

SEAFARERS LOG



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

VOL. IX.

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No. 10

NO BUSINESS AS USUAL



It was so quiet in the Cotton Exchange you could hear a pin drop. The reason—these pickets who helped shut down the Exchange in support of the UFE strike.

Picketline Shuts Exchange; Cotton Heads Sign With UFE

NEW YORK, March 5—The strike of Local 205, United Financial Workers, AFL, against the New York Cotton Exchange ended within 24 hours after it began when the Exchange, with dramatic suddenness, capitulated to most of the union's demands.

A big factor in the Exchange's sudden willingness to sign with the union was the evidence of union solidarity by the SIU-SUP and other unions.

UFE Beef Proves Even Tycoons Can Be Taught

The militancy displayed in the United Financial Employees beef by the UFE and the SIU left the one-time tough bosses quaking. A sample of the changing situation resulting from the swiftly-won beef follows:

Bill McDonough walked into the UFE office the morning after victory, and announced that he had been fired by the Morgan Davis firm because he refused to cross the UFE-SIU picketline.

He was hustled over to the Davis outfit by Dave Keefe and John Cole, UFE president and vice-president, respectively.

The UFE officials were introduced to the boss, who by this time had the tremors.

"Did your fire this man because he refused to cross the picketline? the UFE men asked. The ensuing dialogue:

Boss: "No."

Keefe: "Well, is he fired, or isn't he?"

Boss: "He isn't fired."

Keefe (to McDonough): "Take off you coat and go to work."

Wall Street is learning.

More than a thousand Seafarers, some of whom had journeyed from Baltimore and Philadelphia, marched on the picketline with their UFE Brothers, and with members of Local 32-B, Building Service Employees, who came out in sympathy.

At a mass rally held in front of the struck Exchange, Paul Hall, Director of Organization, stated: "UFE has the full support of the SIU and we will put 6,000 Seafarers on the picketline if necessary."

Just as it appeared that the all-night negotiations would be broken off, the Exchange, on advice of its lawyer, agreed to the UFE's compromise offer. The agreement was ratified early this morning in a special meeting, held in the SIU Hall.

LABOR-BAITER LEARNS

What was most remarkable about the lawyer's action was that he, Maurice Mound, had been called in to help stop the union in its tracks. Mound is also the attorney for the Association of Stock Exchange Member Firms and has concerned himself solely with labor-baiting since he was employed.

But he became convinced of the UFE strength, and knew de-

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Seafarers Takes Action For New Pay Increases To Meet Cost Of Living

NEW YORK—A jam-packed special meeting, held in the SIU Hall, this week took action designed to bring about pay increases to meet the rising cost of living. The resolution, which was passed, was later concurred in by other special meetings held in all Atlantic and Gulf District Ports.

The various contracts which the SIU has with the operators have provisions in them allowing the wage question to be reopened by either party during the life of the contract. Other subjects, such as working rules, etc., cannot be renegotiated until the new agreement comes up for discussion.

LAST CALL

Seafarers who have not received their clearance for the 1946 General Strike are urged to do so before March 21, the deadline set by the Union.

The only authorized excuses being accepted by the committee are: being away at sea, being in the hospital, in the service, in retirement or being in a foreign country. All excuses must be accompanied by proof. Those who lack excuses have until March 21 to square themselves, after that date they will be placed in the 99-year club.

Clearance can be handled in person or by mail to the New York Branch, 6th floor, 51 Beaver St., New York, N.Y.

Wage increases won last year have been wiped out by the rising prices, and unless seamen's wages are increased, seamen will be forced back to the substandard living which was their lot before the advent of the Union.

For this reason the resolution was proposed and overwhelmingly adopted by the membership of the SIU.

That the members of the SIU are not fooling is evidenced by the concluding section of the resolution which states that in the event the shipowners stall the Union will take any necessary steps, including economic action, to prevent such occurrences.

THREE OFFICIALS SIGN

The resolution, submitted by J. P. Shuler, Assistant Secretary-Treasurer; Paul Hall, Director of Organization; and Joe Algina,

(Continued on Page 14)

Pursers Union Sweeps Election In Cuba Mail

The American Merchant Marine Staff Officers Association, AFL, continued its sweep of bargaining elections with a smashing victory over the New York and Cuba Mail Steamship Company this week.

Tom Hill, East Coast Representative of the AMMSOA, stated that his organization breezed in by a 9 to 1 margin, with the outcome of the election never in doubt.

The NMU, co-participant in the election, also had no doubt as to the outcome, for it gave up and didn't even bother to send a representative to observe the tallying of the vote.

Winning of the Cuba Mail Line brings to a total of three the elections won by the AMMSOA in the past two weeks.

The Pursers recently won elections with the Atlantic, Gulf and West Indies Steamship Lines and the Puerto Rico Steamship Company.

The Pursers Union is now in the midst of elections covering United States Lines, Black Diamond Steamship Corp., Newtex Steamship Corp. and the American South African Line. Tabulations of the votes of these elections will be announced April 1.

First Of New Ships Delivered To Robin

The Sea Dolphin, renamed the Robin Hood, has been delivered to the Seas Shipping Company's Fleet in Baltimore. The Robin Hood, a C-3 type vessel named after a Robin Line vessel lost in the war, is the first of at least four new vessels being gained by the company.

LEARNING THE UNION LESSON



Thousands attended the monster demonstration, held during the noon hour. They learned that the United Financial Employees was not alone in its fight. They learned further that the UFE has the support of the entire AFL. This put the clincher on the strike, and soon afterward the Exchange agreed to sit down and bargain with the UFE. By midnight a contract had been obtained. Sure showed the power of union solidarity, and the Seafarers were right in there, pitching all the time.

SEAFARERS LOG

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Atlantic and Gulf District

Affiliated with the American Federation of Labor

At 51 Beaver Street, New York 4, N. Y.

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HARRY LUNDEBERG - - - - - President
105 Market Street, San Francisco, Calif.

JOHN HAWK - - - - - Secy-Treas.
P. O. Box 25, Bowling Green Station, New York, N. Y.

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GEORGE NOVICK, Editor

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Helping Hands

The wonderful record of the Seafarers International Union got a new boost this week when the United Financial Workers, AFL, received from us the support that made it possible for this new and struggling union to stand up to the mighty bosses of the New York Cotton Exchange.

It is becoming commonplace for other unions to call upon the Seafarers for assistance. They know that if they are honest unions, free from communist domination, that they have a good chance of enlisting our aid in their cause.

Within the past few months our men have been actively participating in the beefs of the United Financial Workers, AFL; the CIO Shipyard Workers, and the Masters, Mates, and Pilots, AFL. And before that we helped the International Longshoremen's Association when they were threatened by employers from one side and commies from the other.

Not only have our active seamen volunteered their services to the embattled unions, but other sections of our organic structure have been helping out wherever necessary. Our multilith operator and machine have worked overtime turning out propaganda. The Log staff has battled out reams of publicity and taken scores of pictures, in addition to turning out the Log each week and carrying on other educational jobs.

The officials have also thrown their full weight behind all these undertakings.

What is our reason for supporting all these other unions? No man can say that we hoped for personal gain. In every case, the union involved made its own plans, did its own negotiating, and arrived at its own settlement. So it is obvious that we did not try to make capital out of our Brothers' misfortunes.

No, the answer goes deeper than that. We did our duty to fellow trade unionists who were in trouble. That's the long and short of it.

We in the SIU firmly believe in trade union principles. We firmly believe that when one honest, sincere trade union is in trouble, it is the duty of all other honest, sincere trade unions to go to its assistance. Otherwise the entire structure is weakened.

Our strike against the Wage Stabilization Board was helped by the fact that all affiliates of the AFL Maritime Trades Department backed our play. That meant that the licensed officers, the longshoremen, the radio operators, the teamsters, and the pursers, hit the bricks with us and stayed out until the Government backed down.

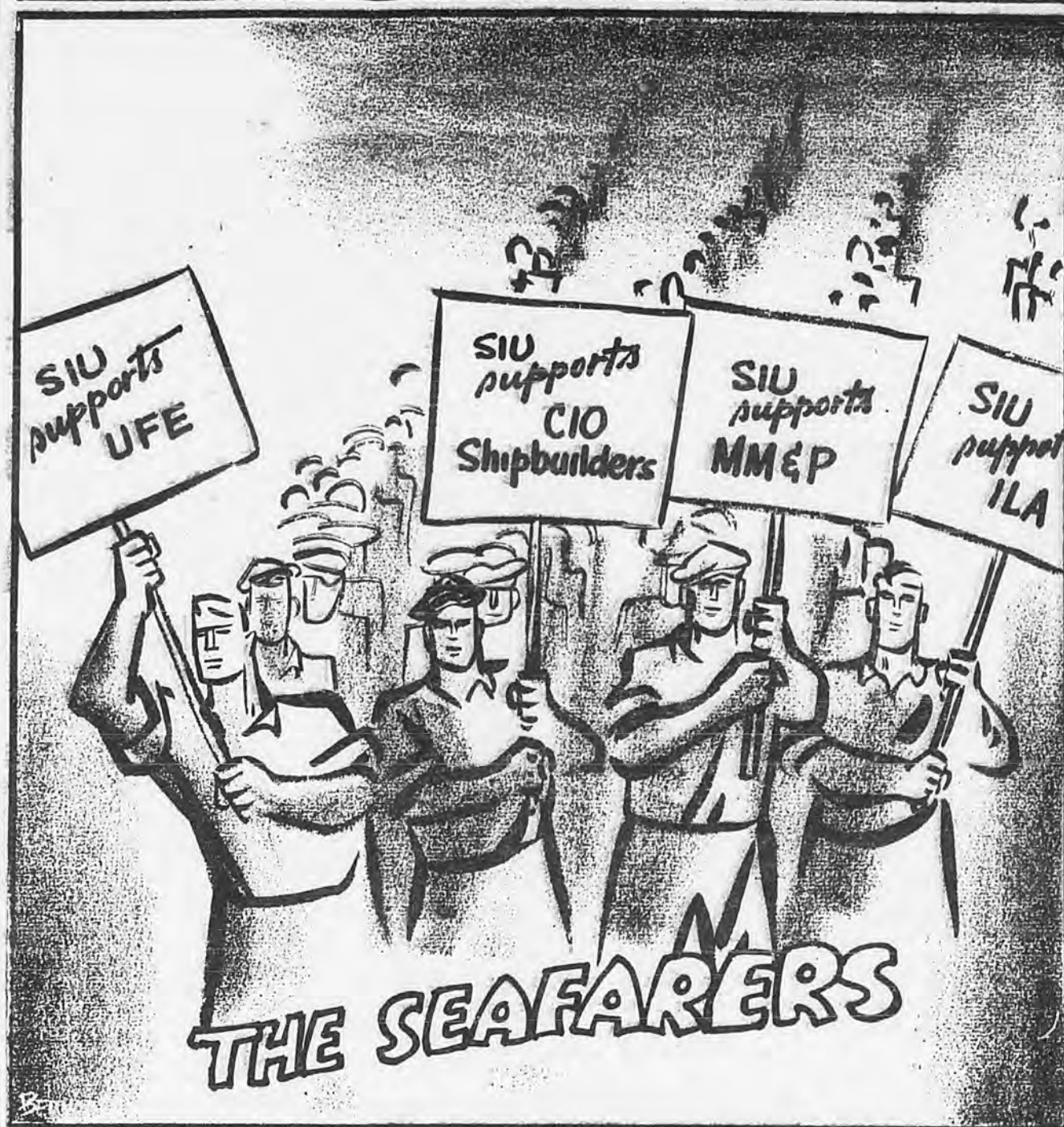
In return, we helped the MM&P, and before that we went to the aid of the ILA, in October of 1945.

And although the Shipyard Workers are not an AFL union, still and all we support them. We know their record, and we can see that they are honest and anti-communist.

The UFE had us with them until they said, "Okay, fellows, we have settled our beef."

That's the SIU way, and that's the only honest trade union way.

Unity - where it counts!



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

J. NAVARRO
P. DAUGHERTY
J. RETOUR
G. KRETZER
C. MASON
S. MOGAN
W. BROCE, Jr.
J. ROONEY
E. CUSTER
R. E. MULHOLLAND
H. H. HAMILTON
J. W. DENNIS
R. B. WRIGHT
R. B. KINAIRD

BALTIMORE HOSPITAL

NATHAN ROBERTSON
LELAND McMILLIAN
ROBERT SHEHEE
THEODORE BABKOWSKI
THEODORE CARROLL
LAWRENCE McCUNE
JACK HAMILTON
PHILIP BAZAAR
MATHEW CARSON
CHARLES SIMMONS
CHARLES BOLTON
DAVID HERON
BROWNIE KINGREE
WILLIAM LAWTON

ERNEST SIDNEY
MANUEL ROMERO
GEORGE WILKINS
ROBERT RANDLE
PETER LOPEZ

MOBILE HOSPITAL

KARL LUNDBERG

STATEN ISLAND HOSPITAL

R. G. MOSSELLER
J. S. WOOD
E. E. CASEY
W. G. H. BAUSE
F. H. DOLAN
L. A. CORNWALL
F. CORNIER
M. BAUSKI
E. D. MILLER
M. MORRIS
H. BELCHER
L. L. MOODY
W. BLOOM
R. R. LEIKAS
R. McDOWELL
K. KORNELIUSSEN
M. J. LYDEN
J. H. DANIEL, Jr.
S. W. LESLEY
C. SULLIVAN

Hospital Patients

When entering the hospital notify the delegate 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.)

GALVESTON HOSPITAL

OLSEN
BENNETT
GALANE
R. V. JONES
HUTCHENSON
STAEINZ
MILKE
FLESHER
AKIN
GRAVES
BREASHAR
KOW LIM

BRIGHTON HOSPITAL

E. JOHNSTON
H. SWIM
R. LORD
R. BROWN
E. BOLEHALA

SAN JUAN HOSPITAL

JUAN OLIVER
WALTER JORGENSEN
RAYMOND SAUDERS
R. ARMSTRONG
P. FELICIANO
R. SEIFO



By PAUL HALL

The Brotherhood of the Sea came ashore this week and put on a stirring demonstration of trade-union solidarity that left the world's financial capital cock-eyed with amazement. Eight-hundred militant members of the Seafarers International Union and Sailors Union of the Pacific threw a mass-picket line around the New York Cotton Exchange in support of their striking AFL Brothers of the United Financial Employees. The Seafarers locked the joint up tight. The 23-story building was as empty as a shipowner's heart.

Used to stalling and pushing people around, the Skippers of High Finance were as paralyzed as their struck cotton market, when they saw the solid lines of Seafarers' early Tuesday morning. It was a sight the financial bosses will never forget.

For 75 years, the New York Cotton exchange had been transacting its business daily without a single day's interruption. Evidently, there was no doubt that this record would be continued as Exchange officials stalled in their negotiations for a new contract with the UFE.

First Halt In 75 Years

When the bigwigs came down to the Exchange Tuesday morning, the 75-year record was ended. A bunch of Seafarers had knocked off the \$45,000,000-a-day institution, in the interest of trade-union solidarity. One day of this was enough. Not a nickel's worth of cotton business had been transacted. By midnight, the ink was drying on the UFE contract. And the Seafarers went back to their business of shipping. They had done another good day's work for the labor movement.

For the one day of this highly successful SIU-conducted strike the cotton market had been dead. But one stock continued to go up—the Seafarers' reputation had soared still higher in the eyes of the public and the labor movement.

Our handling of the strike brought loud praise from the United Financial Employees. The SIU-method employed was a wholesale success. Instead of picketing the one or two floors involved in the beef, the Seafarers strength knocked off the entire 23-story building. It was done in the usual all-out point-of-production manner.

The UFE has expressed its deep gratitude to us for the handling and organization of this beef. They say they never stop thanking the SIU membership. That's mighty nice to hear, and the membership can rightly be proud of the latest link they have forged in trade-union solidarity.

But aside from the benefits this swift strike-victory had for the UFE and labor in general, it had distinct advantages for the Seafarers itself—advantages that can be gained only in the midst of a big beef at the point of production.

