

SEAFARERS LOG



Official Organ of the Seafarers International Union of North America

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No. 27

THE OLD AND THE NEW



Above are the old and new presidents of the Mobile Bay Seafood Workers Union, SIU, which recently affiliated to the SIU. Left to right, Walter Bosarge, outgoing head of the union, and G. J. Landry, President-Elect, who takes office in August. Both are prominent in the affairs of Gulf fishermen, and both are oldtimers in the fishing business.

SIU Gulf Fishermen Plan Further Growth

Bayou La Batre, Alabama, is a small fishing village of approximately 3000 people. Of these, some 1400 are fishermen, and each and every one belongs to the Mobile Bay Seafood Union, which recently became part of the Marine Allied Workers, Seafarers International Union.

The fishermen in that area long ago saw the need for organization. Prices for the fish they caught were set by the shoreside markets, and when competition became keen, it was the businessmen who cleaned up while the fishermen were forced to sell their catch at meager prices.

And so, twelve years ago the men in Bayou La Batre formed an independent organization to combat the evils outlined above.

(A full page of pictures of the Mobile Bay Seafood Union, SIU, appears on page 5.)

Although many international unions made overtures to the Mobile group, they stood apart and waited for what they termed, "an honest outfit."

About eight months ago a delegation from the Mobile Bay Seafood Union came into see Cal Tanner, Mobile Agent, at the Hall.

They came seeking information regarding affiliation, and they went away convinced that

they had found the organization they were looking for.

A short time afterward, by an overwhelming vote, the fishermen of Bayou La Batre decided to come into the SIU.

"That was the smartest move we ever made," said Walter Bos-

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AFL Broadcast

WASHINGTON, D. C.—Beginning July 5th, the American Federation of Labor will inaugurate a new series of radio broadcasts over the nationwide network of the American Broadcasting Company.

The first nine programs, devoted to completely extemporaneous and unrehearsed round table discussions of major topics in the news, will originate each Saturday at 6:45 P.M., EDT, from Washington, D. C.

Since some local stations, because of earlier commitments, may be forced to re-broadcast the programs at some later time, be sure to consult your local newspaper for the exact time of the broadcasts.

The first forum will discuss, "What are the effects of the Taft-Hartley Act thus far?"

Hall, Weisberger Attend AFL Washington Meeting On 'Slave-Law' Strategy

The American Federation of Labor drive to combat the vicious provisions of the Taft-Hartley "Kill Labor" Act gets under full steam on Wednesday, July 9, when the heads of all AFL Unions will meet in Washington, D. C., to discuss ways and means of successfully defending the hard-won rights of a free labor movement. Representing the Seafarers International Union will be Paul Hall, Acting President in the absence of Harry Lundeberg, and Morris Weisberger, Second Vice-President of the International. In addition to being New York Port Agent and Director of Organization, Brother Hall was elected First Vice-President of the SIU at the recent convention in Chicago.

Brother Lundeberg will not be present at the meeting due to pressing business in Europe.

ASKS COURT CASES

Attorneys for the AFL have already stated the opinion that the new law will be proven to be unconstitutional, and have unofficially advised the various internationals to make test court cases whenever the act is applied. The strategy for so doing will no doubt be discussed at the forthcoming conference.

In his call for the meeting, President Green pledged a three-front offensive against the unjust and oppressive law. The AFL chief said:

"We will carry on the fight against this terrible legislation just as vigorously as when it was pending before Congress.

"We are going to fight it in the courts.

"We are going to fight to protect the rights of our members in contract negotiations with employers.

"And we are going to organize politically to defeat every member of Congress who voted for this law."

NO PAC

Mr. Green amplified this last statement by declaring that the AFL does not intend to form a political action committee, such as the CIO's.

"The main purpose of the meeting," declared Green, "is to present full and accurate information concerning the new law, and to provide answers to all questions which may occur to our union officials.

"But there is a second and equally important objective. We must form a clear-cut policy on how to deal with this legislation and how to combat it. Through this meeting, we hope to obtain uniform action, instead of individual and contradictory action."

New Midland Contract Gives 40 Hour Week, Wage Raise

DETROIT, July 1—Climaxing negotiations which had been going on for several weeks, Great Lakes Secretary-Treasurer Fred Farnen today announced the reaching of an agreement with the Midland Steamship Line, Inc. providing for a 40-hour week and substantial wage increases for the unlicensed personnel.

