off ship after 5 p. m. or on Sat. afternoon and must have a shoreside delegate aboard when paying off.



MORNING LIGHT, June 22—Chairman Earl Kramer; Secretary P. H. Maffioli. Delegates gave reports, with John Hulak for Deck, Jimmie Boyles for Engine and Charles Caldwell for Stewards stating that there were no beefs in their respective departments. Motions carried: To investigate reason for lack of launch service in Ponce; that no one payoff until beefs are settled by Patrolman; to see Engineer about repairing washing machine. Observed two minutes of silence in memory of departed Brothers.

WALTER E. RANGER, July 6—Chairman John A. Ziereis; Secretary Chester Just. All department delegates reported everything okay. Motion carried to have clarification on duties of Third Cook, discussion on subject by Steward and Chief Cook. Under Education, a discussion was held on the Strike Fund, what it is used for and the rules and regulations concerning it. More variety in night lunch was called for. Discussion on sanitation of messroom and part of crew should play in keeping it clean.

TULANE VICTORY, July 6—Chairman S. Korolia; Secretary John Zimmer. Ships Delegate Korolia read previous meetings minutes. Delegates Jensen (Deck), Turner (Engine) and Basar (Stewards) gave departmental reports. Motion by Fusilier, seconded by

Turner that Union Agent see company officials about installing steam table in topside pantry. L. Arena and J. H. Smith made and seconded motion that complete slopchest be installed. A motion by L. Fuslier, seconded by Casey that no member of the crew sign off until every overtime beef is settled to satisfaction of all concerned.

ANDREW JACKSON, June 8—Chairman Jerry Palmer; Secretary Ted Filpow. Delegates Keyes (Engine), J. Irving (Deck) and M. Dwyer (Stewards) gave their reports. Ship's Delegate Palmer summarized a Headquarters Report to membership which appeared in the LOG, covering action taken on proposals made at Agents Conference. Crew passed motion giving full support to Delegates and shipmates in achieving goal set by Conference.



SEATRAN TEXAS, July 6—Chairman Wm. E. Pepper; Secretary M. Riechelson. Steward is ordering cots and Ship's Delegate Riechelson is writing to company and Union Hall about matter. Delegate will talk to Captain about having Mates turn men to on handling of ships stores while in Port of New York. Repair lists called for. It was stressed that the better care all hands took of gear already had aboard the easier it would be to win improvement.

ALEXANDER CLAY, April 26—Chairman Charles Scott; Secretary Robert Callahan. Election of Delegates: Charles Scott (Deck), Vic Cooper (Engine), and Eldon Cullerton (Stewards). Karl Ingbritsen was elected Ship's Delegate. Crew called for new shower head in Deck Dept. and for repair of lockers in 12-4 watchroom. Matches and butts are to be kept off pasageway deck, noting to be thrown out of portholes. Rest rooms to be cleaned by different department each week.



ALEXANDER LILLINGTON, June 15—Chairman Johnny Walker; Secretary Kenneth Fortenberry. Motions carried: that condition of medical supplies and slopchest be investigated on return to port; that all portholes be repaired when ship arrives in port; that investigation be made into alleged shady Union activity of Steward put off ship in San Fedro.

LOUIS McLANE, June 2—Chairman Percy Boyer; Secretary R. K. Girz. Delegates reports accepted. All hands went on record agreeing that every man aboard has duties to perform which must be carried out. Steward agrees to put out two bath and two face towels every Saturday along with other linens. Motion carried to change mattress covers whenever necessary.

Seafarer Sam Says:



IT TOOK A LONG, HARD FIGHT TO WIN THE GEAR THAT SIU SHIPS CARRY THESE DAYS. PERFORMERS WHO SMASH THE GEAR AND THE PETTY LARCENY GUYS WHO WALK OFF WITH IT HARM THEIR SHIPMATES AND MAKE IT MORE DIFFICULT FOR THE UNION TO IMPROVE SHIPBOARD CONDITIONS. KEEP YOUR WEATHER EYE PEELED FOR THESE GEAR-GRABBERS.

CUT and RUN

By HANK

Up here in New York shipping is so good that not only were 99 men shipped on Monday of this week but every day or nearly every other day there are quite a few jobs in all departments left on the board for even half a day. Brothers! . . . Here are some more addresses of the American Merchant Marine Library Association where you Brothers can telephone or ask in person for a library of books and magazines for your ships, which are free and delivered quickly, too. In Baltimore: Municipal Recreation Pier, foot of Broadway, Telephone Wolfe 4992 . . . In Philadelphia: Pier No. 4 South, Foot of Chestnut Street, Telephone Lombard . . . In New Orleans: Foot of Poydras Street, Telephone Magnolia 3849 . . . In Norfolk: 406 East Plume Street, Telephone Norfolk 4-9631 . . . In Savannah: 2 East Bay Street, Telephone Savannah 2-1000.