It provided some excellent further schooling in beef-handling for many of our younger members. The younger lads got a first hand chance to develop some of their own strike strategy and to accumulate some of the necessary know-how. This beef, then, was of all-important value to us. Every such opportunity goes into the Seafarers Bank of Savvy. When the time comes that we have to pull a beef ourselves, that accumulating savvy will pay off with dividends.

Seafarers Push For More Cabbage

Tuesday marked another important step for the Seafarers. It was the announcement of the membership's decision to request the operators to open negotiations for substantial increases in our wage scales. Notification was sent to the operators following a special meeting in the New York Hall and concurred in by all other ports.

We are asking for a substantial increase in the wage scales as we are entitled to under provision of our contracts. We are doing this in an attempt to overtake the spiraling cost of living. Prices of foods and other commodities have gone up terrifically since last year, and what we gained then has practically been wiped out.

Busy Days Ahead For The SIU

The push for more cabbage is only the lead-off in a series of important events for the Seafarers. Our calendar for the coming months is heavy with top-rating stuff. There's the National Labor Relations Board hearing, scheduled for March 24, in New York, which should end the NMU's prolonged effort to prevent Isthmian seamen from getting union wages and working conditions under the banner of the SIU, for which these men voted.

Coming up also is the annual Port Agent's Conference, which will have a considerable number of important problems to face. The SIU will be represented, too, at the Washington conference of maritime unions, which will discuss possible joint action to secure a beneficial recodification of the maritime laws, and to remove the Coast Guard from the necks of seafaring men. Then there's the Seafarers International Convention, to be held in Chicago. This will be followed by the conference, in the same city, of the American Federation of Labor's powerful Maritime Trades Department.

Meanwhile, the Seafarers' all-out drive to bring the benefits of our Union wages and working conditions to the thousands of unorganized seaman sailing on the Great Lakes will be proceeding under full steam.

The next few months won't have any dull moments for the Seafarers.

Seafarers Ready To Launch Drive To Organize Great Lakes Seamen

By EARL SHEPPARD

WANTED LAKES ORGANIZERS

In a few weeks the 1947 Lakes season will open and the Union will be in need of good seamen, members of the NMU to take jobs as shoreside organizers, ship's organizers and patrolmen in the Lakes area. IF YOU HAVE:

1. Two years sea time
 2. One year in the NMU
 3. Some Lakes experience
 4. Capability to handle the job
- AND ARE INTERESTED IN BUILDING OUR UNION, write to Josh Lawrence, National Director and Mike Vargo, General Organizer at 1405 W. 9th St., Cleveland 13, Ohio. State your qualifications and experience. This is your chance to participate in the organizing program this coming season. (NMU Pilot)

* * *

Panic seems to be hitting the boys on Seventeenth Street. It's not longer "every member an organizer" — now they must have the same qualifications as a candidate for office; even more qualifications, in fact, for the advertisement specifies that they must be "capable." Anyway it seems that in spite of last years debacle they are going to make some kind of effort to wash their dirty linen this year.

In the meanwhile, the Seafarers' drive is underway and fast getting in full swing. Actually the drive has never stopped. Rank and file Seafarers have been working all winter, and the first ships fitting out found the SIU on the job showing the advantages of real unionism, and manning the Lakes boats to do the toughest, hardest work in the coldest, meanest weather.

The Lakes are never going to be organized by outside forces. Twenty-five years sea-service doesn't make an organizer, and the most brilliant spellbinder in the world won't get anywhere unless he knows the problems of Lakes seamen.

The Seafarers' policy has always been, and will always be, to organize on the point of production with active working seamen doing the greatest amount of organizing. This is what won in Isthmian, and this is what will win on the Lakes.

THE LAKES DISTRICT

To insure the fullest autonomy in the conduct of Lakes affairs, the Lakes District function in the same manner as the Atlantic and Gulf, and Pacific Districts.

They elect their own officials, make their own decisions, handle their own finances and handle their own organizational drives.

Lakes Seafarers members have the same privileges as any other Seafarers member and may register and ship, attend meetings and speak their piece, in any SIU hall anywhere.

The great difference between the NMU setup and the Seafarers' democratic structure is simply this: In the NMU, the Lakes are dominated body and soul by the overwhelming voting power of the salt water membership. The big majority of their officials, and all of their policy, are imported from the coast.

The Seafarers International structure on the other hand is arranged to give the Lakes seamen the fullest power to conduct their

own affairs, because they have special problems which they understand and can handle far better than anyone else.

Separate districts do not mean separate unions or a division of any sort. The three Seafarers districts, together with affiliated towboat, fishermen and other maritime sections, are all solidly united in the Seafarers International.

It is the Seafarers International which has allocated funds and forces to aid the great Lakes this season. It is important to remember that these funds and these forces are being sent in to aid, and not to direct or dictate.

The Lakes District has laid down the policy and strategy for the coming campaign, and those who come in from the coast to help out will be guided and governed by that program.

LAKES BOSSES WORRIED

The Lakes operators who have long felt secure with their company union—fink hall—LCA set up, are now beginning to see the writing on the wall, and are moving heaven and hell to find a way to stop the Seafarers' steady progress.

In the past years they have had everything in their favor—depression, unemployment, confusion and a strong organization of their own.

In addition, they have had the great advantage of the big majority of Lakes seamen depending upon seasonal employment, of having to save enough during the spring and summer to carry them through the winter.

Now they see the picture of Lakes seamen joining an International Union and being able to sail anywhere at anytime, thus breaking the stranglehold of seasonal and sectional employment.

This picture is a nightmare to the Lakes operators and to the powerful steel trust because, in order to move the tens of thousands of tons of iron ore from the Mesabi range to the steel mills, they must have uninterrupted operation of the ore carriers.

To maintain this operation they

must have a constant and available manpower supply to crew the ships. They know that once the Lakes seamen are organized their labor monopoly is broken and that they must accede to the Unions' demands for adequate wages, for decent living and working conditions.

NO PLAY

The Lakes bosses like to point out that, for many years, they maintained a high wage scale. This is a bunch of baloney. During those years the Lakes seamen worked two watches and lived in crowded quarters.

Things are much different on the Lakes from the coast. A full night ashore is a rare thing. The boats load fast and discharge fast, with seldom enough time to get ashore long enough for a bottle of beer.

Towards the closing months of the season, and in the early months, the Lakes are just as rough, cold and miserable as the North Atlantic, and many a Lakes seaman has died because the operators were too greedy to fit the boats out properly for the season.

On top of all this is the fact that the big majority of seamen had to earn enough in seven months to fill out a year. The Lakes season is "all work and no play" and, to compensate for this, a seasonal wage sufficient for a year should and must be paid.

The Lakes seaman is the most overworked and underpaid maritime worker in America today.

The New York Times in the Saturday, March 1, issue reflects the attention that is nationally being cast on the Seafarers drive in an article which in addition to quoting the Seafarers Log, States:

"According to reports ore shipments from the Mesabi mountain mines this year are expected to exceed the peak year of the war by 2,000,000 tons. To handle the cargoes, it was said, deep-water lighters are being sent back to the Lakes and a number of new

(Continued on Page 7)

Lundeberg, Weisberger Reelected By Sailors Union Membership

SAN FRANCISCO — Running unopposed, Harry Lundeberg was re-elected to another term as Secretary-Treasurer of the Sailors Union of the Pacific. This was announced in the official returns of voting in the annual election held during December, 1946, and January, 1947.

Besides the election of officers, two propositions, submitted to referendum vote, were adopted by overwhelming majorities. The first authorized the raising of dues to \$2.50 per month, the extra half dollar to be put into a building fund to be used exclusively for obtaining and maintaining Halls in headquarters and the branches.

The second proposal favored a \$10.00 assessment to replenish the strike fund.

Other successful candidates were Harry Johnson for Assistant Secretary, and Morris Weisberger for New York Agent. In the most hotly contested race, Carl Christiansen, incumbent

Honolulu Agent, beat out Maxie Weisbarth by twenty-five votes.

OFFICIALS NAMED

In each port the officials are as follows:

San Francisco: Dispatcher, Joe Pohorence; Patrolmen, R. G. Anderson, Al Maniscalco, A. J. Pawlick; and Dan Sullivan. Jack Barton was elected Coos Bay Agent.

Seattle Agent Ed Coeater was re-elected, and James Burke was the successful Patrolman candidate in that Port.

Jack Dwyer succeeds himself as New York Patrolman, and the same is true of Harlin Snow as Wilmington Agent. The two newly elected Wilmington Patrolmen are Charles Brenner and Fred Martin.

The new Portland officials are John Massey, Agent, and Charles Atkins, Patrolman.

Five trustees, A. J. Anderson, Arthur Burke, Harry Johnson, Harry Lundeberg, and Harold Snow, were also elected.

HERE'S WHAT I THINK...



QUESTION:—The Agents Conference will discuss the *Seafarers Log* in relation to next year's activities. What suggestions do you have that would improve the *Log*?

ABNER MAXEY, Chief Cook:

I'd like to see a sports page in our paper. The baseball season is coming up and when at sea I'd like to be able to keep up with the baseball news. The LOG is the one paper we all read no matter what port we come to, and so sport news would be available to us. It would also be a good thing if the LOG carried more educational stuff. Being away at sea, we have little chance for real union education, and we could learn a lot if the LOG ran articles frequently about such subjects.



PAUL DAVIS, Wiper:

As far as I'm concerned the LOG is tops, but if you really want suggestions, here are mine. First, more pictures. Second, more articles from Frenchy Michelet. And it would also be a good thing if we could increase the size of the paper to about 20 pages. Maybe we could see advertising to help defray the costs of an enlarged paper. The LOG carries all the news of interest to seamen, and we in the SIU are damn proud of our Union newspaper.



GEORGE BERRY, FOW:

I think the paper should be enlarged. If that was done, the LOG could be used for doing a much better organizational job. Our Union paper is the medium through which unorganized men keep up with what we are doing, and an enlarged paper would allow more space for that. Another suggestion would be to print schedules of ship arrivals and departures. That would be interesting to the membership, besides being valuable. The LOG is swell, but with these improvements, it could be even better.



JIMMY CRESCITELLI, Ch. Cook:

Someone brought up the subject of a Spanish page. I'm for it, but is it practical? If we start that, then we may have to put in a Swedish page, an Italian page, or what have you. One thing I would like to see in the LOG and that is the full text of the Seamen's Bill of Rights, just as it is being discussed now. The LOG should also print a complete listing of all SIU ships paying off each week in United States ports. The LOG is an excellent paper, but these improvements might make it even better.



Determined To End Bad Shipboard Conditions Four Isthmian Crews Hold Meeting In Calcutta

It's only a hop, skip, and a jump until the notoriously anti-union Isthmian Steamship Company will be forced to sit down across the bargaining table with a negotiating committee from the SIU. But for unlicensed seamen sailing Isthmian ships, that isn't good enough. They want action now, and they just won't sail any longer under Captain Bligh conditions.

Of course, they realize that the job to force Isthmian to bargain is complicated by the stooge role now being played by the NMU, but even so they are resolved to force some kind of action, and right now.

Four Isthmian crews, from the SS Steel Artisan, the SS Memphis City, the SS Beaver Victory, and the SS Citadel Victory, happened to meet in Calcutta, India. Like seamen do, they exchanged views.

How's the chow? was one question. The officers okay? was another? How are the conditions and overtime? was the way one guy put it.

And the answer to all the questions was, "Pretty poor."

So these seamen, from all different unions, held a meeting.

Represented were the Seafarers International Union, the National Maritime Union, the MEBA, the Purser, and some non-union characters who learned a good union lesson.

ROUSING MEETING

They met in Calcutta, on February 14, and they had grievances galore. The conditions were deplorable, and they agreed that they could no longer sail Isthmian ships under the prevailing conditions.

They criticized the food, the way the officers overrode all beefs, and especially the fact that Isthmian was stalling and refusing to institute decent conditions aboard their ships.

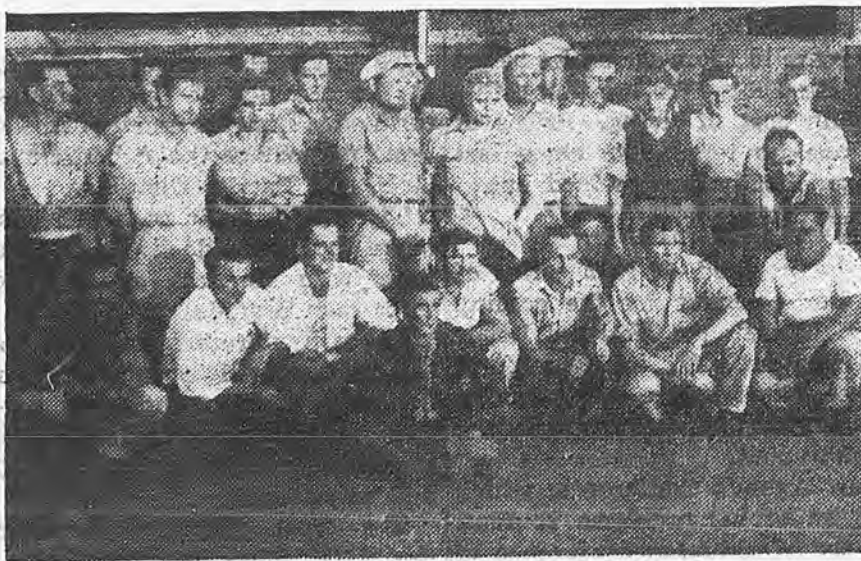
This dissatisfaction led to one result. By a unanimous vote, the seamen present agreed that they could no longer sail Isthmian under poor conditions. They decided that as soon as each ship returned to the continental United States, they would make damned sure that these bad conditions would end.

That shouldn't take long. Except for the finky tactics of the NMU, the Isthmian Steamship Company would have had to put up or shut-up long before this

time. Sooner or later, the NMU will run out of stalling moves, and then Isthmian will have to do business with the SIU.

Just so Isthmian will get the

idea, the meeting also agreed to pass the word about the outcome of this meeting, to other Isthmian ships and to urge each vessel to take similar action.



A chance meeting of four Isthmian crews in Calcutta, India, developed into action when the men started to compare notes. They found that on all four ships conditions were bad, the officers slave-drivers, and the food meager and of poor quality. What they decided then bodes no good for the Isthmian Steamship Company. The four crews, in a mass meeting, resolved that as soon as each ship returned to the continental United States, they would take steps to make sure that Isthmian institutes union conditions on all its ships.

Baltimore Finds Time To Help UFE In New York

By WILLIAM (CURLY) RENTZ

BALTIMORE — Shipping this week has been pretty good, and the Patrolmen have been kept quite busy paying off, signing on, and settling beefs.

Recently we have had quite a few talks with Calmar Line officials, and I believe that we can look forward to better relations with this outfit. The chow and general conditions should improve.

Hope that circumstances don't prove me a liar!

Down here we heard that an affiliate AFL union, the United Financial Employees, were having trouble with the Cotton Exchange in New York.

Six of the boys volunteered to visit New York to give the UFE a hand with its picketing and other strike chores.

HOSPITAL NEWS

On February 6, the crew of the SS Stephanic turned over \$70.00 to be divided among the hospitalized Brothers in the Baltimore Marine Hospital, and on February 20, \$36.00 was turned over by the crew of the SS Pothier and SS Joseph Hews.

In the past few weeks the following Brothers have received the regular weekly benefits from Brother John Taurin, Baltimore Hospital Committee:

Francis R. O'Brien, William L. Gillespie, M. J. Walsh (twice), Frank M. Krause, Clyde E. Miller, Charles L. Simmons (twice), T. A. Carroll (twice), Peter Lopez (twice), Matthew Carson (twice), T. Babkowski (twice), John Dudko, Casimir Honorowski, Ernest J. Sidney, W. W. Lawton, C. Cates, E. Cattiz, David Heron, and L. McCune.

B.C. Seafarers Pass Word On Scab Newspaper

By HUGH MURPHY

VANCOUVER, B.C. — For the past nine months, 95 members of the International Typographers Union, AFL, have been locked out by the "Vancouver Daily Province." During this period this newspaper has been printed by scab labor.