The Midland agreement calls for the first 40-hour week with any bulk carrier operator on the Lakes, and covers seven ships—SS John W. Davin, Michael Gallagher, J. H. Macoubrey, W. G. Pollock, E. N. Saunders Jr., Carmi A. Thompson and the J. C. Williams.

On May 15, prior to the Midland agreement, the SIU Great Lakes District signed the first

40-hour week on the entire Lakes covering the sandboats. So even though the Midland agreement is the first covering any bulk carriers, it actually is the second on the Lakes for the Seafarers.

NEW WAGE SCALE

Under the new Midland wage scale, which goes into effect today, the wages are broken down on an hourly basis with straight time for eight hours in one day and forty hours in one week, time-and-one-half for all time over that, time-and-one-half for eight hours on Saturday, eight hours on Sunday and all penalty overtime.

A complete breakdown of all wages according to department and classification appears on page 4.

NMU Blocks SIU-Isthmian Pact Despite Threat Of 'Slave Law'

As usual, the National Maritime Union, CIO, doesn't know what its left hand is doing, or at least it says it doesn't.

While Joe Curran, President of the NMU, was sending out invitations to all the maritime unions requesting a conference to discuss ways and means of combating the Taft-Hartley "slave labor" law, the NMU lawyers were using another stall to prevent the Isthmian Steamship Company from having to negotiate with the Seafarers, duly certified as the bargaining agent for unlicensed Isthmian seamen.

Ever since the Seafarers International Union garnered the majority of the votes cast by the unlicensed Isthmian seamen,

the NMU has resorted to underhanded tactics to deprive these men of representation.

First they challenged votes on ships which were believed to have gone heavily SIU.

When this failed, the NMU threw wild charges of collusion which were disproved before a Hearing Officer appointed by the National Labor Relations Board.

Next, the NMU filed a brief in Washington, which, while adding nothing to their previous statements, further delayed action. And now that the SIU has been certified, the NMU is charging the Isthmian Steamship Company with unfair labor practices, something which was not brought up during the hear-

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OF NORTH AMERICA
Atlantic and Gulf District

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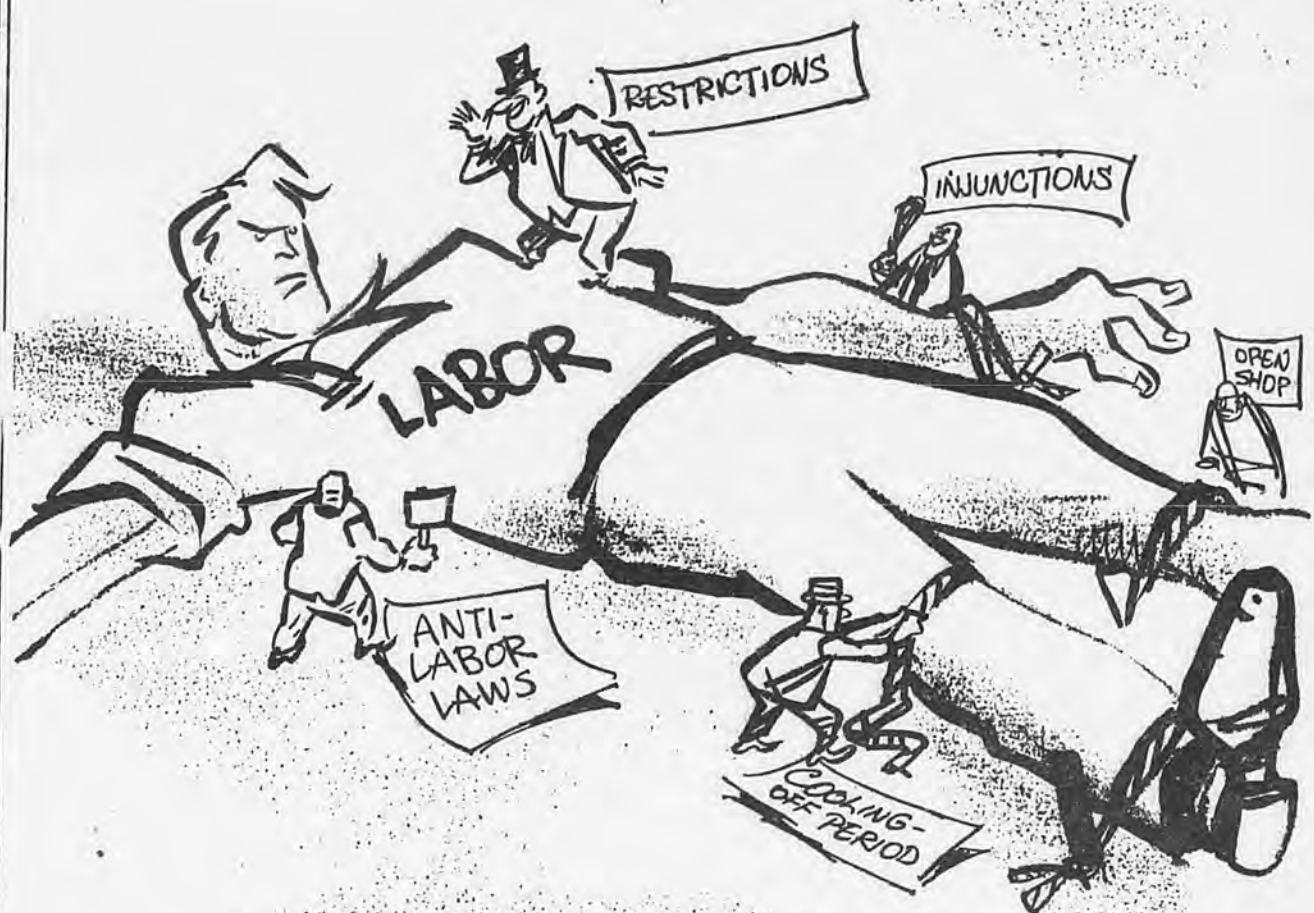
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- FRED FARNEN - - - Secy.-Treas. Great Lakes District
1038 Third Street, Detroit, Michigan
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GEORGE K. NOVICK, Editor