From the SS Topa Topa over there in Bremen, Germany, Brother John R. Marshall writes that his wife and family back here in the States really enjoy reading the LOG every week. And they'll keep on enjoying it, too, Brother Marshall, because they're now receiving it at the new address . . . To Brother Peter Gvozdoch down there in Smithferry, Pennsylvania: Your shipmate, Bosun Christensen, shipped out a few months ago, wishing he had known what ship you were on and when you were coming in . . . Last week we saw good old Brother Joe Marceux—from a trip.

We have just been informed that Brother Francis J. Orscheln just opened up a bar-room in Kansas City, Missouri at 2204 East 15th Street. Congratulations and smooth business . . . We're wondering how Brother Tommy Hannan, the oiler and citizen of Chicago is getting along—with his voyages and championship pinochle games? We haven't heard about him or seen him in New York for a long time . . . By the way, Tommy's shipmate, Brother Joe James, just blew into town after a trip. Brother James wishes he'd stop missing his other shipmate Deck Engineer Weaver Manning by a day or so every time he comes in. Joe wants to see Brother Manning soon, indeed.

Brother N. H. Lundquist may still be anchored in town waiting to ship out. How did you make out with the "u.i." Brother Lundquist? . . . Here are some more oldtimers who may be anchored in town or may have sailed recently: J. Cates, Bosun E. Andersen, A. Velasco Chief Cook F. Allen, L. Swerling, L. Hesres, T. Casey, Woodrow Woodill, R. Hupfleisch, B. Frazer, C. Burns, A. Curry, R. Fretes, R. Maldonado, V. Di-giacomo, J. Weiner, C. Brummer, J. Murray, H. Veasey and J. Farquhar.

NEWS ITEMS: Arthur R. Lewis Jr., President of the Robin Line, describing projected weekly sailing between Africa and the United States by Robin Line vessels, commented that "there should be more shipping than there is cargo to move." We have bought or committed ourselves to buy the necessary fleet of 12 or 13 ships to provide regular weekly service. We believe that these ships, which are modified C-3 freighters will be suitable for this purpose. If they are not enough we'll buy more or build more." The fact that other countries are building new ships doesn't mean the United States should get off the high seas. . . . That's good news, indeed, Brothers! . . . Our last item is a bit of a flash about Blackie Vince Kane, in New York right now, who says that he wants Brother Woody Lockwood in P. R. to know that he and Brother Bill Thompson are going to South Africa to look the beach over!

THE MEMBERSHIP SPEAKS



Legion Fights To Put Skids Under Seamen

To the Editor:

That oldtime labor-hating organization, the American Legion, has now banded together with the reactionary politicians to beat the American seamen out of their right to join a veterans organization.

In California, they are pushing through a law which would deny the American Veterans Committee the privileges held by veterans groups. The American Legion is backing the law, claiming that the AVC is not a bonafide veterans outfit because it accepts merchant seamen with war service as members.

The American Veterans Committee is the only vet's outfit that is fighting for passage of the measure now in a Congressional committee and known as the



"Seamen's Bill of Rights." It has consistently fought for legislation to improve seamen's conditions and is the only legitimate organization which admits seamen to its membership.

LEGION vs. SEAMEN

The American Legion, on the other hand, has put up the stiffest fight to deny us any improvements or benefits, calling us "draft dodgers," "war profiteers" and other typical Legion labels just as ridiculous.

All this is of course part of the same labor-busting program as is the Taft-Hartley law, which was backed by the Legion along with other reactionary groups.

There is only one way of stopping these people and that is to get behind your Union and other progressive groups, such as the AVC, in the fight to beat these phonies on all fronts—in the elections, in the courts, and last but not least, at the point of production.

Per (Whitey) Lykke

LOG Goes To Barbados

To the Editor:

As some of your boys visit my place of business when they are in port, I would like to have you send me some copies of your newspaper, the SEAFARERS LOG, each week so the men who drop in here will be kept informed of what is going on.

I shall be glad to be of service to them by distributing the papers.

G. Samuel
Royal Windsor House
Bridgetown, Barbados

(Ed. Note: Will do!)

THEY DO NOT FORGET



Members of the Sailors Union of the Pacific gather at meeting to pay respects to memory of two Brothers who died July 5, 1934 resisting strike-breaking move during bloody waterfront strike. Known as "Bloody Thursday," the day is observed annually by the SUP.

Ex-Gob On Isthmian Ship Hails SIU's Win

To the Editor:

Congratulations on the SIU's victory in making the oceans a little cleaner and a better place to work on by gaining a long overdue vote aboard the Isthmian line's ships. It was a long fight but it's good to see a Union that's in there pitching for its men to come out on top.

This letter may seem a little strange, especially since its coming from an ex-Navy Armed Guard signalman but I can't restrain from dropping a line, as there was a time when I sailed under the same conditions as you fellows. It happened to be my misfortune to be assigned to an Isthmian ship on my first trip to sea during the war.