The Southam Company, owner of the paper, has been spreading lies, rumors and using every conceivable propaganda weapon to discredit the union, even though it is the recognized agent for the men locked out.

Where the Typographers once enjoyed a harmonious relationship with the company, they now find a brick wall facing them when it comes to negotiations for a contract. The company has imported a phony out-of-town outfit to set its type, and says it now has a union, therefore, no soap.

This action has all the earmarks of union-busting, and as union men, the Seafarers here refuse to buy this scab sheet, and we urge all American seamen to refuse to buy the paper while in Vancouver.

We're behind the Typographers in their fight, so we want to pass this tip along to all Seafarers.

No Rotary Shipping For LSU Men; Friends, Relatives Come First

By HERBERT JANSEN

CHICAGO—Shipping for the spring fit-out has started here and we are expecting a call for more men during the coming week.

After looking around the waterfront I saw no signs of activity on the outside ships as yet, so I guess they will fit-out a little later.

On the organizing front, the indications are that the SIU is strong with the Lakes seamen and can expect favorable response when the drive opens.

I have been talking to some members of the NMU who state that there are indications of the NMU falling apart within itself. Also they feel the NMU's chances on the Lakes this year are slim due to their failure last year.

They told me of the conditions after the NMU strike last year, whereby they worked around the clock doing penalty work without any compensation. When they

face. They will never back anyone up as long as the LSU is not operated by the rank and file.

This would never happen in the SIU. This man's rights would be protected all the way down the line. He would have job security and the right to make a living. He would't need pull with anyone.

The only qualifier in the Seafarers for a job is to have a book and be willing to work.

OLD PRACTICE

This practice of nepotism, hiring relatives, has been going on within the Lake Carriers for years. Some of you oldtimers who have sailed these ships know that score. Are you going to let them do it again?

There are plenty of men who have started shipping on the Lakes since the war when they stopped this practice due to the scarcity of men.

They aren't aware of this practice. It is the job of you oldtimers to tell them the score.

Tell them how you used to sit up in one of the Lake Carriers' Halls and see job after job go out over the telephone while you were getting callouses on your fanny.

If every man learns the score, we can stop this phony set-up. When every man ships through a union hall, the relatives will have to get their jobs honestly and that's the way it should be.

Rotary shipping from the union hall is the democratic way, and no boot-licking or dough under the table is necessary to get a job in the Seafarers.

Do Not Come, Says Charleston, Shipping Is Slow

By EARL R. SMITH

CHARLESTON—After seeing Charleston's name up there in the "No News" box for so many months, I'm finally going to send in some news from this port.

Unfortunately, this sudden burst of news cannot be accompanied by a report of good shipping. For the past few weeks shipping has been very slow with practically no activity taking place in this port.

With about 45 men on the beach here, all we ask for is a few ships to call here for crews. The bad part of the whole thing is that there are no jobs in sight, but who can tell, maybe things will pick up all of a sudden.

Last week we moved from across the street to our present address. Everyone seems pleased with the new set-up, and it looks like it will be more suitable for our needs. It is a nice place, a trifle small, but it is just about what we want.

I hope the new Hall will inspire me to write a report on activity in this port more often. In fact, I'll even make myself a resolution to try to send in some news at least every week.

Perhaps my reports to come will be a little brighter concerning shipping and business in this port.

AROUND THE PORTS

NO NEWS??

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

TAMPA
HOUSTON
NORFOLK
JACKSONVILLE
CHARLESTON
PORT ARTHUR
CORPUS CHRISTI
SAVANNAH

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.

SIU Agreements Are The Same, Whether In San Juan Or New York

By SALVADOR COLLS

SAN JUAN—In the past week we have had a few crewmembers who thought that hitting Puerto Rico meant a vacation. I guess they thought being drunk, missing a watch or two, or faking sickness was okay down here, but they found they were wrong.

I had to pull a few men off a ship or two and put them to beachcombing for a few weeks, to teach them that the shipping rules and contracts mean the same down here as they do in New York or any other port.

If this sort of thing keeps up, I'll be a very busy man. Don't get me wrong, however. I don't get a kick out of doing this, but

we must live up to our agreements.

Right now we have four SIU ships and one SUP ship in port, and there is not a beef hanging fire on any of them. Other than this, I am soaking up the sun without envy for anyone, including Joe Algina and Ray Gonzales. I haven't had time to hit the night clubs or meet any of the senoritas.

CAN USE SHIPS

I see by the Log that all ports are doing a lot of shipping. Well, we can use some of it down here on the Enchanted Isle, even with the Ponce outfit keeping the Isl-and busy.

The shoregang here is keeping all the members working, and I do mean all. Sometimes I have had to call the ILA and UTM for men.

We're getting a preview of the 1947 baseball season down here with the Yankees doing their spring training in this city. It looks like I'll have to get a year's bellyful of baseball before April 15th when the season opens. As far as baseball tips are concerned, I'm not talking.

CANADIAN BONUS

All seamen who have served six months on Canadian vessels where War Risk bonus was paid between Sept. 10, 1939 and April 1, 1944, should apply to the Director of Merchant Seamen, Department of Transport, Ottawa, Ontario for the Merchant Seamen's "Special Bonus."

The application deadline for the bonus has been extended to March 31, 1947, by Order-in-Council P.C. 204.

Mississippi Crewmen On The Ball In N.O.—Have Ships In Top Shape

By JOHNNY JOHNSTON

NEW ORLEANS—Down here in the sunny south the carnival season is over. The weather is good and so is the shipping.

If any of you members want to get away from the snowballs and tough weather, come on down to the Crescent City and enjoy our southern hospitality.

The members who are riding the Mississippi ships on the South American run are really on the ball. These ships are a Patrolman's dream. Everyone that I have met since I have been down here has had everything ready for the boarding Patrolman.

All books collected, how much a man wants to pay, the disputed overtime set up and the ship's minutes and the repair list were always in readiness.

This kind of cooperation helps the Patrolman, so if there are

any beefs on a ship he has plenty of time to straighten out everything before the payoff starts.

With every ship that signs on here, we make sure that it has a bundle of the last two editions of the Seafarers Log.

In this way we are sure that they will be distributed to all places where seamen hang out in foreign ports. It's a good idea and insures seamen in all ports of receiving the Log.

Just one suggestion before signing off: When your ship arrives in port be sure to have one of the Departmental Delegates go ashore and call the Hall.

That's the only way we can be sure the ship is in port and at what dock.

Yas suh, the old south is sure humming. Come on down, and say hello.



took it up with a patrolman, he only shrugged his shoulders and walked away.

BROWNE OFF

These fellows were really browne off. They had walked the picketlines, believing they were fighting for better conditions; but when they returned to work they found themselves worse off than before, due to the sell-out by the NMU in their lost drive to convert the Lakes seamen.

Things are not all love and kisses with the men in the Lakes Seamen's Union either. This week a former member of that organization, who sailed on one of their ships, came into the Hall with the story as to how he lost his job.

He told me he was being let out this year because the Captain of the ship has a relative whom he is placing in this man's position. The seaman I spoke to had been with the company for a good number of years, all during the time that the going was tough for a company due to the lack of seamen.

Now that a relative of someone connected with the company has one of his family out of work, they bounce the first working stiff they come across to provide a berth for their poor kinsman.

Do you think this phony union would back up this man in his beef? You guessed it right. They'd just blow smoke in his

ATTENTION!

If you don't find linen when you go aboard your ship, notify the Hall at once. A telegram from Le Havre or Singapore won't do you any good. It's your bed and you have to lie in it.

The Charleston Branch of the SIU has moved its offices from Society Street to 424 King Street. The Charleston Agent reports that the new Hall is a trifle small but suits the purpose of Seafarers shipping out of that port.

Ships Coming Out Of Boneyard Leave New York Short Of Ratings

By JOE ALGINA

NEW YORK—Right after the war ended the shipowners put away a number of ships in the boneyard. Now the tide has turned and the ships are coming out again.

That means that we are busy supplying crews for these vessels. Shipping has therefore been very good, and when the ships

commence sailing, business will also be in excellent shape.

There is still a crying need for rated men, and it looks like that situation will continue. If there are any men in other ports who want to ship out of New York, get in touch with me and I will tell you how things shape up at that time.

The SS Yarmouth, Eastern Steamship Company, started on its first trip from New York to Nassau. The Yarmouth is a clean ship, and the men should have a good run. There are still a few minor matters to be squared away, but they will be taken care of when the vessel returns.

Due to the increase in shipping, this Hall will have a Night Dispatcher on duty from 5 p. m. to 9 p. m. on weekdays, until 5 p. m.



Saturdays, and from 10 in the morning to 3 in the afternoon on Sundays and holidays.

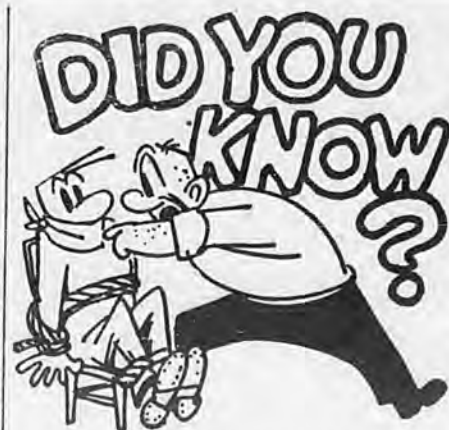
HOOVER'S BRAINSTORM

I see by the papers that Herbert Hoover has a brilliant idea about giving away 75 U. S. ships to the Germans so that they can carry their own UNRRA supplies. That's an idea no better than any he had when he was in the White House.

It would soon lead to competition, and lowering the standards of American seamen. These ships would not take food, etc., to Germany and then return to the U. S. without cargo. So they would bring back cargo, and then the rat race would be on.

When Hoover was President he said that he was going to put two cars in every garage and a chicken in every pot. Well, he failed. Now that we seamen have a little chicken in the pot, and we got it by fighting hard, he wants to give it to Germany.

It's a poor idea, and I hope he doesn't get away with it.



By JOHNNY JOHNSTON

The Declaration of Policy of the Merchant Marine Act of 1936 leaves no doubt as to the intentions of the United States regarding the transportation of its domestic and foreign commerce.

Let us examine the law, and hope that the people of the United States, whose hard earned money built our present fleet will not allow it to fall apart now that the war is over. Here is the way the law reads:

It is necessary for the National Defense and development of its foreign and domestic commerce that the United States have a merchant marine, (a) Sufficient to carry its domestic water borne commerce and a substantial portion of the water borne export and import foreign commerce of the United States and to provide shipping service on all routes essential for maintaining the flow of such domestic and foreign water borne commerce at all times, and (b) Capable of serving as a naval and military auxiliary in time of war or national emergency, and (c) Owned and operated under the United States Flag by citizens of the United States in so far as may be practicable, and (d) Composed of the best equipped, safest, and most suitable types of vessels, constructed in the United States and manned with an efficient citizen personnel.

It is hereby declared to be the policy of the United States to foster the development and encourage the maintenance of such a merchant marine.

There's a 75 year old grandmother who plans to resume her merchant marine career soon, and since she is the only woman holding an unlimited license as a merchant marine Skipper, it is quite likely that some of the SIU members may be on a ship with her at some time.

The lady in question is Mrs. Mary Converse, who went to sea after the death of her husband, and she obtained her license in 1940 after plying 33,700 miles of sea lanes.

Thirty Ships Will Be Crewed In Mobile; New Hall Is Ready

By CAL TANNER

MOBILE—The Mobile membership is moving into the new Hall at 1 St. Lawrence Street this week, getting out of the creaking, dusty firetrap that has been the Union Hall too long.

The new Hall is large enough to hold meetings in, well-ventilated and strongly constructed. All of the offices, the recreation room and Dispatcher's section are on the same floor, making it easy for the membership and officials to keep in constant contact with each other.

Some furnishings and recreational facilities have already been installed, and in a very short period everything from a well stocked library to checkerboards and a pool table will be available.

Now since the sales talk about the fine new Hall is over, here's the reason it's being advertised to the whole membership.

Mobile needs men of all ratings and needs them bad. At the present time, and this has been the case for the past month, Mobile

is having to call for crews from Tampa to Galveston.

Normally shipping is good here but now it is more than good. Waterman and Alcoa are taking thirty ships out of the boneyard, fifteen each.

Furnishing thirty full crews with no one but "live ones" on the beach is a tough job in any language. Several ships have been crewed entirely with permit cards.

STRAIGHTENING 'EM OUT

All isn't a bed of roses, however. These ships have been laid up for a long time and need a hell of a lot of work to make them ship-shape, and in proper condition for Seafarers crews.

All of these ships are going on the European run carrying coal and grain cargoes. This is a cold weather run and damned uncomfortable if the heat, hotwater, and foc'sles aren't in the right kind of shape.

In addition the Union has to be careful to see that the right equipment, blankets, etc., and slopcheats with plenty of foul weather gear are aboard.

The companies want to pull the ships out of the boneyard one day

Shipworkers Go Back On Line As Strike Goes On

Since last Thursday afternoon, February 27, pickets have once again been marching back and forth in front of the shipyards of Ira S. Bushey and Sons.

The pickets had been removed when it looked as if Bushey would negotiate in good faith, but on that day the company made impossible demands and so Local 13 of the CIO Shipyard Workers hit the line again.

All the company wanted, before they would agree to sit down across the bargaining table, was that the union should forget all about past disagreements and to waive the reinstatement of two men who were ordered taken back by the National Labor Relations Board.

The disagreements involved 50 arbitrations won by the union in the New Jersey Court of Appeals on January 7, 1947. As far as the two men are concerned, the NLRB also ruled that they are to be paid 15 months back wages.



and sign them on the next but the Union has answered "no dice."

Before any ship is signed on, the ship delegates and the shore-side officials make a full inspection, and if everything isn't up to Seafarers' standards then the ship sits at the dock until the faults are corrected.

South Atlantic has been trying to do some chiseling on repairs but they have been convinced that the only way they can sail the boneyard rustpots is to make them safe and seaworthy.

MEMBERSHIP COOPERATION

The outstanding thing that has happened in all the work involved in the shipping boom, moving into the new Hall, the tow boat beefs, etc., is the active support and physical aid of the rank and file.

Anytime few or many men are needed to do anything, from moving furniture to helping contact ships, a call is all that is necessary to get more than enough volunteers.

This membership cooperation with the officials also helps on the ships paying off here.

Beefs are easier to handle because of good, able crews and good ships delegates who bring in clean ships with everything, from protested overtime to repair lists, written down in good order.

With the big volume of shipping going out of Mobile, it is fast becoming one of the biggest and the membership here are going to make it the best port in the Seafarers.

AFL Council Off To A Good Start In Duluth

By EINAR NORDAAS

DULUTH—The maritime council at the head of the Lakes got off to a good start at a meeting February 11. Delegates from Ashland, Superior, and Duluth were present.

E. L. Slaughter, ILA Vice-President, opened the meeting by reading the preamble to the AFL Maritime Trades Department constitution, and explained the purpose of the Department.

Temporary officers were elected, and the next meeting has been scheduled to be held in Superior, about March 15.

St. Paul was the scene of a meeting on February 20, called to rally labor to combat the reactionary forces in the State Legislature. The Legislature is now trying to do away with the closed shop, and to pass other anti-labor laws.

About 600 delegates, representing about 150,000 AFL members in the State, were present. By unanimous vote they passed a resolution appealing to all of our local unions to voluntarily create a special legislative fund, to be devoted exclusively to legislative matters, both State and National.

LAKES TO BOOM

We expect a busy season on the Lakes this year, with shipments of coal and grain starting early, weather permitting. Coal stockpiles in this vicinity are rapidly disappearing, and with six more weeks of winter remaining the situation might become pretty tough.

About two million tons of ore more than was shipped during the 1946 season will also probably be transported on the Lakes this year.

The shipyards have begun work on a couple of ships in the Superior Yards. We understand that on some of the ships, room is being made for a Bosun. It is high-time, as these ships have been shorthanded since the first steamships were built on the Lakes.