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A Fighting Program

The Congressmen, those agents of Big Business, who passed the Taft-Hartley Act, are probably getting the surprise of their lives at the way organized labor has reacted to their "Break the Unions" legislation.

American labor is fighting back!

The ink was not yet cold on the vote to over-ride the President's veto when the United Mine Workers, AFL, shouted, "Let the Senators mine the coal," and walked off their jobs in defense of labor's basic rights.

CIO Shipbuilders, another mighty and militant union, hit the picketlines, and dared the labor-hating Congressmen to do their worst. And other sections of labor have also stated flatly that they will not take this fascist law without a knock-down and drag-out fight.

We in the Seafarers International Union have had this same type of fight before. Government interference in the affairs of seamen is an old story. The 1921 strike, the Copeland "Fink Books," the Coast Guard Hearing Units, and finally, the Wage Stabilization Board, have taught SIU seamen that their power lies solely in their own strength.

Regular membership meetings of the Seafarers on Wednesday, July 2, adopted a fighting program to combat the Taft-Hartley Act wherever and whenever it interferes with our Hiring Halls, the keystone of our continued existence.

Here is our program, and we are prepared to fight for every word contained in it:

- 1—The SIU-SUP go on record as not tolerating in any way, shape, or form, any interference with our Union Halls by shipowners or Government bureaus.
- 2—The SIU-SUP to consider as a lockout any attempts by any person or persons to use the Taft-Hartley Act to the detriment of our Unions.
- 3—We make known immediately to the AFL, as well as to the AFL Maritime Trades Department, our position on this matter.
- 4—That we call for a meeting as soon as possible with the Maritime Trades Department on this matter.
- 5—That we make known our position on the Taft-Hartley Act through the medium of the *Seafarers Log* and the *West Coast Sailors*.

TIME TO WAKE UP!



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.