SAW SEAMAN'S SIDE

Maybe it was fortunate in a way. The combination of a typical Isthmian Capt. Bligh and a moronic mate, who stands on the bridge half the day bowing and saluting the skipper, then does three or four hours of the Deck Department's work; plus a Navy lieutenant, who thought he was still back in the hills practicing criminal law—all these guys trying to run the crew ragged really taught me what kind of a deal the merchant seamen were up against.

Personally, I was forced to do many hours work on the bridge that rightfully was overtime for the Deck Gang, but not one man could say a word. This could go on endlessly about Isthmian but you fellows know pretty well about that so maybe because of it you'll understand this letter a little better.

After too long a stay aboard that hell ship I was ready to take on anything but, luckily, was transferred aboard a Waterman ship with an SIU crew and contract. All I can say is that when I went aboard I knew how those fellows who had been in prison camp felt when they were freed. After six months of this SIU ship, I was transferred to a British tramp, where some conditions

were better than those aboard Isthmian.

From Italy back to the States, I was on an American ship and although better in some respects than Isthmian, it had an NMU crew and I can honestly say, as an impartial observer, that those men fought more among themselves than with the company in trying to better their conditions.

It had me wondering whether two unions with the same general purpose could be so completely opposite. Well, I got my answer when my next ship was an SIU Liberty. It was a pleasure sailing with those fellows of the

Seafarers and every so often I still drop in at 51 Beaver Street and then have a few beers with some of the fellows when they're in port.

One of these days I'm likely to take to sea for a living and when that happens this is one fellow who knows where a seaman gets the best there is to be had—in the Seafarers.

Well, I guess I've had my little say, so here's wishing you all the luck and speed in the world in getting that Isthmian contract signed.

Vincent J. Horan
Staten Island, N. Y.

DANISH PASTRY IS DISH FOR BROTHER BORMAN

To the Editor:

This will be but a brief discourse on the fair city of Copenhagen and its female citizens. These good-looking seem to my travelled mind to be as close to our American ways as any I've yet set eyes upon.

Yes sir, these darlings love American travellers and the loose ways we have with their native "gelt." But, like I said before, the girls here are nice and friendly.

Our ship, the SS John A. Donald, stayed here about 12 days unloading coal and many of us wished it could have been 120 days. The city itself is really large, with quite a few canals, nice beaches, and good, cold beer.

BIKES AND TAXIS

You see lots of people on bicycles but not many cars. Taxis come fairly high, and it still takes bread and butter coupons to buy a decent meal in a restaurant.

At the gates to the docks, we see hordes of kids ranging from two to twelve years of age, with but one thought on their minds—chewing gum. But, naturally, the female citizens have first claim on any gum, candy, etc. They all seem to have a passionate love for the stuff and they aren't brand-conscious, as yet.

I want to mention Copenhagen's skidrow. Brothers, there ain't nothing like it. You'll see some sights you'll never forget.

I think when I say, "Man, I wish we were going back to Copenhagen next trip," that I'm expressing the thoughts of all of my shipmates.

Slim (Stew) Borman

Log-A-Rhythms

SUBMITTED BY THE SIGNAL HILLS CREW.

Saga Of The Signal Hills

Composed by LEE W. BIGNALL.

Listen my friends and my story I'll spill
Of that famous voyage of the Signal Hills;
She sailed out of Texas a bright early morn.
Long before breakfast, along about dawn.

She nosed for the Atlantic, Italy-bound
All by herself, not a tow boat around;
The odds were against her all the way,
But she made Savona on the arrival day.

She discharged cargo, the crew went ashore,
Looking for what is called "molte amor;"
And cognac, wine, whiskey and gin
To live up to a sailor's rep for sin.

At last orders came to sail that night,
Everyone was aboard and politely tight,
The twelve-to-four took her out,
They always do, without a doubt.

She headed for Bahrein to pick up oil,
Then back again to the Italian soil
But the thing you're about to hear
Is what postponed the Signal Hills' career.

The Four-to-Eight were standing their trick,
When she took a mine for a final lick,
The bridge just finished ringing 4 bells,
And at 0602 there was holy hell.

It hit on the port side the top came out,
The QM thought it was a water spout,
The bells started ringing, the whistle blew,
While the lifeboats were manned by the crew.

The lights went out, the plant was dead,
That ended the thing called "full ahead."

We all went on deck to look at the tank,
There was no doubt we had God to thank.

The drydock was found; the hole we did see
And it looked like a New York subway to me,
While officials were making their plans,
We went ashore to look over the lands.

They told us we were going to a beautiful place,
Where the girls were pretty and dressed in lace,
A towboat pulled up and threw us a line,
We were leaving for Genoa in a very short time.