Brothers, when you get to the Lakes in the spring, remember to stop down at the Hall, and remember also that our big job in 1947 is to organize the Great Lakes into the SIU.



NMU INVENTS NEW DODGE TO MAKE MONEY

By BLACKIE CARDULLO

MARCUS HOOK—Comes now a new high in low-down stunts, but so funny it had everybody in this port straining at the seams.

Up to the Hall last week was a Sun Oil guy, who said he'd like to ship with the SIU.

"How long have you been with Sun?" we asked him.

"Oh, several months," was the guy's reply.

"Okay," we said. "Have you got a union book?"

"Sure thing." And with this, Sonny from Sun produced a book entitling him to membership in the NMU.

"How come you're not continuing to sail with the NMU?"

We were wondering why the sudden change in attitude.

He answered that he had been

fired by Sun, but we couldn't get the connection, so we took a close look at his NMU book. In it was a neat little statement that said: This book entitles so and so to sail with Sun Oil ships only.

The Sun guy told us that he went up to the NMU Hall after he was fired, but was told nothing could be done. Once he was bounced by Sun, his union membership bounced with it.

Things are tough all over, but for NMU stiffs they're always tougher.

Speaking of the NMU, we wonder if Scotty Ross, the NMU mop, is still cleaning the bilges.

Last Saturday morning, for the first time in my life I went through the gate of the Sun Oil company without cops on either side of me, and 15 different passes

to make it legal. But it took a fire to do it.

I went through the gate on a Marcus Hook fire engine, as our volunteer fire department answered a call early in the morning. Some of the guys were a bit surprised at my presence.

"What the hell are you doing at Sun?" one guy wanted to know.

That was right up my alley, and I answered that I was trying to save it so the SIU could organize the outfit.

Things at the moment are moving along smoothly but quietly out here. Nothing else comes to mind except that we'd like to know where Brother Rabbitt spends his time these days. What's her name, Rabbitt? More next week.

MEET THE SEAFARERS

Volunteer Organizers



"One of the first things you notice about unorganized ships," says George W. Champlin, "is that everything is so petty. The officers are petty chiselers, the company fights about petty things and tries to chisel on food, and the whole idea seems to be to show the seaman who is boss."

Brother Champlin has plenty of evidence to back up his statement. He recently completed a five-month trip on the SS Red Rover, Isthmian Steamship Company.

From what he says, it appears that the company and its representatives, the officers, did not have the courage to really make it tough for the men, but they did try their damndest to make all the unlicensed men uncomfortable.

Here is an example of how they worked:

"One crewmember went to the Chief Mate and asked for a cot," Champlin recalled, "and he was told that when a man takes a job ashore his employer doesn't give him a cot, why should he expect a cot at sea?"

Of course he later obtained a cot, but this just shows how the officers went out of their way to give the crew a hard time.

Nor was this orneriness used solely against the crew. In Calcutta the ship loaded 300 Rhesus monkeys and five cow elephants. The pachyderms became great pets, and every man in the crew became outraged at the poor care which the animals received from the Chief Mate.

In all the cold December weather of the North Atlantic, very little protection was given them, and on December 22, right out of Boston, two of them died.

Bill Brown's experiences aboard the SS Cape Domingo, Isthmian, proved one thing very definitely. As far as he is concerned now, the worst enemies of unionism are not the company executives or the company stiffs, but the organizers for the NMU.

"These guys came aboard," said Bill, "and tried to turn the ship's library into Joe Stalin's private propaganda library. By their record, and from what they told crewmembers, they are the biggest finks that ever lived."

But the NMU organizers could not do much with the men of the Cape Domingo, and outside of a couple of comrades, the rest of the crew stuck together and made the best of a bad trip.

As is the case in every trip on an unorganized ship, this trip was also plenty rough. The food was poor and scarce, overtime was practically unheard of, and the officers went out of their way to lord it over the unlicensed personnel.

But all bad things have to come to an end, and so will Simon Legree Mates and Skippers, no overtime, and hungry meals.

In the case of the Isthmian Steamship Company, those things are coming to an end very fast, and it is only a matter of time before Isthmian men will be receiving the benefits of an SIU contract.

Not everything was bad on the trip of the Cape Domingo. In Honolulu the men had a chance



GEORGE W. CHAMPLIN

More would probably have followed if the Society For Prevention of Cruelty to Animals had not taken the elephants off in Boston.

"Needs of the men, or protests by the delegates, are not recognized on unorganized vessels," said Champlin. "When an anti-union guy tells you that the boss will take care of his workers without a union, tell him that the only way a boss will give away anything is when he is forced to do so by the union."

Brother Champlin and the other volunteers on the Red Rover did an outstanding job. The NMU was snowed under by more than two to one.

And now all Isthmian seamen are waiting, and not too patiently, for the time when the company will be forced to sit down and negotiate with the Union of their choice, the SIU.



BILL BROWN

to go ashore, and although they were disappointed with the USS in that place, there were other amusements to make up for it.

According to Brother Brown, the Hawaiian Islands are everything they are cracked up to be.

Besides having some fun in the spots where the vessel touched, Bill says the fact that they had a good crew made the trip bearable.

But with SIU representation, Bill Brown is sure that all the bad features of sailing Isthmian will be erased. He sailed on an unorganized ship to bring the SIU message to those men, and he is ready to continue for the same reason.

Rated Jobs Go Begging In Boston; Experienced Stewards Dept. Men Needed For Passenger Ships

By JOHN MOGAN

BOSTON—Again this week it can be stated that the Port of Boston is showing some life, especially for the SIU. Shipping has been excellent, with jobs for rated men going begging; and business has been pretty fair.

After many months of waiting the Yarmouth finally sailed from Boston. And sailed very short of experienced Stewards Department men. It was hoped that this would be rectified upon her arrival at New York, and late reports have it that she was crewed up okay.

The next headache will be the Evangeline, which should be ready in about sixty days. These ships carry a huge Stewards Department, and since most of the department must be men of considerable passenger ship experience, we had better start lining up a crew at this early date.

The SS Wolf Creek paid off here on Sunday, Feb. 23. Everybody on the ship from the Skipper down had some mysterious skin ailment, and all were scratching like mad. Skin specialists called in for the examinations differed radically in their opinions as to what it was and how serious it might be.

MOTH INVASION

The Patrolman sat around listening to a lot of conversation about quarantining the ship; indeed it looked mighty serious for

a while. Then somebody discovered that the "browntail moth" had invaded the ship in Venezuela, and had gotten into the linen. And so, of course, when the linen was next changed, everybody aboard became infected.

It was judged as not too serious; the ship was held up several days while the crew was treated at the hospital and the linen renewed, after which she got away—with most of the crew still scratching out of habit.

Also on the same Sunday the Casa Grande paid off in Portland, Maine. (Saturday afternoon and Sunday payoffs are getting to be routine.)

This ship paid off in good shape; but at sign-on the old beef about the coastwise articles came up again.

It should be clear to all hands that when they take a tanker job with straight coastwise articles they are not going to sail protected by the SIU transportation riders; then, with this fact in mind, they don't have to throw in for a job on a tanker.

Once on board, however, it is a costly nuisance to have a crew sending for a Patrolman, who is powerless to do anything about the transportation beef.

Two Watermans, Antinous and the M. Lamar, paid off this week also. The Antinous payoff was perfect; but a little overtime trouble and the firing of an AB developed on the Lamar, which at this writing is in the process of being settled.

GOOD PAYOFFS

Also paying off during the week were the Fort Christiana, Pacific tanker; the Benjamin Coston, Union Sulphur; and the Cannon Beach, Pacific tanker.

Together with calls from the ships in transit, these payoffs made it a pretty busy week, with all kinds of jobs to be had.

In addition, we had a little extra-curricular business in the



form of a committee hearing at the State House with regard to petitioning Congress to take action on the House bill now pending in Congress, which bill would extend to merchant seamen a modified GI Bill of Rights.

Well, the commies were there in force, and loused up the hearing with irrelative attacks on the "dirty capitalists" who own the ships.

The legislative agent for the communist party, and the spokesmen for the American Youth for Democracy (formerly the Young Communist League) outfit were both threatened with ejection from the hearing.

Then, in opposition, came the spokesman for the American Legion, who testified that, since he had sat out the war on a draft board, he knew his facts, and the

facts were that merchant seamen were "draft dodgers" and seekers after the "soft dollar."

Needless to say, this testimony met with a storm of protest, which still continues in the local newspapers.

VFW LUKEWARM

The VFW spokesman, though opposed to the bill as written, testified that his organization would undoubtedly go along with any bill to provide rehabilitation training and hospitalization for Merchant Marine veterans.

In other words, the VFW is inclined to look favorably on some phases of the bill, and is temperate in its opposition to the present bill.

The American Legion, however, is decidedly unsympathetic.

The following Brothers donated one dollar apiece to the Seafarers in the Brighton Marine Hospital: A. Smith, F. Gabor and J. Samuel.

So much for this week. We'll be back in the news next week, with, I hope, more good news of excellent shipping.

Willard Crew Makes Donations To Hospitalized

When the SS Daniel Willard paid off recently in Baltimore, crewmembers donated approximately \$50.00 to Seafarers now recuperating at the Silver City Sanatorium in New Mexico.

The crew also donated an equal amount to the Haas-Hatgimisios Fund. The crewmembers, and the amount they contributed are as follows:

Obert Morgan, \$5.00; Daniel B. White, \$20.00; Dewey Fillikin, \$5.00; Donald Pitman, \$5.00; Lonnie Fulbright, \$5.00; Lawrence Ganby, \$5.00; W. D. Hayner, \$4.00; Anthony C. Parker, \$8.00; M. O. Brightwell, \$5.00; E. J. Ware, \$3.00; L. W. Gray, \$5.00; E. Z. Markham, \$5.00; Leon E. Toupin, \$5.00; C. M. Sileox, \$5.00; D. D. Lupton, \$10.00; Thomas W. Burke, \$5.00; John G. Drauch, \$5.00; L. Higgenbottom, Jr., \$4.00; R. B. Waters, \$2.00; H. J. Boucher, \$10.00.

Seafarers Ready For Lakes Drive

(Continued from Page 3)

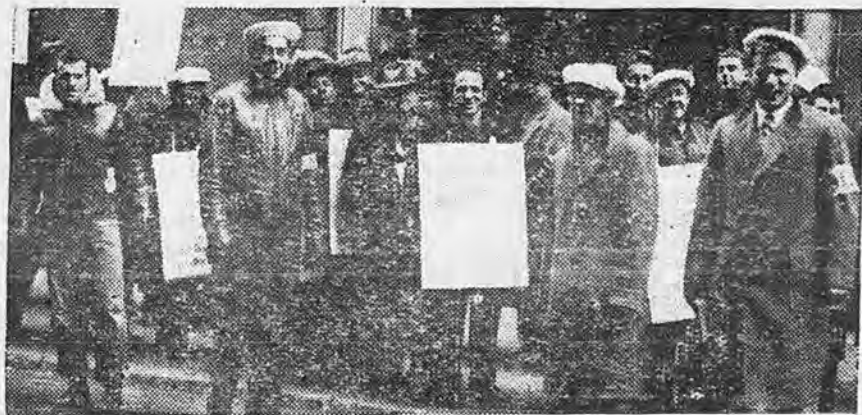
vessels are being hastily constructed."

This is a clear indication that the steel trust and other Lakes operators are going to make millions of dollars, and that they can well afford to pay the Lakes seamen the increases in wages long overdue.

It is going to be a boom year for the bosses, and the Seafarers International Union is fully determined to make it a boom year for the seaman or muffle the operators' boom to an inaudible pop.

A good job this season means that the LCA is smashed, the grasp of the steel trust broken and the Lakes seamen organized in the best damn Union in the world, the Seafarers.

UFE Beats Cotton Exchange With SIU Aid



Beef-winning Seafarers pause for a moment on picketline to cooperate with the Log photographer. Except for this instance, lines never stopped moving until beef was won.

(Continued from Page 1)
 finitely that the support of the SIU-SUP and other AFL unions would not be withdrawn until the beef was settled. So he advised his client to accept the compromise which had been worked out by the UFE and Arthur S. Meyer, head of the New York State Conciliation Service.

Briefly, here is what the United Financial Employees won:

1. Modified union shop without the escape clause.
2. Check-off of dues.
3. Bonus based on daily volume of business.
4. Five day week with daily overtime.
5. Free group insurance—paid for by the employer.
6. Last but not least, salary increases ranging from \$6.00 to \$25.00 per week. In addition, supervisors are now covered by the contract.

The termination date of the new contract is January 31, 1948. This is also a step forward since existing contracts with the New York Stock and Curb Exchanges expire on that date. As John Cole, Vice-President of Local 205, UFE, said, "That gives us a chance to hit them all together next time if they stall."

In a statement following ratification of the new agreement, M. David Keefe, President of Local 205, said, "We want to thank all SIU-SUP members who helped us in our beef from the bottom of our hearts. If it hadn't been for your assistance, we wouldn't have won our strike. Thanks a million, Brothers! It's a debt that can't be repaid, but count us in any time you fellows need aid."

And that about summed up the feelings of the Cotton Exchange employees who saw how SIU-SUP pressure, plus the aid of other unions, brought quick victory.



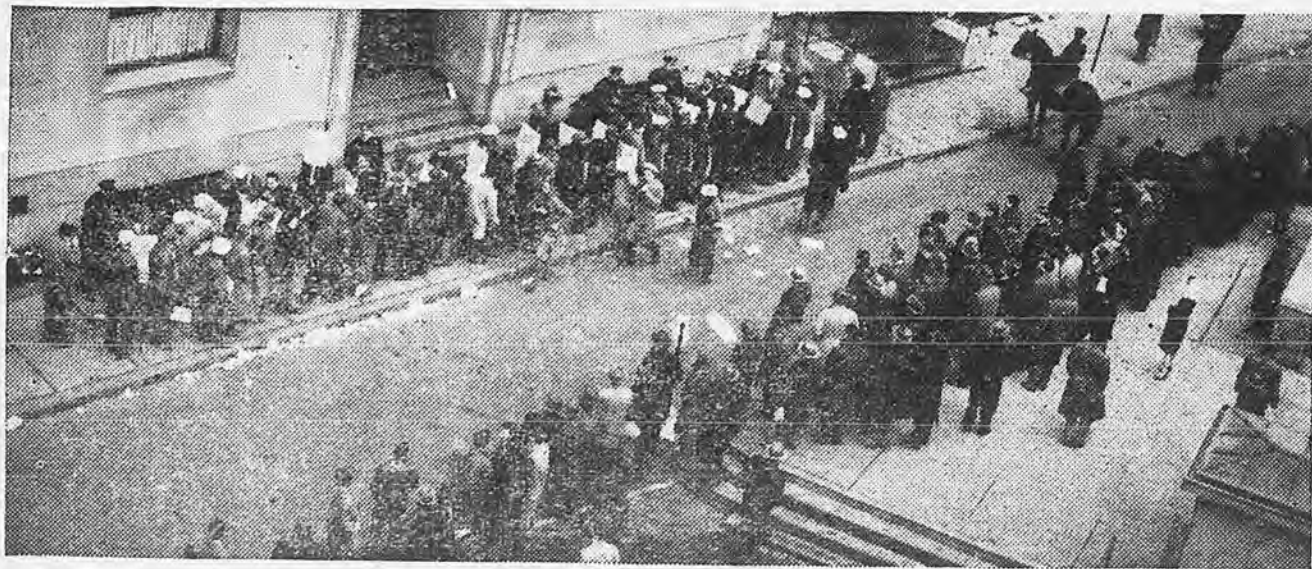
A couple of Seafarers remove one of the loudspeakers from behind a mail box. Police ordered the removal, but the never-say-die SIU men found another spot for it. Besides loudspeakers, Seafarers were represented by picket signs, marchers, and SIU M.A.'s directed the entire demonstration. It was a good show—in the true SIU style.



Passengers stepping down from the "El" station across the street from the paralyzed Cotton Exchange were greeted with literature giving the lowdown on the big beef. Most of those who read the leaflets, or saw the picketlines, were sympathetic to the strikers.