STATEN ISLAND HOSPITAL

- N. NEILSEN
- J. A. DYKES
- E. J. SIDNEY
- E. E. CASEY
- J. HOSTEN
- C. B. O'NEAL
- M. J. DELANEY
- T. J. KURKI
- C. IBRAIN
- A. DUDDE
- M. PISKUN
- W. E. STORVIS
- A. FELICIANO
- H. SELBY

NEW ORLEANS HOSPITAL

- A. BUCHENHORN
- C. PEDERSEN
- J. HARRISON
- G. CARUSO
- P. STOFFEL
- A. SANDY
- R. CHRISTIAN
- A. R. GUIDRY
- J. AMAYA
- H. DAUGHERTY
- P. La Cicero
- R. WRIGHT
- G. GREY
- H. HAMOND
- C. CASE

- F. HAMON
- J. O'NEILL
- W. BROSE
- C. MASON
- A. WALTERS

BALTIMORE HOSPITAL

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

ELLIS ISLAND HOSPITAL

- W. MORRIS
- W. B. MUIR
- D. McDONALD
- C. RASMUSSEN
- J. KOSLUSKY

NEPONSET HOSPITAL

- L. CLARK
- J. S. CAMPBELL
- E. FERRER
- J. R. HANCHEY

Hospital Patients

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

Staten Island Hospital

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

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

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

BRIGHTON HOSPITAL

- E. WHELAN
- J. CALHOUN (SUP)
- R. BAASNER
- W. PARIS
- R. LORD
- E. JOHNSTON
- A. BONTE
- E. MOFIENE
- E. DELLAMANO
- E. HAMATY
- R. GRALICKI
- H. WALSH
- J. WHEATON (SUP)
- R. HUNT
- J. McDONOUGH
- G. BLACK
- H. SMITH

CLEARING THE DECK

By PAUL HALL

On June 15th, the ship operators contracted to the SIU offered your Negotiating Committee a 5 per cent increase in wages. They further made the offer to the Union of a two weeks' vacation clause in the contract with the provision that, in exchange for this two week's vacation clause, the SIU agree to extend the contract to September 30, 1948.

Your Negotiating Committee, as reported before, has not accepted these offers. They are still studying them. For the sake of those members who are not familiar with the situation, let us discuss this issue.

In regards to the offer of the vacation clause, no SIU contract at this point carries such a clause. The payment of vacation in most SIU companies was discontinued around 1940 and at the same time they were dropped from the contract. ABs in the larger SIU contracted ships secured a \$10 raise over and above some of the other operators in the business.

The fact cannot be overlooked in considering this proposal of vacations from the shipowners that, although there are many Seafarers who would never make enough sea-time in one company to get any benefit from this particular vacation clause, on the other hand if we were to accept, there would be lots of our members who would, and the money for such two weeks' vacation would then actually represent additional dough earned.

The question of extending the working rules of our contracts until September, 1948, is a serious question, and, therefore, the reason that the Negotiating Committee has not yet made a final decision in this matter.

Let us look at this particular question and discuss it. Our membership is aware of the fact that the SIU contracts, as they are now, represent the finest working conditions of any Union in the Maritime Industry.

Confusion In Interpretation

The Seafarers has managed, after plenty of heavy action over a period of years, to reduce the number of separate contracts with various operators in the field from approximately nine to the present two. While at the same time greatly increasing the number of companies under contract to the SIU.

During this period of time, we had lots of confusion in the interpretations of so many separate and different contracts—for instance on one SIU ship an AB would get overtime for doing a certain type of work, while on another SIU contracted ship of another company, he wouldn't get overtime for the same type of work.

It is this writer's opinion, as well as that of your Negotiating Committee, that, providing we can eliminate the differences between the two existing contracts without losing any of the conditions that we have previously negotiated, we then can afford to consider favorably the extending of our working rules until September, 1948 on the basis as outlined above.

This doesn't mean that the contract would be perfect by any means. We still would have the problem of making clarifications of different clauses and beefs as they were to come up. This could be handled, however, in our regular stride of business work.

In the event of the acceptance of this extension of the working rules with the noted changes, it wouldn't mean that we would sign a collective contract with all of our operators and deal with them collectively. It means that our present manner of doing business with them would still be handled in the old way on an individual company basis.

Would Save Trouble

In the event the Negotiating Committee makes recommendations for acceptance of this proposal and the membership concurs in the recommendations and findings, it should save the Organization considerable energy in the handling of disputes by eliminating so many differently worded contracts; and secondly, it should also save the Union a considerable amount of money in such matters as printing costs of contracts, the filing and handling of such disputes being reduced from several files of several different type contracts to one set of files, as well as being much easier on personnel that handles such work. It would also benefit the individual member to the extent he would then have the same working conditions on all contracted SIU vessels, regardless of the individual operator.