They finally decided that work should be done,
So it was "enti bacini" number one;
Now we had time in Italy and were wise,
But they had a system for us wise guys.

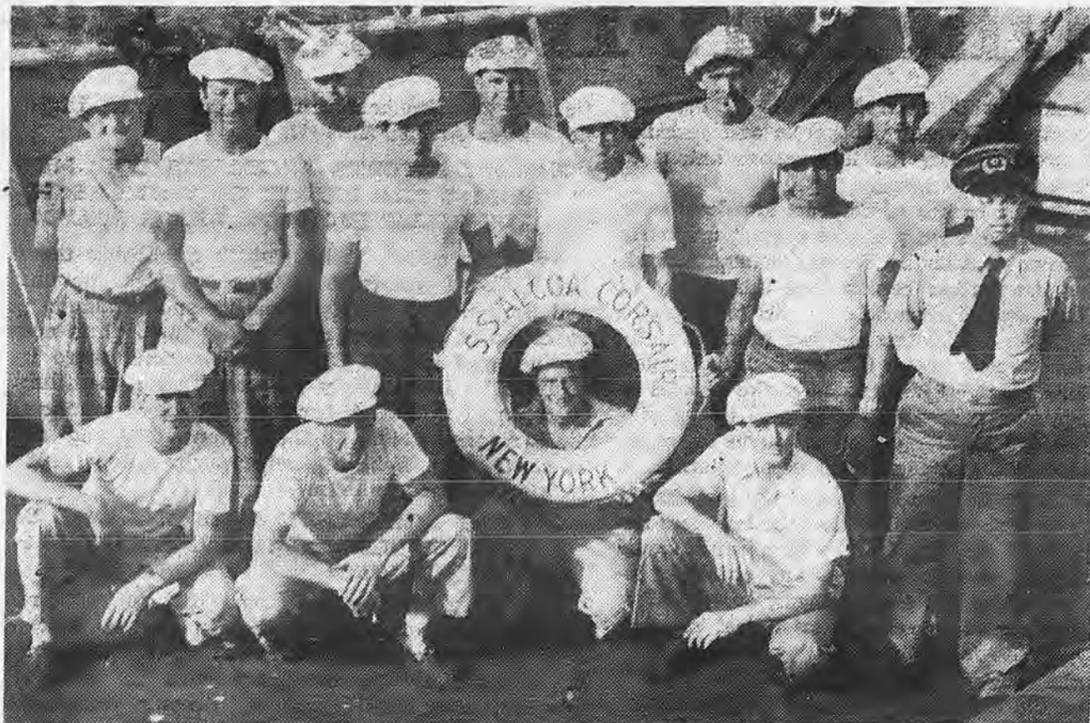
The same as in other places before,
With plenty of cognac and molto amore,
We spent all our money on each fair dame,
But we're merchant seamen and not to blame.

After all, we had hit a mine,
To forget it, took a good time;
After six short months, she was ready to leave
And the whole bloody crew was plenty peeved.

With Italy fading over our stern,
Our souls were affre and our hearts did yearn,
Those people over there were really nice,
I wouldn't sell their friendship for any price.

Now we're back in the U. S. A.
But there's one thing I want to say:
We had lots of fun and thrills
On that famous voyage of the Signal Hills.

CRACK CREWMEMBERS OF ALCOA CORSAIR



Spic and span in the familiar white-caps of the Seafarers, Deck Gang members of the Corsair are, front row, (left to right): H. L. Yeats, AB; Jack Seltzer, AB; Shorty Graham, OS; Monroe Dubuisson, DM; J. Thompson, QM. 2nd row: "Pop" Brown; Blackie Bankston, Bosun; Al Bichel, OS; N. Hansen, DM; Ralph Piehet, DM. Rear row: E. J. McDonald, Carpenter; Tex Sharpless, DM; Otto Pedersen, Bosun's Mate; and Bill Moore, DM.

Canadian Seamen, Disgusted With CSU, Turn To Seafarers

To the Editor:

I want to thank "Steamboat" O'Doyle for his splendid article on Brotherhood in the June 6th LOG. I think he stated all of our feelings well and I hope all our Brothers read and live up to it.

I also want to thank the officials of our Union for their efforts in behalf of the alien seamen who did such a good job during the war.

We aboard the MV Gadsden have a wonderful Bosun, Berger Hansen. On the last trip to France he and his crew did a fine job and set a record for unloading locomotives. All his men would go to hell for him if he asked it of them. We all know that the better work we do the easier it will be to get better contracts and conditions for Seafarers.

HELPED IN MONTREAL

We left Montreal on July 3, after all hand had had a good time ashore. Our friend and

Brother, Gene Markey of the Montreal Branch did everything he could for us, ably assisted by Patrolman Mike Quirke.

Brother Markey is giving the commies a tough time. Against the SIU's clean open tactics and the truth it is giving out on the CSU, the commies' dirty, underhanded tricks have failed at every turn.