Not a Seafarer in sight, as this photo of the Dispatcher's room clearly shows. All hands were out on the United Financial Employees' picketlines—or on the third deck consuming coffee and. As the sign shows, shipping was suspended so that all could take part in the beef.



Crowds line opposite side of Hanover Square after refusing to cross picketlines. After headache Seafarers gave cotton heads, it was suggested street's name be changed to Hangover Square.



A white-capped Seafarer stands fast in front of Hanover Square while a blue-coat looks around for reassurance. No trouble marked the swiftly-won beef, however. It was an orderly demonstration of power, but the Cotton Exchange heads got the idea and sat down to talk turkey with the UFE.

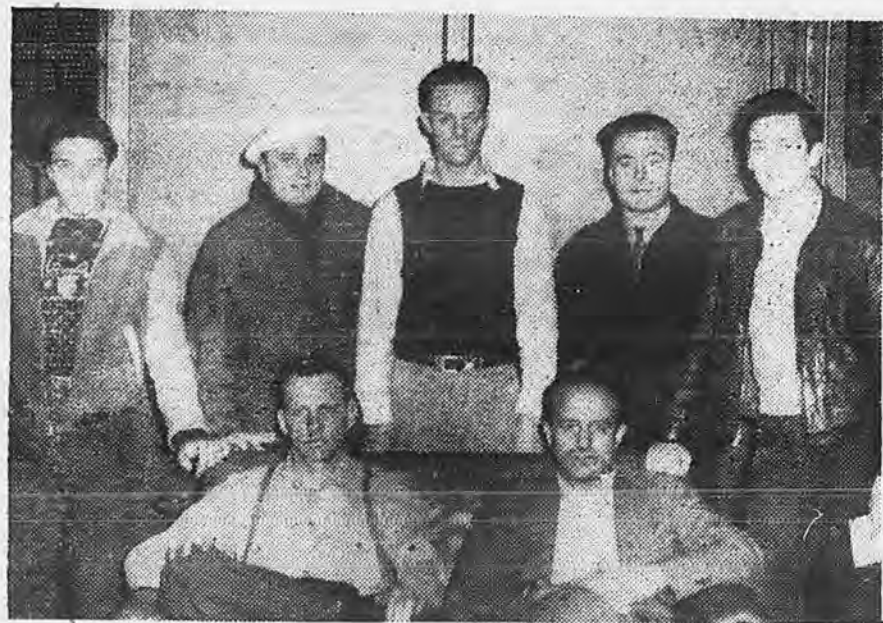


The Beaver Street side of the Exchange was locked up tight, too. Picketing Seafarers kept up lively chatter, as they shut off operations on the New York market for the first time in 75 years.



Not to be outdone by the line around the corner, Beaver Street pickets show how effectively they won crowd's support. Wall Street will never forget this spectacular show of UFE-SIU solidarity. Opposite the picketline stand the many hundreds of people who would not go through the line for anything.

Picketlines Teach Wall Street To Bargain



Philly sent seven of its militants to help out the Financial Employees. With new Agent Eddie Higdon, they did their part on the picketline. Left to right, Eugene Englebert, Wiper; William Perridge, OS; Charles Donley, AB; Arthur Harris, AB; George Ledson, Wiper; seated, Agent Higdon; and Ralph DiPaola, MM.



Paul Hall, Director of Organization, tells a mass meeting that the SIU will back the UFE, and that "six thousand pickets will hit the line if necessary." But it wasn't necessary. The Cotton Exchange bosses took the hint.



Baltimore had some men who wanted to help out also. So they grabbed a rattler and headed for Wall Street. Left to right, Hoss McKinnie, Chief Steward; Thomas Frazier, FWT; John Trust, OS; Eddie Collins, OS; Johnny Arabasz, Organizer; and Ray Queen, Wiper. Mike Hook was along, too, but not around for the picture. Collins, Arabasz, and Queen are seated.



Shut up tight as a drum is the New York Cotton Exchange. The big shots thought they could use scab workers, and in fact made plans to do so if the strike stretched into more than one day, but when they saw more than a thousand Seafarers on the picketline, and heard the promise of many more, they changed their minds in a hurry. After that they were glad to sign a contract with the UFE so that they could go back into the Cotton Exchange business.



Also present at the mass demonstration was Paul Hutchings, President of the OEIU, AFL, with which the UFE is affiliated. He thanked the SIU-SUP, and the other unions assisting the UFE in its beef.



M. David Keefe, Dave to those who know him and work with him, came up from the lower ranks in Wall Street himself. Before the war he was a clerk, but when he came back he decided it was high time for financial workers to get a better break. He went out to organize, and in a few months he did a fine job. Here he is, left, addressing the monster rally during the strike against the Cotton Exchange. Blackie Cardullo, Marcus Hook Agent, introduced him.



These girls work in the Cotton Exchange. For years office workers have been underpaid and overworked, and their attempts to better themselves have constantly met with defeat. But this time the story was different. With the help of the SIU-SUP, and other AFL unions, the UFE won a smashing victory over the big shots. Of course, that doesn't mean that they will earn a fortune, but it will make living a mite easier.



The help of the Seafarers was not confined to the picketline. Our Hall was thrown open to the UFE to use as their strike headquarters, and part of our trusty strike kitchen was set up to serve hot coffee and doughnuts to the strikers. Their meetings were held in our Hall, and they ratified their new agreement with the Cotton Exchange right at 51 Beaver Street. These girls above are right off the picketlines, taking nourishment in the Hall.



SHIPS' MINUTES AND NEWS

LOCOMOTIVE - CARRIER GADSDEN A UNIQUE VESSEL

Food Done To Turn On Wm. Brewster

The food served aboard the William Brewster, Alcoa Steamship Company, underwent a little broiling by the ship's crew and officers at a special meeting held Jan. 22 at sea.

It seems that the ship's personnel had been growling under their breath about the preparation of the chow, so an informal meeting was held to see about ironing out the differences.

The Officers, since they too eat the food, were invited to sit in and voice their opinions. The Chief Engineer and the Chief Mate felt that the meat was not done right and the vegetables were only half cooked.

The Captain also expressed his feelings saying that he was an easy man to please, but something was definitely wrong with the cooking.

STEWARD EXPLAINS

After kicking the ball around awhile, the Steward got up and defended himself by saying that roasted meats aboard ship had to be pan broiled before roasting,



as the meat is tough. He then invited the ship's personnel to inspect a pan of potatoes that had just been prepared. The crewmembers looked over the spuds and agreed that they were of excellent preparation.

After the inspection of the Steward's culinary efforts, the crew suggested that the cooks be a little more careful and voted that the beef against the cooking of the meat be thrown out.

Meeting was then adjourned with all hands in full agreement.

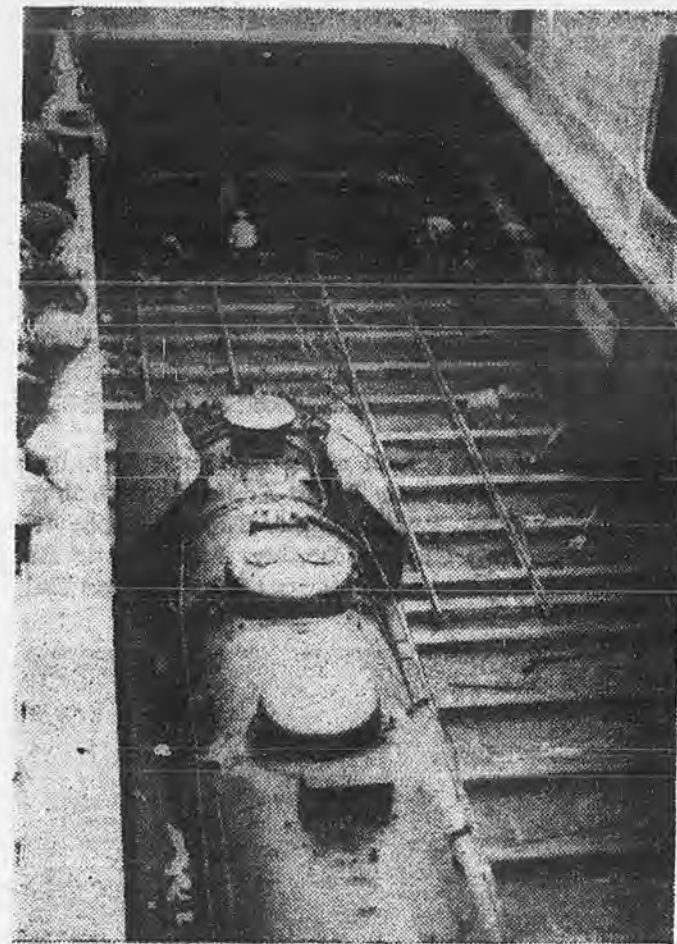
The report of the meeting mentioned that the results attained were satisfactory to all hands including Kilroy the ship's dog, who had no bones to pick.

Meeting was chaired by Art Wolch and recorded by Brother Hinds.



Pointing up distinctive feature of the SIU-contracted ship are these two photos. The Gadsden, which carries locomotives and tenders to Europe, is reported to be the only one of its type in operation. A self-contained unit, the ship can load and unload its massive cargo completely unaided by shoreside facilities.

Photo at left shows engine about to be lowered into hold by Gadsden's own crane. Right: oil-burning locomotive has set down on tracks in No. 2 hold. She will then be slid under the deck, and crew will lay more track to receive the next load. Photos were taken at Baltimore by Seafarer Bill Robinson prior to a recent run.



Malden Men Take Stand For A Union Slopchest

The crew of the SS Malden Victory unanimously went on record in favor of "full Union control of the slopchest," and called upon the Seafarers membership to cooperate with its officials fully in bringing about the addition of "this clause to the present agreements." The action was taken at the Jan. 31 ship-board meeting.

Realization of this proposal would be another great SIU victory, the Malden crew declared.

The meeting also gave unanimous endorsement to the proposal made by the San Juan branch and concurred in by the New York Hall, that biographical sketches of candidates for union office should be run in the *Seafarers Log*.

ENDORSEMENT

The original motion, as passed reads as follows:

"During the calendar months of November and December, there is to be a photograph and a short biographical summary of the candidates running for office, containing his efforts and progress in and for the Union, printed in the *Seafarers Log*, or any other periodical organ used by the Union to contact the membership."

In an added motion, the Malden crew expressed the "hope that the deliberation and further study on this subject at the Agents' conference would not result in change of the wording of the above motion."

The crew was of the opinion that in its present form the motion best demonstrated the SIU's ever-present desire to insure greater democracy within the Union.

OTHER MOTIONS

Other motions carried at the meeting included the following: That in regard to the change over in the Wiper's coffee-making

schedule, and the lack of cleaning gear, soap and matches, the three Delegates are to see the Chief Engineer and explain the crew's stand on these matters.

That the recreation room be retained for its present purpose and not be converted to a mess-room as proposed.

That the sanitary men in the Deck, Engine and Stewards department be responsible for keeping the recreation room clean daily, and that Delegates post a working list, allowing one week of this work for each department on a rotating schedule.

The meeting was chaired by Albert DeForest, and Jerry Palmer did the recording.



Relaxing on Gadsden's rail are Johnny Clapp (left) and Brother Robinson.

Prima Donna Purser Louses Up Language And SS Johnson Slopchest Goes Haywire

All hands on the SS William Johnson call him "Lulu." It wasn't his real name, but he was the kind of a beaut whose actions made the label an appropriate one.

He came aboard the vessel as Purser on a recent voyage, and everything was okay until he opened his mouth. Then every last man on the Johnson rocked in amazement—the guy was struggling with syllables that sounded like a cross between a Polynesian dialect and Siberian jive.

Aside from the amusement it afforded the Johnson men, this speech volcano didn't disrupt things because nobody paid any attention to his wordy outbursts.

But the monkey wrench in the machinery came one day when the men sat down to chow in the messhall. They noticed a sign on the bulkhead. What it said no one knew, except that it had something to do with the slop-

chest — that was the word that was recognizable. The rest of the message (assuming it was a message) was an alphabetical hodge-podge.

When the atmosphere of question-marks cleared, the crew call-



ed the Old Man down to have a look at the same. Man and dog, he'd seen a lot of queer things in his day—maybe he could decipher the printed gibberish.

The Old Man did a double take. It can't be but it is, he mused.

He meant it wasn't English as spoken, but it was English, nevertheless. It was the kind of stuff that batted around in the Isles when Shakespeares was taking lunch on his mother's lap.

From then on that's how the guys bought stuff from the slopchest. They'd read the signs, translate them, and then buy.

Trying to find out what caused this quirk, the Seafarers asked the Phluttering Purser down to their meeting.

"I spent many years mastering the English language," and I can't use common ordinary words," he said, showing signs of being very much insulted.

It was learned later that the word-packing Purser was taking boxing lessons—beg pardon, we mean he became a student of the manly art of self-defense.

That was his first show of good sense. Any guy who spouts like he does had better be prepared to back up his words.

SIU Ship's Minutes In Brief

HELEN, Feb. 14—Chairman Blackie Martin; Secretary Joe E. Thomas. Crew desired to know why beef stew and bologna was served for supper twice before vessel sailed. Crew voted for improvement in meals. A few crewmembers squawked about shortage of linen that was issued to them so a man is to check on entire linen issue weekly. Several toilets are out of order in all departments. Crew urged to speak their beefs in the meeting and not in the messhall, and to stop using linen to clean their shoes. Delegates to get radio and loudspeaker for messhall. Good and Welfare: All books and tripcards checked. One minute of silence for the brothers lost at sea.



GEORGE WASHINGTON, Jan. 22—Chairman Crosby; Secretary Tazzani. New Business: Motion made to refer to Patrolman for further action any man who refuses to attend meetings. Sentiment of membership is that such men are not wanted on the ship. Motion made to look into food situation, such as a menu change. Improper cooking and to make fresh fruits and vegetables more available to crew. Motion carried to inform Patrolman of leaking bridge deck. Motion-carried to have something done about lack of ventilation and odor in OS foc'sle. Patrolman to ask to have Radio Operators moved aft and let OS take the foc'sle. Good and Welfare. Racks for mops and wringer pail not yet made available to Deck Department. Ventilator in crew's head not repaired. Suggestion made to name committee to talk to Patrolman about pushing all beefs. Action has been too slow. One minute of silence for brothers lost at sea.



WILD RANGER, Jan. 6 — Chairman Charles Bush; Secretary Sam Shatkovnick. New Business: Motion carried to make list of repairs and equipment needed. Motion to keep P.O. messroom open at all times for serving meals to crew. Motion carried to have the Delegates check with Steward when supplies are brought aboard. Motion carried that Delegates be instructed to check books before leaving New York. Good and Welfare: Many Brothers



spoke on the question of keeping the laundry clean. It was suggested that each department arrange the days for using the laundry room. A brother asked that the Engineers be advised or regulating the air conditioning so as to be suitable for comfort in crew quarters. Suggestion made for the crewmembers using cups, etc., to help keep the messroom clean by taking them to the pantry.

Mandarin Men Lash At Bosun

A Bosun who didn't want to get his hands dirty got the crew's wind up aboard the SS Mandarin recently. The crewmembers thought it was okay when the Bosun told them he was physically unable to do heavy work.

They even tolerated him when he stood around and let the men do all the work. They put up with his absence from the Deck for long periods of time, but when he gave them the excuse that he couldn't work as he did not know the gear, that was too much.

They think the Bosun, after two months of coastwise sailing of the Mandarin, should have known something about the gear. Anyone want to teach a class in seamanship to a tired Bosun?