The Seafarers has been lucky in obtaining and maintaining a clause in its contract which is the only one like it in the Maritime Industry. This clause makes the provision that we can open discussions any time we see fit on our wages. This means then that regardless of whether the extension of the working rules is recommended by the Negotiating Committee or not, we still have the right to discuss the matter of dough with the shipowners any time we feel that we are big enough to do so, and the increase cost of living calls for it.

Each individual member of the Seafarers should express his opinion on the matter and make known his particular ideas, if possible in person, to the Negotiating Committee on the 6th floor in Headquarters Offices, 51 Beaver Street, New York City. In the event he cannot make his recommendations in person, he should mail them in to the same address.

Many States Are Passing Laws To Strangle American Unionism

WASHINGTON — While the big publicity during the past few months focussed on what Congress was doing to Labor, the Legislatures of various States were also carrying the ball for big business.

The Taft-Hartley Bill was the one most talked about, and rightly so since it practically repeals all the provisions of the National Labor Relations Act, but what the States have done is not one bit more moderate.

Enactment of literally scores of anti-labor bills by State Legislatures so far this year has handed major victories to big business and industry groups, backed by affiliates of the National Association of Manufacturers and the United States Chamber of Commerce.

With all but seven legislatures now adjourned here is a brief summary of legislation passed so far:

ANTI-CLOSED SHOP LAWS

—Thirteen states enacted laws prohibiting the closed shop or other forms of union security contracts: Arizona, Arkansas, Delaware, Georgia, Iowa, Maine, Nebraska, N. Carolina, N. Dakota, Tennessee, Texas and Virginia. The N. Dakota law will not become effective until after the 1948 election when it will be submitted to referendum.

The New Mexico legislature passed a constitutional amendment banning the closed shop which will be submitted for popular vote.

New Hampshire now prohibits an employer with more than five employes granting a closed shop unless two-thirds of the employes vote for it. Closed shops are outlawed in establishments with five or fewer employes.

RESTRICTIONS ON STRIKES

—Laws restricting or regulating picketing were enacted in Delaware, Georgia, N. and S. Dakota, Texas and Utah. Strikes in Delaware and Utah are unlawful unless approved by a majority vote of employes.

BAN ON SECONDARY BOYCOTTS—Eight states outlawed secondary boycotts: Delaware, Georgia, Iowa, Minnesota, N. Dakota, Oregon, Texas and Utah.

PUBLIC UTILITY STRIKES—Seven states enacted laws regulating disputes in public utilities and restricting union activities: Florida, Indiana, Missouri, Nebraska, New Jersey, Texas and Virginia.

PUBLIC EMPLOYEE STRIKES—New York and Texas legisla-

tures passed and the governors signed laws forbidding strikes by public employes. Strikes or lock-outs by charitable hospitals and their employes were banned in Minnesota.

LABOR RELATIONS—Omnibus bills were passed in Ohio and Delaware. The Ohio legislation makes union treasuries liable to harassing suits by corporation lawyers, restricts political action contributions, makes doubtful strikes for call-in pay, severance and vacation pay, attacks the right of assemblage by limitations on picketing, and attempts to protect company stooges within a union.

The Delaware law specifies certain unfair labor practices by both employer and employes and contains provisions on closed

shops, secondary boycotts, strike activity and picketing.

A Minnesota law provides that where an employer has entered into a valid contract that he cannot be compelled to negotiate with any other union.

A N. Dakota law undermines union security by permitting a worker to refuse to join a union.

UNION REGISTRATION—Delaware and N. Dakota now require detailed registration statements and financial reports to the Secretary of State.

SUITS AGAINST UNIONS

—Six states: Arizona, Delaware, Nebraska, N. Dakota, S. Dakota, and Texas, enacted new legislation providing that unions may be sued and in some cases specifying that unions are responsible for acts of their officers.

It Takes More Than Isthmian To Best An SIU Organizer

Thirty years of sailing ships under foreign flags did not get Charlie W. Palmer, OS, down, and so two trips on Isthmian scows could not be expected to do the trick. But as Charlie says, "It was plenty rugged."