I talked with a lot of CSU members and they said they were all sick of the commie-controlled union, as they hope good reason to be. The small beefs that any SIU Delegate could handle is too much for their patrolmen and the boys in the office. It's just the same old tactics the commies use all over the world. There are a lot of boys in the CSU who will be good SIU Brothers before long.

You may think I'm praising Markey a lot, but you can ask anyone on this ship and they'll tell you the same—he's doing a wonderful job. He was telling me the CSU has some goons punching our guys around. In fact, we have two ex-CSU boys the goons worked over before the last trip.

This is working against the CSU, because it is showing their membership what the commies are and how they work.

SIU CHEERS CANADIANS

The pictures and story about the Canadian ship Mont Rolland and its CSU crew that appeared in the June 6th LOG is a good example of how most CSU men feel about their union. They now have the shining light of the SIU before them. They see the conditions and bigger pay we get on our ships, without any commie's iron hand cracking the whip. They see in the SIU that each man can state his beef, and be heard, and that he can expect something to be done about it.

I know the fellows on this ship can't say enough for the SIU ships and contracts and how, when they have a beef, it is squared away—but quick.

Brother, I hope I'm in Canada the day we have our final victory over the commie CSU. I know that day isn't far off. I don't drink but I sure will have one that day. A commie is more dangerous to the working class than a rattler is to a farm boy. At least a rattler warns before it strikes. When we're rid of the commies, not only seamen, but all the working class people will be better off.

TOOK SULLIVAN YEARS

I was reading an article (enclosed) about Pat Sullivan on how rotten the commies are and what they're doing against unions. I can't see how it took him so long to see that the commies are a bunch of finks. And isn't it strange that he should start the CLSU about the same time the SIU began organizing in Canada.

Another thing. A lot of Canadian seamen are under the false impression that Sullivan is head of the SIU in Canada, so why not have some posters made of the Brothers who are our officials and send them to the various seamen's clubs. As you know, it is an old commie trick to start false rumors that may help their cause, and then let it keep rolling so they can capitalize on it.

Eugene Wood
MV Gadsden

Member Airs View On Financial Aid To Other Unions

To the Editor:

The program set up by our organization at the last Agents' conference seems to be paying off. From the last few reports made by the Secretary-Treasurer I can see that things are moving along smoothly and the Union's funds are on the increase.

I should like to state that the Union representation in the various ports that I have been in has been first class.

But there is one thing that I must say I don't like. And that is when any other union goes on strike, our organization goes all out in support: I'm for supporting them most of the way. I always agree to respect their picketlines. I'm even willing to go along with them and walk the picketlines for them, to help them physically as much as possible, so that they can get what they are asking for.

I'm for all that 100 per cent. But when our organization passes resolutions to support them financially, like in the telephone workers, the white collar workers of Wall Street and the shipyard workers, I don't see how the set up of reducing expenses can be made to work out. Or is it a program to reduce expenses in pennies and then throw away dollars?

G. Nunez

(Ed. note: The membership, in passing the resolutions to aid their brother Unionists in need, did not regard their financial support as "throwing away dollars." Spending money to beat union-busters is an investment in job security and the protection of wages and working conditions which are constantly in danger of being removed by the employers unless all organized labor is ever vigilant. The passage of the resolutions in question was aimed at keeping organized labor's position invulnerable—the Seafarers, as well as the other unions.)



Members of the Corsair's Black Gang pose in front of main control board. Identification, unfortunately, did not accompany picture. (Pix by Charles Cummings.)

Step-up Action On Performers, He Urges

To the Editor:

In the last couple of months there has been a change in officials in the Gulf area that has been for the betterment of the Union as whole. There still remains a cleaning up job in which all the officials must work together with one single object, namely, to clean up all the performers, gashounds, gazoonies, and punks of other description who in their performances aboard ship are giving the Union a bad name.

In the past, it has been the practice of a lot of officials in the Union to play ball with these donkeys and to oppose the efforts of the men who are trying to clean up the situation. It is high time the good Union men take a stand against the performers, otherwise we are going to wake up some day with a lot of good contracts and no jobs.

ACTION NEEDED

We have in the past failed to bring any kind of organized action against these people. The result is the Taft-Hartley bill just passed by Congress and if

we don't wake up they are going to throw some more at us.

The machinery for this is all set up in both the SIU and SUP. All it needs is a strong, continuous drive by all officials in both unions.

Quite a few complaints are drifting into the Galveston Hall about men being rolled. All we

can say is, you can't protect men who won't protect themselves. If you go into the joints here and flash your money around you are going to get it, so don't look for any sympathy from us, as there are enough troubles caring for regular union duties without wet-nursing a bunch of gashounds. R. G. Anderson

SIU Patrons Okay Neapolitan Spot

To the Editor:

Brothers, as you all know we sometimes get the business in foreign ports—a short change deal here, a gyp there and most of the times a fast shuffle by the local populace.