GEORGE SHARSWOOD, Jan. 26—Chairman George Morris; Secretary Peter Davies. New Business: Necessity of fans in the galley was brought to the attention of the members. Brother Smith reports that this item is on the repair list. Crew expressed disapproval of the Captain's system of rationing cigarettes. Slop chest condemned as entirely inadequate. Recreation Hall is filthy. Crew agreed to rotate cleaning. Rationing of food and cigarettes to be reported to Union and printed in Seafarers Log, with cartoon of Captain doing same. It was pointed out that this will bring action from company as they do not like to see their ships blasted. Peter Davies to write letter and submit draft to delegates for further suggestions. Motion carried that laundry be kept clean and no member leave clothing in basins. Motion carried that departments rotate, excluding Engine Department, three days a week in using laundry and time table be posted. Motion carried that Captain is to wire Company to have food waiting on dock irrespective of day of week of arrival. Motion carried that more adequate medical supplies be placed aboard.

MUNCIE VICTORY, Jan. 26 —Chairman Peter Jordan; Secretary Fred Tatro. Good and Welfare: Discussion on plugged head overboard drain lines on lower deck, starboard side. Captain assured crew that the condition of the heads would be taken care of when the vessel arrived in port. Request that Steward put in requisition for

four new percolators. Carpenter complains that there have not been enough cups left out at coffee time. Motion carried to recommend to Sec.-Treas. John Hawk that where new contract is negotiated between company and union that there be included a clause calling for washing machines to be installed in laundry rooms of all Union vessels.

STEEL ARTISAN, Nov. 26—Chairman Tannehill; Secretary not given. New Business: Possibility of opening P. O. messhall discussed because the present messroom is not sufficient in seating capacity for the entire crew. The Steward however states that a new messroom for the crew would be a hardship and more work for the messman. Because of the lack of storage space, the P.O. messhall is being used as a storeroom. Good and Welfare: The cook stated that the galley scupper was still plugged up although the First Engineer was notified of it last trip.

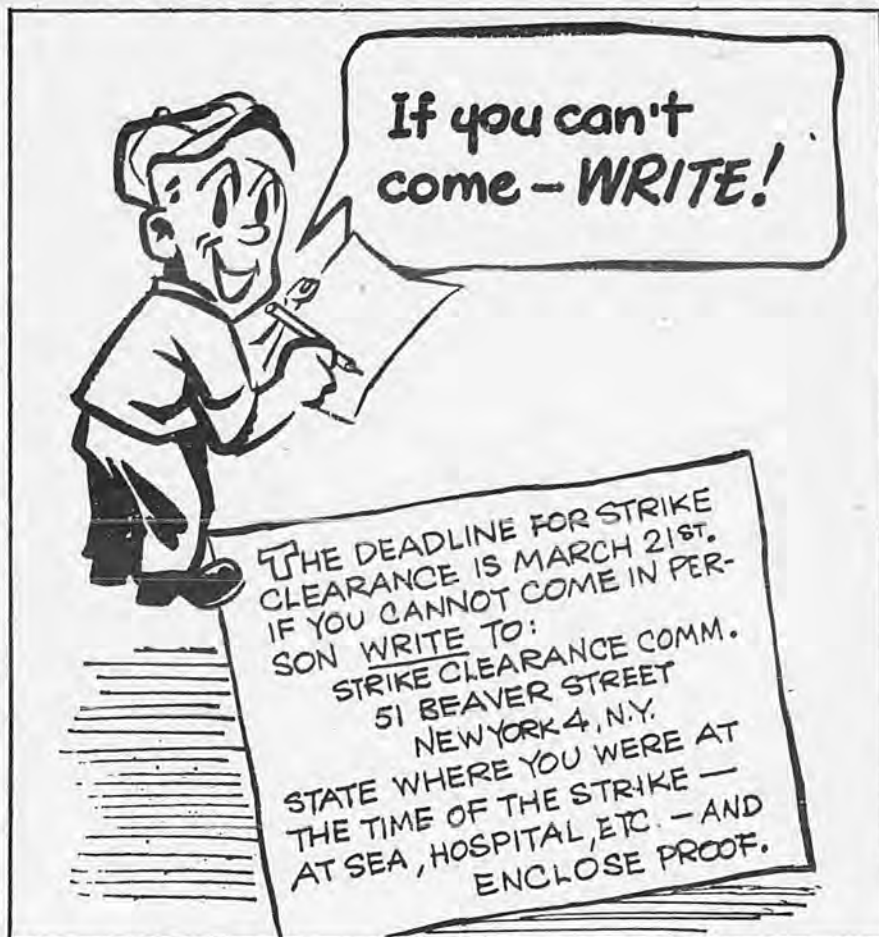


FOLLANSBEE, Nov. 10—Chairman R. J. Zalinski; Secretary D. W. Randall. New Business: Oiler presented a beef against the Wiper on sanitary work. It was agreed that he do a better job with his work or his tripcard would be taken from him. Oiler opened discussion about money due to each member for linen and penalty cargo—this situation to be presented to the Captain by the delegates. Good and Welfare: Motion carried to have a buzzer for the man on standby instead of the whistle as the man on standby cannot hear it. Second Cook discussed the problem of the Deck Crew using the Stewards Department head and leaving it filthy. Motion carried to obtain another Wiper as ship only carries one.



CAPE HORN, Nov. 4—(Chairman and Secretary not given) New Business. Motion carried to report the faulty drain system in the Deck Department shower to the Chief Engineer. Motion carried to have sufficient lighting installed in the Stewards and Engine Department showers. Motion carried to have the department Delegates and the Steward, if necessary, cooperate with the Patrolman in Houston in securing sufficient Steward Department supplies. Discussion opened about providing the Engine Department with watch foc'sles and to have this matter placed before the Chief Engineer. Motion carried to have no one pay off without a Patrolman being present, and if anyone is found breaking this agreement he would be subject to charges. Good and Welfare: Chairman requested that all crew members keep all crew beefs within the crew and away from the bridge.

SEAFARER SAM SAYS:



CUT and RUN

By HANK

Baltimore is booming with real good shipping, we hear. And Mobile is full of Alcoa ships, according to Tony Pisano, citizen of Staten Island, who said he didn't wait to indulge in any good times in the Joe Palooka Bar or the Royal Cafe . . . Paul "Haywire" Warren, oldtimer and ex-pie card, just sailed into New York after a short trip to Puerto Rico. Paul, who hasn't visited New York in many years, laughingly remembered an incident in those "salad days" when, just after their payoff from a trip, he and Bull and dispatcher Paul, temporarily lost each other, their hotel and their money there. Paul is going South, where we presume his wife Clara and his 11-year-old son, Jimmy, are living. Jimmy, by the way, is Bull's best reader of those articles in the Log . . . Our apologies to Bob Pohle. We wrote that he was The Great Lover of Marcus Hook but the printer either forgot his spelling or his glasses and the word great was drastically changed . . . Oldtimer Edward Eaton, just blew into town and registered for shipping.

"Old Chile," otherwise known as Dusan Dei Duisan, just sailed into New York from his home country after spending some pesos and time there. "Old Chile" still carries that familiar mustache with him, too . . . Brother John McCauley just gave us the sensational news (which had been told us many months ago by Steward Vic Milazzo of Rhode Island) about what the state of Rhode Island is giving it's Merchant Seamen. Rhode Island merchant seamen are getting \$200 bonus for wartime service. The two men who did all this fine work in passing the law are Senator Greene of R. I. and Joe Pinta. Brother McCauley says that his friend, Senator Greene, remembers him when they were on the hospital ships, Arcadia . . . Bosun "Blackie" Peter Rodriguez, just came in from a trip which wasn't so harmonious . . . That electrician, Frank Bose, is ready for shipping, according to his own words uttered from under his mustache.

Joseph Sortino, who lives up there in Connecticut, is ready for shipping, we notice . . . Johnny Meghrian, who sails engineer, says he just finished a four month trip to South America and may soon launch himself into the eternal splice . . . Oldtimer Anthony Demedo, who sails as utility messman, is in town right now for shipping . . . Harvey Hill, with a slightly visible blonde mustache suddenly blooming under his nose, just sailed aboard the Laredo Victory which has a real fine crew who have been aboard several trips . . . Robert Barrett says that he's going to try to save some spinach and get himself a greenhouse on Long Island, because he was in that business before . . . "Rocky" Benson should still be down there in Miami, Florida, where we have a new union hall. How's the sunshine and oranges, Rocky? . . . "Rum and Coke" Willie West just sailed into town after his usual voyage to South Africa and other parts. Next trip will be better, Brother West!

NEWS DEPARTMENT: Of 500 ships now registered in Panama, 142 were transferred from the American flag. Ships under the Panama flag operate with almost no restrictions or requirements of manning, security, wages, union agreements, food scales and quarters, licensed officer personnel or navigation rules and laws. Panama has no adequate inspection service, hence such matters as seaworthiness, qualifications of officers and crews and manning scale are largely up to the operators and masters. It is difficult to determine the number of American-owned ships now operating under the Panama flag inasmuch as many belong to companies incorporated in Panama and showing Panamanian ownership although the capital may be American.

THE MEMBERSHIP SPEAKS

CAPE BORDA BELLYROBBERS



From left to right, unidentified except for their ratings are the vessel's Steward, Chief Cook and the Night Cook and Baker. The water is the Caribbean.

Rumor-Mongers, Disrupters Have No Spot In Seafarers

To the Editor:

I am a former member of the National Maritime Union, and outside of the communists, the most disgusting thing in that outfit was the constant back-biting and slandering that went on.

It was so bad that one patrolman wouldn't listen to your beef if you were a friend of another patrolman who was his enemy.

There is some of that stuff going on in the SIU, but not too much. Most of it takes place in gin mills and comes from guys who stay on the beach looking for live ones. It comes from regular gashounds and screwballs.

ROTTEN EXPERIENCE

I had personal contact with this sort of thing in Philadelphia right

in the union hall about six months ago. There were a small gang of chiselers, who ran things to suit themselves, and unfortunately, their leaders were union officials. If anyone argued with, or opposed these guys, he ended up with lumps and bruises.

I was at the last meeting here in New York and when I heard Philadelphia's new business read, I decided to look the minutes over. So I came up to the Hall and read them.

What I saw in these minutes certainly did open my eyes. What I had experienced out there was only a sample. But it is a good, healthy sign when the membership puts a stop to the crap like the stuff that was going on in Philly.

MUST STOP IT

Brothers, if we want to continue having a good Union, we've got to put a stop those conditions whenever we learn about them. They have no place in a democratic union. Characters who pass along empty rumors with the sole purpose of disrupting the efficiency of the SIU don't deserve the benefits of Seafarers' membership. Personally, I think these vicious rumor-mongers and disrupters ought to have a head put on them and run off the waterfront.

What we have got to do though is put down these foul-mouthed rumors right at the source. We want no poison spreaders in the SIU.

We've got a good Union. Let's keep it that way.

Bill Brown

Paul Parsons

Bosun Himler To Leave Sea; Will Grunt 'n' Groan A Bit

To the Editor:

Writing you a few lines while still at sea to let you and the rest of the Brothers know the low down on Rotterdam, together with a few details of our trip.

We have with us an Ordinary Seaman, Landry, who went ashore with the rest of the boys for a little fun and while in the Ballahala Dance Hall, was severely cut and beat up by some of the NMU boys and was taken to the hospital. One knife cut went all the way into his liver. We were fortunate enough to have a good Skipper who allowed him to be brought aboard from the hospital so he could return to the States. The Skipper's name is Robert Durkin and he has proven himself to be a capable Skipper and a good Union man. So Brothers, watch your step while in Rotterdam.

We have had a very good trip outside of this cutting incident. We have a very competent Stewards department. The Chief Steward, Ray Casinova, wouldn't weigh 125 pounds soaking wet, yet you could hear him broadcasting all over the ship. Little but loud, he was 100 percent for the crew and did everything for us. The Chief Cook, L. D. Neill, Pac. Dist. 60, who is another old

timer helping to make it a good trip with his Creole Cooking. Second Cook and Baker, A. Le-moine, was always mixed up in the dough. Our messman was tops, always on the ball, keeping everything shipshape.

The Stewards Delegate was Bryant, and kept everything running smoothly on his part. The Deck Delegate was Gentry and he did a very good job. We were very fortunate in having two old faces with us, one was Roy Bell, Engine Delegate and Dutch Deg-an, Deck Engineer. Dutch was unfortunate enough to fall over a padeye and break his ankle. A speedy recovery to the Dutchman. Myself, Duke Himler, SUP 4416 was ship's delegate, with no beefs.

Must sign off for now. Will not write for some time as I am quitting the sea for a couple of months. I am going on a wrestling tour in Mexico for \$150.00 per match. So will see all you Brothers upon my return.

Duke Himler, Bosun
SS James Smith at Sea

(Editor's note:—We wish the Duke great success in the grunt and groan game, and trust he will keep us informed as to his heaving activities. Meanwhile, keep 'em down, Duke.)



Log-A-Rhythms

Ode To a Seaman

By "LOLITA"

(Editor's note: The following poem was submitted by the wife of a Seafarer. She was very modest about submitting it to the Log, so we'd like her to know we think very highly of her effort, and that we hope she'll keep sending them in.)

In the days before I knew,
A sailor was just one of the crew.
A tough, rough creature
Strong of body, and hard of

feature;
He cared not for home or family,
But only to go on a spree,
With a girl in every port
He never gave marriage a

thought.

One day, life played a joke on me,
Along came a sailor with child-
ish glee,

Large and powerful, but gentle
as a sigh,

Bright sunny hair and a clear
blue eye,

Not a high-pressure salesman
with a ready line,

But quiet and thoughtful most of
the time.

Slowly but surely my thoughts
turned round

'Til I knew how rare was the
love I had found,

The books he did read were the
best on the shelf,

And music, the classics, came
second only to myself.

So, now I feel it is my duty,
To correct folks who are snooty,
And tell them the seaman's creed,
For kindness is his watchword,
In thought and word and deed.

URGES ACTION AGAINST SHIP'S PERFORMERS

To the Editor:

In the last few weeks I have been reading in the Log of different instances of performers on ships, and I agree with others that something will have to be done about it.

I will try to give an example of what I mean. It concerns a case aboard one of our contracted companies. A Fireman got drunk and stayed that way for five days without sobering up until he was broken down to Wiper. Everything was okay until the payoff when this guy told the Patrolman he hadn't been drunk.

The Patrolman took his word for it and stuck out a bum beef.

Another case occurred in Baltimore. All but three of the crew were performers. These characters will only hurt the Union by these actions, and I'm hoping something will be done about it by the next time I get in an American port.

Eugene A. Piniarski

Company Stiffs Still Peddling Bosses' Union-Smashing Bilge

To the Editor:

Many companies have already started their efforts to defeat our negotiations for the annual wage and conditions contract for 1947.

There are many methods that they have been using, but the latest thing that I have noticed is their tactic of spreading dis-sension aboard ship through propaganda. Their present line is the claim that the companies are unable to cope with the high wages of the men in the SIU, and are selling their vessels because they are unable to compete with lower-paying foreign vessels.

They want us to believe that the SIU is the cause of the present wave of ship sales to foreign flags. They do not mention that the only ships that have been sold are government-owned or obsolete company vessels.

They will not admit that the American cargoes they carry are far more expensive than foreign, nor will they admit that the companies spend large sums of money gladly for ship operations. Also they have made little effort to check different company agents and their deals with shipchangers.

The only ship's expense being criticized is the wage being paid to seamen.

CHERNE'S PIECE ON COMMUNISTS RECOMMENDED

To the Editor:

I have just finished reading an excellent article by Leo Cherne in the March 4 issue of Look magazine. The article, entitled: "How to Spot a Communist," discloses the general characteristics and policies of the typical communist.

If you will print this letter, I would like to ask all Seafarers to read this article and when they are finished to leave the magazine around the Hall, or another place where all the rest may see it.

Walter Jones
Black Mountain, N. C.

To spread this line, the companies are sending their stooges aboard Union ships with the express purpose of spreading dis-sension among the men. These finks in working stiff's clothing start their dirty work by telling you they are Union men.

But Brother, peel off the hide and you'll find the well-known company stiff. Usually I've found these men aboard as department heads, some having the blessing of the company, and others trying to curry favor with the ship-owners.