But we, the undersigned, have found and strongly recommend, a place in Naples where we ate and had a good time for very little money. We believe if the boys from our ships go to this place they will not regret it.

The LOG should be available there shortly as we are requesting the Editor of the LOG to put the place on the mailing list. The name of the spot is the Res-

taurant Giovannina, 32 Via Trinita Degli Spagnoli, Naples.

11 Seafarers

(Editor's note: The LOG will soon be available for all Seafarers to read while sipping their vino russo at Giovannina's.)



AFL Bulletin On Taft-Hartley Act

Now that the Taft-Hartley Bill has become the law of the land, every labor union in the country will be faced with the tremendous task of understanding the very numerous and complex changes in the law and of adjusting their operations to these changes. In order to aid in this difficult task, the office of the General Counsel of the American Federation of Labor will, from time to time, prepare and distribute bulletins and memoranda advising our affiliates of their new obligations and of the various steps they should take to protect their interests.

This first bulletin is intended to anticipate and answer the more important practical questions immediately confronting labor unions, including questions arising under those provisions of the new law which became effective when it was passed on June 23rd.

At the outset, some comment must be made respecting the application of the Taft-Hartley Act to the building trades industry and other local industries. As is well known, the old Labor Board, as a matter of administrative discretion, did not apply the Act to such industries. However, that cannot be relied upon as a guarantee that the new Board will follow the same practice.

1. WHAT IS THE STATUS OF EXISTING AGREEMENTS CONTAINING CLOSED-SHOP OR OTHER UNION-SECURITY PROVISIONS?

All existing closed-shop, union shop, maintenance-of-membership, or other union-security agreements entered into prior to June 23rd, 1947, are valid and enforceable for the full term of the agreement, even though that agreement has two or three or more years to run. It is important to note, however, that if any such existing agreement is renewed or extended, automatically or otherwise, at any time after August 22, 1947, then the union-security provision is no longer operative. Therefore, it is recommended that any presently existing agreements containing union-security clauses which have more than a year to run be left untouched unless it is deemed more important to obtain a new agreement at the expense of union security.

2. MAY UNIONS NEGOTIATE NEW CLOSED-SHOP OR UNION-SECURITY AGREEMENTS?

The new law or union-security agreements does not go into effect until sixty days after the enactment of the law, namely, August 22, 1947. Accordingly, until August 22nd unions will retain the same freedom they now have to negotiate any type of closed-shop or union-security agreement, but they can be made only for a period of one year.

In the case of any existing union-security agreement having no more than ten months to run, it is suggested that unions attempt to renegotiate or renew such agreement prior to August 22, 1947, thereby getting the benefit of the added year of union security.

3. WHAT IS THE STATUS OF CHECK-OFF PROVISIONS?

All check-off agreements executed prior to June 23rd continue in full force and effect until the expiration of such agreements or until July 1, 1948, whichever date occurs first. Check-off provisions, unlike closed-shop provisions, may not be extended or renewed or negotiated after June 23, 1947. After June 23rd the new regulations on check-off agreements which require individual authorizations go into effect as do all agreements executed after that date. Any check-off agreement made after June 23, 1947, whether it be a new agreement or an extension or renewal of an old agreement, must comply with the new law relating to check-off provisions in order to avoid both criminal and injunctive proceedings.

After June 23, 1947, the only lawful of check-off agreement that may be negotiated is one whereby the individual employees involved have given to their employer written, individual authorizations, which authorizations may be revoked after one year or at the expiration of the agreement, whichever occurs first.

What is rendered unlawful are the so-called "automatic" check-off provisions whereby the employer, without the individual written authorization of each of the employees involved, makes direct payments to the union. Such agreements, if made after June 23rd, constitute a crime subject to a fine of \$10,000 or a year's imprisonment, or both, and, in addition, are subject to immediate injunctions without any of the protections of the Norris-LaGuardia Act.

4. ARE UNIONS IMMEDIATELY LIABLE FOR ENGAGING IN BOYCOTTS, JURISDICTIONAL STRIKES OR BREACHES OF COLLECTIVE AGREEMENTS?

Yes. Boycotts and jurisdictional strikes are dealt with in two different titles of the law, Title I and Title III. Under Title I they are made unfair labor practices which may be prohibited by the Labor Board, and, also, the Labor Board is required to seek an immediate injunction restraining them. Under Title III any person who is injured by such boycotts and jurisdictional strikes may sue for damages. Title I does not become

effective until August 22, 1947. But Title III becomes immediate effective. Therefore, boycotts and jurisdictional strikes prohibited by the law expose unions to immediate suits for damages.

Similarly, suits for breach of contract are dealt with in Title III and hence they, too, will subject unions to immediate damage suits in the Federal courts. Accordingly, and for the further reason that the ability of unions to police their agreements by disciplining employees engaging in wildcat strikes has been virtually destroyed under the new law, it is suggested that unions hereafter refrain from agreeing to no-strike clauses in collective bargaining agreements. We give this advice reluctantly, but the restrictions placed upon labor organizations under the new law leaves us no alternative.

It should be noted in connection with the question of boycotts and jurisdictional strikes that the law does not prohibit every kind of boycott and every jurisdictional strike. Specifically, the Act outlaws any strike or inducement to strike against an employer, or refusal to work on or handle his goods, if an object of such action is any of the following:

1. To require any employer or a self-employed person to join a labor or employer organization.
2. To require any employer to cease using, selling or transporting the products of any other employer, or to cease doing business with any other person.
3. To require some other employer to bargain with a labor organization which has not been certified by the Labor Board as the representative of that other employer's employees.
4. To require any employer to bargain with a labor organization where another labor organization has already been certified by the Labor Board as the representative of his employees.
5. To require any employer to assign work to one particular labor organization rather than to another (unless the employer is failing to comply with an existing certification.)

The foregoing is a summary of what kind of jurisdictional strikes and boycotts unions cannot engage in. Other strikes against employers for pure economic objectives, such as improvements in wages and working conditions, engaged in by the unions representing the employees of such employers, are not restricted by the new law except to the extent that they might involve national emergencies and except with respect to notices discussed below.

In respect to what type of jurisdictional strikes or boycotts unions may now engage in, in spite of the provisions of the new law, it is possible at the present time to state only as follows:

1. A union may strike or picket a particular employer for recognition as the representative of that employer's employees if no other union has been certified as the representative of such employees. If another union has been certified for only some of the employer's employees in one unit, a union may strike to obtain representation rights in respect to the other employees in other units.
2. Union members may, acting individually or through their union, refuse to purchase the products of an unfair employer and advise and request others to refrain from purchasing such products. This can be accomplished by appeals in the form of handbills, radio, speech, or picketing addressed solely to the consuming public, requesting the public not to purchase unfair products.
3. Members of a union which has been certified as the bargaining representative may engage in a jurisdictional strike if the employer assigns their work to any other group of employees.
4. Other types of customary boycotts involving peaceful picketing and peaceful refusal to work, such as refusal to work on or transport non-union made goods or unfair products, are apparently outlawed by the new law, but the constitutionality of such a prohibition is in doubt. Test cases will undoubtedly arise in the near future, and the American Federation of Labor will coordinate and assist in such cases. In the meantime, unions are warned that violations subject them to lawsuits for damages.

The question of what boycotts and jurisdictional strikes are unlawful is a very complicated one. It will be further discussed in another bulletin to be issued in the near future. For the present the foregoing will suffice.

5. MAY UNIONS BE GUILTY OF UNFAIR LABOR PRACTICES BEFORE AUGUST 22, 1947?

No. As indicated above, Title I of the Act does not become effective prior to August 22, 1947. However, to avoid any misunderstanding, we repeat that unlawful boycotts, jurisdictional strikes and breaches of agreements are dealt with in Title III and hence subject unions to immediate damage suits; and we repeat, too, our recommendation respecting termination or modi-

fication of agreements that expire within fifty-nine days after August 22, 1947.

6. WHAT REPORTS, AFFIDAVITS, ETC., MUST UNIONS FILE BEFORE THEY MAY SECURE ANY RELIEF FROM THE LABOR BOARD?

As before stated, Title I which establishes the new Labor Board, prescribes unfair practices for unions, and requires the filing of reports and affidavits as a condition of obtaining relief under the Act, is not effective until August 22, 1947. Therefore, there is no need to be immediately concerned with the filing of reports and affidavits, because these need not be filed until August 22nd. Further information and advice concerning the filing of such reports will be sent out in a subsequent bulletin.

7. WHAT LIMITATIONS DOES THE LAW IMPOSE ON THE POLITICAL ACTIVITY OF LABOR UNIONS?

Labor organizations as such (but not officers or members thereof acting personally and on their own behalf) are prohibited from making any contribution or "expenditure" in connection with the election of any Federal legislator such as Senator, Congressman or other Federal official. This prohibition applies to regular elections, primary elections, political conventions or political caucuses involving Federal candidates. The prohibition clearly forbids direct or outright money contributions to a political candidate and also includes a contribution of any thing of value, such as a donation made directly to the candidate, and for his own use, of literature, radio time, paid ads, use of meeting halls for speeches to the public (but not speeches to union members), etc.