I have listened to coffee time, and at other times when men get together, and I have learned



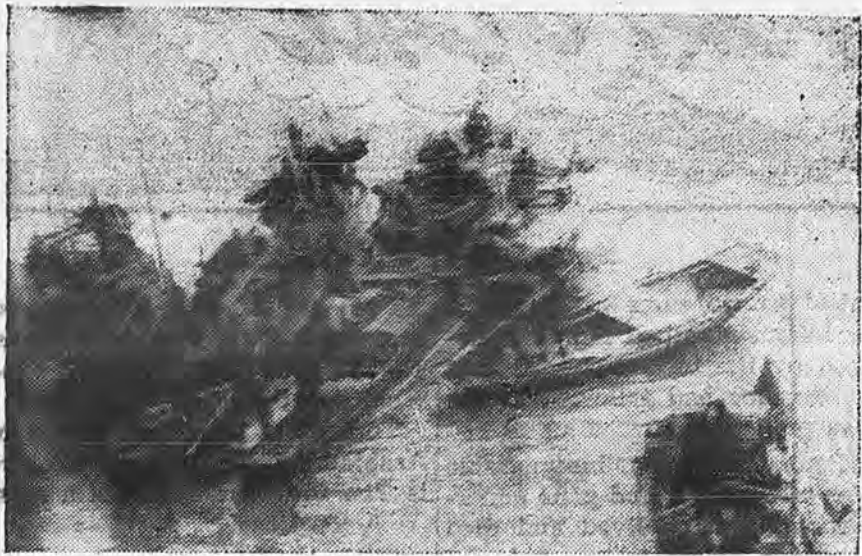
how to pick out these labor traitors with their line of bull. Most of these men are opportunists, who will sell their souls to any company official who will reward them with a few financial crumbs from the well-laden company table.

These men have cost the Union, and the companies, many working hours and plenty of money. Some of the companies have realized this, and have improved their dealings with the Union. Others have not.

BREAK THE UNION

These companies that have not learned the lesson are not interested in saving anything in operational expenses if they can gain the satisfaction of whipping labor. So, we have to contend with the sell-out artists as long as companies insist on attempting

ACTIVITY IN THE FAR EAST



Virtual warfare reigns alongside the SS Swathmore Victory lying at Shanghai, China recently, as crews of Chinese junk-boats scramble for old dunnage thrown over the ship's side.

WALL STREET
WORKER APPLAUDS
SEAFARERS' AID

To the Editor:

As a clerk who works in a brokerage office in Wall Street, may I take this opportunity to thank your Union membership for the fine job that they are doing in helping the poor white-collar worker in getting organized.

We all know the great contribution that the SIU made during the war, by both helping to win the war, and by combating the communists who are trying to get a foothold here in the United States.

Thanks again.

M. J. G.

BROTHER MAUPIN
LEAVES HOSPITAL;
ANXIOUS TO SHIP

To the Editor:

I just arrived home from the windy city of Chicago, where I spent six months as a patient at the Marine Hospital.

I am preparing a report on conditions there and will send it along as soon as possible. In the meantime, I want to tell the membership about the swell agent we have in the Chicago office—a man who I feel is doing a wonderful job and will continue to do so in the years to come. His name is Herbert Jansen, a young man in years, but an oldtimer in the maritime industry and the SIU.

Brother Jansen gave me every assistance during my confinement, and also to anyone else, union man or otherwise, to whom he could give a helping hand. He was more than glad to do so.

In closing, I extend to Brother Jansen and his assistant, John (I'm sorry I do not know his last name). My sincere appreciation and thanks for a job well done.



Brother Jansen and his assistant both carry their Union books in their hearts as well as in their pockets.

I hope to be strong enough by March 5 to report to the Chicago Hall ready to turn to for a little bellyrobbing in the Lakes. How about it, Herb?

Robert H. Maupin
Washington, D. C.



Swathmore Victory crewmembers making ready to leave Shanghai for Hong Kong. Seafarer James "Red" Fisher shot these pictures.

THE BEEF BOX

SEAFARER OBJECTS TO ALABAMA'S
UNEMPLOYMENT TAX DEDUCTIONS

I'm not an active Seafarer at present, having temporarily retired my Union book in order to finish my education. However, I have a question:

Why should a seaman pay the State of Alabama for the privilege of being employed on the ships of the Waterman Steamship Corporation?

I think this taxation is entirely uncalled for, as no other state, to my knowledge, enforces this procedure. Some action should be taken to discredit this practice, as the majority of seamen do not benefit from this tax, whatever it stands for.

George Maslarov
Book No. 34481
Detroit, Mich.

ANSWER:—The tax you speak of is collected in compliance with the provisions of the State of Alabama's unemployment compensation laws. Under the state law, seamen are required to make contributions to the fund—deductions being made from their wages—are, therefore, eligible for the benefits when they are unemployed.

The law applies to all companies whose ships are registered in the state, and Waterman falls in this category. Payroll deductions of the tax must be made, regardless of where the ships pay off. However, seamen are eligible for the unemployment payments whether or not they reside in Alabama.

Beachcomber Picks Up Some Newsy Items

To the Editor:

As I am at present looking the beach over down here in Mobile, I might as well give the report on the local beachcombing.

At the last membership meeting here the introduction of the Agent-elect Cal Tanner and the Patrolmen was well taken, for there was much applause, and it wasn't of the studio type.

Brother Lindsey Williams, Gulf area organizer, made one of those speeches you hear about, but seldom hear. He dealt with organization work—what has been accomplished, what is being done

and what the aims of the Union are. His report was cheered by all present.

WILL MOVE

This meeting was great. Word was given that a new Hall had been found and that we would be able to move out of the worst of SIU Halls. This is not hearsay. I personally know that if Mobile had a temperature down to 20 degrees, no one would have been able to stay in the Hall as it would have been impossible to heat the place.

I guess before the next Log comes out, the Hall will be moved

to Dauphin Street at Laurence, upstairs over the Furniture store. Last week in the port of Mobile, the Seafarers signed agreements with towing companies, and they're the best agreements in the world for wages and conditions.

Since the first of the year shipping has been so good that ships have had to sail short a messman, and men coming in for jobs were shipped out in a hurry.

Guess that will finish my chat for the time being. Until I get my bowline ashore, I remain

The Beachcomber

Mac Is Bellyrobbing Still
But Does It In Ritz Style

To the Editor:

Who said a Seafarer couldn't make the Ritz?

Well, here I am as head man of the Ritz—the Ritz Soda Shoppe, Hartford, Conn. That's what comes of one belonging to a good outfit like the Seafarers International Union, which has the best contracts in the business containing the best working conditions.

So, use your heads fellows, and save your money. Maybe some day you, too, can buy yourself an eatery.

Of course, this ribbing is all in fun. But what I said about the SIU stands 100 percent. It wasn't for the Seafarers and what they stood for, I would not have been able to own this place today.



It took the winning of a lot of beefs plus hard work on the part of the Patrolman and Union officials to get today's conditions. So, keep up the good work.

HAS DOUGH COMING

I see by the Log that Calmar is paying that retroactive pay. It's about time. I must have a few hundred coming from them myself. What will be the procedure in collecting this dough?

Also in the Log I notice that Capt. H. H. Fletcher is still master on the Eliza Wheelock. He's one of the best Skippers I've ever sailed with. I made a trip with him when he was Chief Mate on the SS Philip F. Thomas, and the boys were all for him.

Buck Stephens made a mistake when he said that Capt. Fletcher was the only good Captain Calmar had. I hate to say it about this outfit but give the devil his due. Capt. Hans Vige was another man just like Capt. Fletcher. He wanted

Aid For Writers

If you are about to write—or have written—stories of the sea, but are stumped as to how to go about having them published, you can toss your worries over the side.

The Log is happy to announce that seagoing writers now can have their stories, articles and books read and appraised by people who know the score. An arrangement has been made with a reputable agency of authors' representatives, who will read the material at no cost. If the stuff has possibilities, it will be brought to the attention of publishers.

If you've written something you think is of public interest, or if you plan some literary effort while at sea, why not avail yourself of this service? Send your manuscript—typewritten, of course—to Carl Cowl, c/o Seafarers Log, 51 Beaver St., New York 4, N. Y. Enclose stamped envelope addressed to your permanent residence to insure safe return in case script is not up to snuff.

ed every one treated the same whether he was licensed or not, and overtime was plentiful on his ship, and with days off for all in port. I understand the Captain has quit the Calmar line and is now retired. It's too bad fellows like this are retired and the Capt. Blighs continue to sail.

How is R. Gonzales the P. M? And Paul Hall, C. Fisher and the rest of the old gang?

Say Ed, if you can give me any advice on how I can collect that Calmar dough I would appreciate it very much. I'd hate to see them get away with the dough; they got enough during the war.

If you ever get up to Connecticut, stop in at the Ritz Soda Shoppe, and you can have anything you like on the house.

Francis E. McGillicuddy
Ex-Bellyrobber

(Editor's note:—For that retroactive pay, write to Calmar Steamship Corp., 25 Broadway, New York City, giving full particulars. If you have any trouble, let us know. Meanwhile, keep puttin' on the Ritz, Frank. Thanks for that invite. Maybe we'll get a chance to take advantage of it someday.)

BROTHER GETS
BRUSH OFF AFTER
SHIPBOARD INJURY

To the Editor:

I was getting down from my top bunk Monday night, Feb. 3, when my foot slipped from the lower bed and I fell, hitting my side a hard blow on the settee in my room.

First thing Tuesday morning I sent word of this to the Mate and told him I was unable to turn to. I didn't see anyone all day, so on Wednesday morning I sent word to the Captain that I wanted medical attention.

About six p. m. the Purser came in with a doctor, who felt my side, said nothing was broken and put a few turns of gauze around my side and left. The gauze didn't stay on 20 minutes.

By Friday morning I was so sore, I could hardly sit up in bed, so I had the Bosun tell the Mate that if I didn't get some attention I was going to call the American consul. Friday afternoon I was sent up for an x-ray.

Saturday afternoon, the Chief Mate came up and told me I had four broken ribs, and on Sunday afternoon a doctor came down and taped me up—six days after the accident. Several times I have asked for something to help me sleep, but have been told there is nothing on board.

Up to the present time, Feb. 17, an officer or the Purser hasn't been up to see me or inquire as to my condition.

Clark R. Pope

Okay New York
Beef Handling

To the Editor:

We are taking this opportunity to thank headquarters for their splendid cooperation in squaring away our beefs when we were in New York.

We received everything we put in for, except a few minor items, and we will square those away in time. Until you hear from us again—after the next meeting—publish this in the Log.

Signed by the Four Delegates

Seafarers Votes To Open Talks With Operators To Raise Wages

(Continued from Page 1)

Acting New York Port Agent, follows:

WHEREAS: The cost of living has increased since the present wage scale was negotiated with all shipping companies contracted to the Seafarers International Union of North America, and

WHEREAS: Our existing agreements provide for application to open negotiations for changes in the wage scale any time during the life of an agreement, and

WHEREAS: It is necessary to open negotiations immediately so that the wage scale can be adjusted to meet the present cost of living,

THEREFORE, BE IT RESOLVED: That the Seafarers International Union of North America go on record to immediately open negotiations with all of its contracted op-

erators for an increase in the wage scale in line with the present cost of living.

AND BE IT FINALLY RESOLVED: That in the event the shipowners attempt to stall us on this question beyond a reasonable length of time that we take the necessary steps, including economic action, to prevent such happenings.

When this resolution was presented, there was an immediate wave of support. Many Brothers took the deck to give their ideas on the subject, and although they looked upon a strike as something to be resorted to only if everything else failed, all expressed themselves as favoring strike action if the operators stall.

1946 GENERAL STRIKE

The last strike of the SIU, in September, came as a result of a decision by the Wage Stabilization Board to refuse approval of increased wage scale negotiated

by the Union.

The winning of that strike meant the death of the WSB. Any new wages won in the requested negotiations will not be subject to review by any Government agency.

In the successful action last year, the AFL Maritime Trades Department got its baptism of fire. Through the successful co-operation of other AFL Maritime unions America's shipping was brought to a complete standstill. In the face of this, the Government was forced to reverse itself.

War Department Against Seamen Bill Of Rights

WASHINGTON—The War Department declared itself against the Seamen's Bill of Rights, when representatives testified recently before a sub-committee of the House Merchant Marine Committee that it is staunchly opposed to the bill to grant aid for readjustment in civilian life of those seamen who rendered wartime service.

The War Department maintains that it finds no justification for granting seamen and their dependents benefits equal to or greater than those provided for veterans of the present war.

In their report to the committee it was stated: "The War Department is not aware of any effort, during the present war, by members of the merchant marine, or their representatives, to have military or naval status conferred upon them with the liabilities, privileges, and emoluments flowing from such status."

"Rather, they have apparently chosen to enjoy the usual rights of civilians, to introduce contracts of employment, plus the higher pay, liberal bonuses and free insurance provided for them during the emergency."

"In the event that the Congress should determine as a matter of national policy that additional benefits should be provided for members of the merchant marine, the War Department would offer no objection to an equitable extension of benefits through amendment to general maritime laws especially designed to protect merchant seamen."

Of the national veteran's organizations, the Veterans of Foreign Wars has also put itself in opposition to the bill, on the grounds that it might undermine the entire GI Bill of Rights.

The National Commander of the VFW, Omar Ketchum has stated that he intended "no disparagement of the gallant (war-time) service" of seamen, but he added that merchant seamen received "substantial benefits" during World War II.

The only national veterans organization that has pledged its support of the seamen's Bill of Rights is the American Veterans Committee. The AVC has been in favor of the measure since it was first introduced in the 79th Congress and, being the sole veteran's organization admitting merchant seamen into its ranks, it has fought vigorously for passage of the measure.



By FRENCHY MICHELET

And so we came at length to the lofty summit of Monte Pellegrino by the torturous road that the Romans had followed in the days of yore.

History tells us innumerable tales of the dead and gone generations that have lived and died there far below where Palermo smiles so sweetly in the Sicilian sun. But History is but a gossip old crone at best, who weaves her fabric with a warp of fact and a woof of fiction so we won't bother you with any of her Old-Wives' tales.

Instead, you may sit here beside us on this lofty rock and listen while Rosalia points out the things of interest in the breathtaking panorama below.

That is the blue Mediterranean that is lapping so softly on the Sicilian shore. She wafted a host of conquerors to this sleepy land, but they all sleep with their fathers now while their erstwhile captives wander freedmen over their graves.

That little boat floating so placidly on the glassy sea is freighting two lovers to the lovely languid land of Makebelieve.

See, through the glasses, how reverently he touches her hand. There is a poet beloved of the beloved far removed who thinks that we are all of us islands in the sea of life. Only in the spring, he sings, when the balmy breezes of youth float over our dreamy heads, do we feel that our barges meet and that we are part of a single continent.

For, when winter comes—and come it shall—our hearts flee from our hands to the innermost reaches of our being and we seek to touch each other in vain.

We are all of us islands in the lonely dismal waste—

"The unplumbed, salt, estranging sea."

It's sweet to bask in the warm Sicilian sun and dream of what the moon may bring in her train. The firm, round, dimpled, pointing arm of Rosalia is richer with the promise of romance than the soft yielding lips of love.

TRANSPORT TO PAST

There, in that dense clump of massive buildings, stands the Church of St. Giovanni Degli Eremiti. Her five round domes stand out from the neighboring structures like a bit of the wondrous East miraculously transplanted by some Alladin-like genie to the shores of the Western World.

This church was built in the twelfth century by King Ruggero. To see it still standing in all its wonted glory is to bridge the gap of ages, and to conjure up in the mind a picture of metal-clad knights battling the Saracen infidels for possession of the Christian realms.

And there lie the awful Catacombs—those ghastly tunnels where the upright bodies of mummified Sicilians grin hideously at you from either wall.

Did Casar reck of this when he stood on the banks of the Rubicond and resolved to brave the wrath of Pompey for all the sunny fields of Italy beyond?

Pour us a drink of that dark

Marsolova, Rosalia. The blessed sun rides high in the heavens, sweet—tomorrow comes the wind and the rain!

That great monumental pile of Arabian and Norman architecture is **The Cathedral**. It was a mos-



que in the time of the Mussulman conquest, but Bishop Offimilio converted it into a Christian church in 1170.