Thus far the Act is clear. However, by the addition of the above quoted word "expenditure" to the previously existing law, it may be claimed that the prohibition extends to any type of expenditure whatsoever made in connection with any Federal political election or nomination, such as, for instance, expenditure of money by a labor organization to publish a labor newspaper setting forth a candidate's qualifications or lack of qualifications, or the hiring of radio time or newspaper space for a union's own use to urge the election or defeat of a political candidate. If that is the intent of Congress in amending the Corrupt Practices Act through the Taft-Hartley Act, then it is our firm opinion that the law as so applied would be illegal and unconstitutional as an invasion of the freedom of speech and press guaranteed as a civil liberty under the First Amendment of the United States Constitution. In recently declaring unconstitutional a comparable law proposed for referendum in the State of Massachusetts, the Massachusetts Supreme Court, in a unanimous decision, stated as follows:

"But under the proposed law the political activities of labor unions are not regulated or curbed but are substantially destroyed. Deprived of the right to pay any sum of money for the rental of a hall in which to hold a public rally or debate, or for printing or circulating pamphlets, or for advertising in newspapers, or for buying radio time, a union could not carry on any substantial and effective political activity. It could not get its messages to the electorate. Its rights of freedom of the press and of peaceable assembly would be crippled." (*Howe v. Secretary of the Commonwealth*, 69 N.E. (2) 115, decided September 20, 1946.)

Under the Bill of Rights any union whose purpose it is to further its own social and economic program by seeking the election of candidates favorable to such program and the defeat of candidates unfavorable to such program has full freedom to use the facilities of press, radio, handbill or speech to accomplish its objective, and no law can flatly and unqualifiedly destroy this freedom.

We therefore advise that, in connection with either a caucus, convention, primary election or final election, labor organizations may expend such funds as they desire to compile and distribute to their membership and affiliates and to the public the voting records, speeches, or other statements of Federal candidates; the unions may purchase radio time and discuss the merits and demerits of candidates and their platform in relation to labor's welfare; unions may print or have printed newspaper ads or articles containing similar discussions they may send officers and organizers to make speeches at union as well as public meetings and may pay for advertising and hall hire of such meetings; they may even invite a candidate to appear at such meeting if the purpose is to have him explain his position on matters of interest to labor. In short, labor unions may continue to engage in all the ordinary activities (except, of course, direct financial contributions to political candidates as discussed above) which in the past had customarily been engaged in by them affecting political candidates and parties, when the union's purpose is to further its own social and economic program and when such activities are undertaken without agreement, or arrangement with any candidate.

BULLETIN BOARD

NOTICE!

SS HASTINGS

Members of the crew who witnessed the accident resulting in the death of Brother Vincent Russo, OS, on June 27, when the Hastings was in London, are urged to get in touch immediately with Robert Matthews at SIU Headquarters, 51 Beaver St., New York 4, N. Y.

THOMAS H. SANCHER

When you paid your July dues in Mobile, you were given a Tugboat receipt by mistake. Contact the Mobile Hall and have the receipt exchanged for an A&G receipt.

THOMAS E. THOMPSON

The Delegate of the SS William C. Bryant has turned your papers over to the Agent of the New Orleans Branch.

Brothers holding receipts B-45745 through B-45750 are requested to forward them to Headquarters, 6th Floor, 51 Beaver Street, New York 4, N.Y.

EARL W. EBBERT

Contact your mother Grace Ebbert, 55 North 52 Street, Philadelphia 39, Pa.

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- BOSTON276 State St. Boudoin 4455
- BUFFALO10 Exchange St. Cleveland 7391
- CHICAGO24 W. Superior Ave. Superior 5175
- CLEVELAND1014 E. St. Clair Ave. Main 6147
- DETROIT1038 Third St. Cadillac 6857
- DULUTH531 W. Michigan St. Melrose 4110
- GALVESTON308 1/2-23rd St. Phone 2-8448
- HONOLULU16 Merchant St. Phone 58777
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PERSONALS

JAMES FLYNN

Contact Nellie Purcell, 1200 Reistertown Road, Baltimore 8, Md.

ESTEVAO SILVESTRIM

Please communicate with your family at Farroupilha, Rio Grande do Sul, Brazil.

EDWARD WALTER SHAW

Your papers, which were forwarded to you in Puerto Rico, have been returned. You can pick them up in the fourth floor baggage room of the New York Hall.

ANDREW GEORGE

Get in touch with Attorney Benjamin Sterling regarding settlement of your case when you were injured on board the SS Frederic Galbraith on September 27, 1946.

EARL LAWS

Get in touch with Bill Lee, 78 Decker Avenue, Staten Island, N.Y. Telephone number Gibraltar 8-0368-W.

BERNARD THUE

Your family of Muskegon, Mich., has had no word from you in a long while and is extremely anxious to hear from you. A letter is being held for you in the Baggage Room of the New York Hall.

MONEY DUE

Wages and transportation for the following men who were laid off the SS Claude Kitchen, in Philadelphia, July 3, can collect at the Waterman line office, New York:

D. DeDuisin; A. E. Jansson; A. Thompson; E. Patanen; V. Makko; G. Viitala.

Notice To All SIU Members

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

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

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