Many a devout Mohammed has answered the wail of the muezzin who stood in its minarets and summoned the faithful children of Allah to prayer.

And now for many centuries the priests of Rome have swung the censer over the heads of the adoring multitudes of Palermo and her environs.

Perhaps in the not-too-distant future some New Messiah will rise to preach the godlier religion and more christian Christians will dole bread from her marble alters to the poor and the lame and the halt and the blind to the glory of the God enshrined in their weakened hearts.

You who know Brother Michélet so well are well aware that he rarely plays the pundit unless, of course, he feels called upon to teach Shuler to peel potatoes, so you will surely bear with him in this grammatical mood.

AH, LOVE!

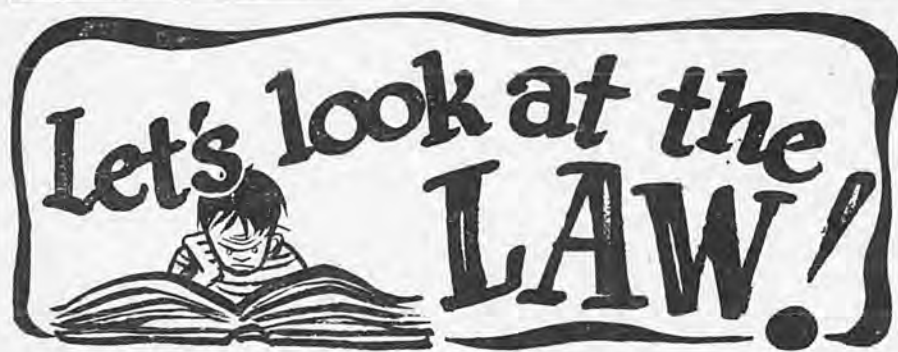
To define Rosalia, then—She's as sweet as the first kiss of love, she's as fresh as the dew on the rose, she's the sigh that burdens your heart when the girl of your choice is nigh, she's the wind that winnows through the hair of your darling when Venus rides high in the sky, she's the last lingering sip in the bottle when all of your francs have flown; she's the nap in the lap of the morning when the mate calls you fore and aft at the dawn.

Tomorrow we asil from Palermo after a wonderful ten-day stay. While here, we have enjoyed all the popularity of a leader in his prime; for word that your correspondent is the Chief Steward on the only American ship in port has spread like a secret whispered in your mother-in-law's ear.

The customs officials would rather cut off their legs up to their ears than to incur our wrath by searching the sacred person of the guy what trots around with the magic keys to the fabulous treasure trove.

Daily we bowl up the Via Roma in a hansom carriage drawn by a belching horse who was evidently born and bred to a diet of beans, while the ragged street urchins point out our comely person to an admiring throng.

Oh, well, such is fame!



By JOSEPH VOLPIAN

As far back as men went to sea for a living, the courts have always considered seamen as being the "wards of the Admiralty Courts."

This theory is an outgrowth of the conditions seamen had to put up with for years until they organized into unions.

In the old days, men were shanghaied, given slop to eat, and vermin infested quarters in which to sleep. They were paid off with peanuts, and there was no such thing as an eight-hour day, overtime or days off.

They were fair prey for every unscrupulous person, including shipowners, masters and anyone who came in contact with them. In those days all you had to have to go to sea was a strong back and an iron-lined stomach.

Nowadays, a far better and more intelligent fellow goes to sea. He has realized that the best protection for himself and his brother seamen is to form a strong Union, such as ours, which is amply capable of taking care of his working conditions and welfare.

Since the war, we have had a great many young fellows go to sea. We are referring to those who are under 21 years of age. The courts have special rules to protect their interests.

If a fellow under 21 years of age is hurt on a ship, he is considered to be an infant by the courts.

GUARDIAN APPOINTED

He can hire his own lawyer, but cannot agree on a fee. Before suit can be started, the court appoints a guardian "ad litem" to sue for the infant.

If the case is settled, the judge has to approve the settlement. If, in his opinion, the settlement is insufficient, he refuses to okay it.

If the settlement is satisfactory, he determines the value of the work done by the lawyer and sets

his fee for him, which in most cases is very reasonable.

After the case is disposed of, the money is deposited with the clerk of the court, subject to withdrawal by the infant with the court's consent, or until he reaches the age of 21 years and is considered a man.

These precautions are taken by the courts for the sole purpose of protecting the rights and interest of those persons who are considered infants by reason of the fact that they are under 21 years of age.

The courts feel, though we do not agree with them, that a fellow going to sea under 21 years of age cannot manage his own business affairs.

ON THEIR TOES

Our experience has been that the young fellows in our Union are on their toes every minute, and it would be very hard for any one to take advantage of them.

However, experience has taught the courts that the average person under 21 years is immature and can be taken advantage of by an older person very easily.

The courts do not think that an infant is capable of entering into contract or of taking care of his money.

In the case of the seaman who is over 21 years of age, he retains a lawyer when he is hurt and agrees upon a fee, and any settlement that is made has to be made with his approval.

He does not have to go to the court to set the fee of the attorney, nor does he have to have the approval of the court to settle his case. He is considered mature enough to be able to handle his own affairs.

However, in the case of a fellow under 21 years of age, the courts have set up these safeguards to protect the boy against his own folly.



BULLETIN BOARD

Unclaimed Baggage — New York

Unclaimed articles and packages bearing the following names and/or identification tag numbers are being held at the 4th floor baggage room, 51 Beaver Street, New York City. They will be held another 30 days before being disposed of. Seafarers listed below are urged to call at or write to the baggage room for their property as early as possible:

Jack Gibbons, J. W. Clowes, No. 7217 (no name); Chas. J. Hawley, Mrs. Gertie Dyart, No. 8215; L. Olson, No. 1712.

Kenneth Hogan, L. Logan, No. 7310, (no name); No. 7251, (no name); Mill Bratina, No. 469, (no name); E. McCormick, Mickey Tunnen.

Carlo Gomez, No. 8142, (no name); G 171, (no name); Lanier, R. H. Free; John Holm.

Joseph Bolger, Peter Kurk-mills, No. 126, Joseph Filipen, No. 396, B/A RFIL; Forrest McKinley, John Asmont.

Edward Williams, Ole Kuithl, William V. Moody, Hlvoro Coti, Eddie Frank Holec, Lee R. Briggs, Clifton L. Alberton, Theodore Harrette, Ahmed Abdelhamid, Joseph A. Spaulding.

Earl Hoffman, William C. Lingard, John Untich, Allen Bryant Workman, Hipolito U. Cruz, William Char. Leitch, John C. McCarthy, Hugh C. Malone, Byron R. DeForrest, Raymond W. Merrel, Leo M. Emright.

Frank Young, Paul Yancy, Arthur Gurtie Milne, John Rekstin, William K. Vernier, Everette L. Penn, Walter C. Sweetser, Walter M. Mitchel, Norman O. Dukes.

Philip D. Jamison, Leonard E. Redmon, Alfred M. Robertson, Robert B. McCorkel, Pete F. Zagraniczny, Edward H. Heacox, Carlyle C. Moss, Vicky C. Clark, Harry C. King, Bruel E. Bryan.

Clement Flores, Harold R. Bronk, Jr., Charles Jabour, Carl C. Grindberg, John B. Wilkes, William M. Gray, Harold I. Stone, Jose Valentin, Anthony Metalica, Jessie Anderson, John Stayer, V. Wagrath, Gustav Bocek, Edward Burke.

William J. Walsh, Harvey J. Soule, Eads A. Marcum, James J. Plegue, George Berkimer, Morris L. Shaeffer, Benjamin Green. Homer B. Broyles, Joseph P. Thompson, Juan S. Torres, A. W. Ecker, Howard I. Smith, Forrest Gerber, Joseph O. Allard.

In addition to the above, there are 12 packages bearing no name or number.

PERSONALS

CHARLES MEAZZEL

Write to Wilson J. Joyner, 1 Maple Street, Charleston, S. C.

JAMES F. WHITEHOUSE

Get in touch with your mother at 307 Tower Street, Eureka, Ill.

CARL R. MARTIN and ALEX. E. SULLIVAN

Pick up your souvenirs at the New Orleans Hall. They were left there by Spider Korolia.

JOAN F. HISCO

Write or call your sons, John and Joseph, at Readington, New Jersey.

R. W. "BOB" WRIGHT

who is confined to the New Orleans Marine Hospital, asks his friends to write him there.

RAOUL PEPIN

Get in touch with your father, L. Pepin, 1826 Govin Blvd. E., Montreal, Canada, immediately.

NOTICE!

Wallace C. Clifton, J. C. Hansell, Manuel Cruz, and Jose Maisonet: These men, who witnessed the accident involving Manuel Gonzales aboard the SS August Belmont, will please get in touch with Richard M. Cantor, 51 Chambers St., New York City.

Will the members who were on the SS Duke Victory on July 11, 1946, please contact Mr. Sol Berenholtz, Court Square Building, Baltimore, Maryland.

Crewmembers of Peter Liscomb can get copies of pictures taken on last trip by writing him at 501 Tasker St., Philadelphia, Pa.

ED BOLEHALA

Your clothes off the Topa Topa are in the baggage room, 51 Beaver Street.

MONEY DUE

SS WM. PATTERSON

Willard Workman, \$3.00; George Zanzar, \$3.00; Fred N. Mennerth, \$3.00; Edward J. Rogg, \$1.50; Jones Mullen, \$7.00; Mason Hulett, \$2.50; W. F. Burke, \$3.50.

Retroactive Pay

NEWTEX SS CORP.

Newtex Steamship Corporation is now paying retroactive pay for the following voyages: V. S. Hood, Voyage No. 4, April 1 to June 11; C. J. Finlay, Voyage No. 6, July 29 to August 25; and Coastal Skipper, Voyage No. 8, April 1 to May 15. Apply in person to the Company office, Pier 42, North River, or send a letter accompanied by sufficient identification.

MONEY DUE

NORTHERN WANDERER

Alcoa Steamship Company

Back wages, vacation pay and transportation for the crewmembers of the Northern Wanderer, Alcoa Steamship Company, covering the trip from June 16, to Aug. 17, 1945, are now being paid.

The one-month difference in pay, the wage raise and the vacation pay can be secured by writing to Alcoa Steamship Company, c/o H. Garland, Pier 45, North River, New York.

The difference in transportation from Manila to San Francisco is also being paid by the Alcoa New York office. Each crewmember is entitled to \$92.50 transportation money over the amount listed.

The bonus claim has been settled and will be paid as soon as itineraries from various ships are secured.

Wages for R. S. Burnett, OS, from June 16, 1945 to June 22, 1945, can be collected if he writes to Mr. Gifford, c/o Alcoa Steamship Company, New Orleans, giving him the full details so he can check up and make the payment.

Other claims for the Northern Wanderer are being handled and will appear in the Log as soon as they are settled. Following is a list of crewmembers and money due them exclusive of transportation and vacation pay.

Retroactive Pay

Joseph Hassinger	\$ 64.57	Claude Hart	61.33
Lusius Nickles	46.13	Arthur Woodard	33.36
Anthony Coffman	25.21	Harold Gillespie	99.47
Henry Williamson	16.17	Harry Dixon	60.81
Lynn Paasch	2.73	John C. Anderson	59.09
Victor Barker	3.73	Julian Supinski	82.99
Henry Black	34.06	Madison Hodges	82.99
Robert L. Dice	87.98	James Renfro	82.03
Robert S. Burnett	87.67	Proceso Emperio	50.93
Kenneth Weatherwax	74.24	Jose Pagola	74.86
Jack Helms	65.19	Angelo Camerote	76.33
Henry Williamson	19.59	Charles B. Bush	68.49
Pantaleon Mondragon	50.17	Kenneth Weatherwax	18.67
Conrado D. Reyes	50.17	Braxton Adams	12.60
Gerardo R. Satigan	50.17	Rafael Robles	50.70
Herman Saunders	272.53	Gaudioso Pelino	51.00
Manuel Kassavatis	89.99	Falconeri D. Reyes	50.70

Unclaimed Wages Bonus and Subsistence

Robert L. Dice	\$ 77.95	\$109.25
Jack P. Farrow	150.00	109.25
Jack A. Helms	172.50	109.25
H. E. Gillespie	86.40	109.25
C. B. Bush	97.35	109.25
Harry Dixon	155.00	109.25
Herman Saunders	18.00	40.42
J. E. Hassinger		18.30
L. H. Nickles		28.42
A. K. Coffman		18.30
R. Lancaster		72.85
R. S. Burnett		109.25
M. Kassavatis		18.30
C. F. Hart		18.30
J. C. Anderson		109.25
A. Camerote		109.25

Retroactive Pay Waiting

RESTORER

The following named crewmembers of the cables ship Restorer can now collect the amounts listed below. The money is due for retroactive pay and overtime from Aug. 29, 1946 to Oct. 31, 1946.

Ormond C. Griffin	\$ 86.97	Leonard F. Nix	92.78
Patrick Connor	94.58	Raymond C. Matthews	50.59
William K. Caird	98.89	Timothy O'Brien	25.47
Francis S. Wilson	96.03	Jack Martin	131.20
Roy Fredette	82.69	Antoine L. Paul	12.61
James D. Waldron	80.75	Lawson Grey	78.30
James B. Daley	26.38	James A. Love	103.12
Thomas Owen-Davies	20.44	John W. Cooper	14.87
		Thomas S. Harper	101.48
		John Haffie	11.22
		James R. Sinclair	11.37
		Nathan S. Frost	108.60
		Donald H. McKenzie	8.74
		Brian L. Fisher	96.82
		Edward Owen	95.08

SIU HALLS

BALTIMORE	14 North Gay St. Calvert 4539
BOSTON	276 State St. Boudoin 4455
BUFFALO	10 Exchange St. Cleveland 7391
CHARLESTON	424 King Street Phone 3-3680
CHICAGO	24 W. Superior Ave. Superior 5175
CLEVELAND	1014 E. St. Clair Ave. Main 0147
CORPUS CHRISTI	1824 Mesquite St. Corpus Christi 3-1509
DETROIT	1038 Third St. Cadillac 6857
DULUTH	531 W. Michigan St. Melrose 4110
GALVESTON	308 1/2—23rd Street 2-8448
HONOLULU	16 Merchant St. 58777
HOUSTON	1515 75th Street Phone Wentworth 3-3809
JACKSONVILLE	920 Main St. Phone 5-5919
MARCUS HOOK	1 1/2 W. 8th St. Chester 5-3110
MIAMI	1356 N. E. 1st Ave.
MOBILE	7 St. Michael St. 2-1754
NEW ORLEANS	339 Chartres St. Magnolia 6112-6113
NEW YORK	51 Beaver St. HANOVER 2-2784
NORFOLK	127-129 Bank Street 4-1083
PHILADELPHIA	9 South 7th St. Phone LOmbard 3-7651
PORT ARTHUR	909 Fort Worth Ave. Phone: 2-8532
PORTLAND	111 W. Burnside St. Beacon 4336
RICHMOND, Calif.	257 5th St. 2599
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SAVANNAH	220 East Bay St. 8-1728
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TAMPA	1809-1811 N. Franklin St. M-1323
TOLEDO	615 Summit St.
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W. S. Blazer, \$1.00; R. A. Floyd, \$1.00; M. Romalho, \$1.00; W. J. Blackman, \$1.00; F. W. Smith, \$1.00; G. Pecchiari, \$1.00; J. Markey, \$1.00; C. Stangenberg, \$1.00; P. F. Savalli, \$1.00; E. R. Hall, \$1.00; R. J. Clark, \$1.00; F. Young, \$1.00; P. G. Salino, \$1.00; E. Hernandez, \$1.00; J. Fernandez, \$1.00; V. Pald, \$1.00; J. Gonzalez, \$1.00; C. C. Moss, \$1.00; M. Bodden, \$1.00; P. R. Baker, \$1.00; A. R. Swiszcowski, \$1.00; G. Igragaray, \$1.00; J. R. Ares, \$1.00; H. W. Forbes, \$1.00.

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