Brother Palmer's Isthmian ships were the SS Zane Grey, four months in the beginning of 1946, and the SS Sea Fiddler, one month from May 1 to May 30, 1947.

On both ships he went aboard as a volunteer organizer, and he is ready and able to continue organizing wherever the SIU tells him to go.

The trip on the Grey started out uneventfully. Once the Skipper and Mate had been straightened out by the solid action of the crew, the officers turned out to be pretty much all right. But just when everything was working smooth, trouble struck.

After taking on a load of coal, the Grey headed for Italy where the vessel rested for ten days. While there an acting AB was shot in the arm, and four or five days later accused Palmer of having done the shooting.

But the Chief Mate knew very well that it was impossible since Palmer had been on board the ship when the shooting took place. Both went to the Old Man with the story, and so Charlie was cleared.

FALSE ACCUSATIONS

"We found out later that the guy who accused me had a medical discharge from the Navy," said Charlie. "He was let out as psychoneurotic. He's the kind of guy we shouldn't let into our Union because, besides being a trouble-maker, he was personally filthy—he wouldn't change his underwear or take a shower."

Next Isthmian vessel for Brother Palmer was the Sea Fiddler, where he was made acting Bosun as soon as he went aboard. Trouble was not long in starting, mainly because the Chief Mate thought he was still in the Navy and wanted the Deck Gang to stand at attention while he spoke to them.

The thirty-day trip to Le Havre and return couldn't end fast enough to suit the crew,



CHARLES W. PALMER

and at the payoff, Palmer only collected ten hours overtime.

"We did overtime work, all right," claimed Palmer, "but the Company doesn't like to pay overtime, and won't until we get an SIU contract."

REAL OLD SALT

Brother Palmer can look back on many years of sailing time. He started to sea thirty years ago when he was a mere boy of fourteen. He sailed foreign flag ships until December, 1945, when he returned from four years in the Army and joined the Seafarers.

Charlie was in Normandie on D-Day, and went through all the vicious fighting in that sector.

"It was all rough going," says Charlie, looking back on those war-torn days, "and when it was all over I was glad to get back to the life of a seaman. Joining the SIU was the best move I ever made. The SIU is a Union run by the members and strictly for the members. That's the way it should be, and that's why I told Lindsey Williams (Gulf Area Organizer) that any time the Union wanted me to go aboard a ship as a volunteer organizer, I would be glad to do so."

Good Union spirit like that can't lose, and the proof of the pudding is in the eating. Company after company, including Isthmian, are going SIU, and there are plenty more to come.

Attention Members

Each man who makes a donation to the LOG should receive a receipt in return. If the Union official to whom a contribution is given does not make out a receipt for the money, call this to the attention of the Secretary-Treasurer, J. P. Shuler, immediately.

Send the name of the official and the name of the port in which the occurrence took place to the New York Hall, 51 Beaver Street, New York 4, N. Y.

Latest Move Of Government Peril To Merchant Marine

By "CUT AND RUN" HANK

In a recent article in the LOG (June 6) I pointed out two very serious threats to the American Merchant Marine — 1. Goods purchased in this country through the Export-Import Bank for shipment abroad are required to be shipped solely in American ships. Only 50 percent use of American bottoms is necessary.

2. The government's practice of selling our laid-up ships to foreign countries which are immediately put into use and are threatening to drive our ships from the sea.

Just how much these threats to American shipping are becoming realities is shown by a newspaper article of June 4th which reports:

"Sale of old American freighters to foreign buyers is continuing without noticeable slack in pace — about twenty such transfers having been reported within the past two months. . . most of which were transferred to Panama registry.

"Although several of the old vessels were sold by the Maritime Commission or the Navy, most of them were sold by private operators. The turnover of privately owned tonnage is continuing at the pace set last year, when over 50 aging ships were sold foreign by American owners."

DANGER SIGNAL

The phrase, "most of which were transferred to Panama registry" is the danger signal. The ever growing Panamanian fleet is a serious threat to our Merchant Marine and the threat is increasing almost daily.

Seemingly unaware of this are Congress and the Maritime Commission, for little or no action is being undertaken to put a halt to the practice.

The SIU is the only organization which has undertaken any

No Whitewash

Add one more soap sud swindle to the lengthening list of laundries working the popular racket of taking seamen's laundry but failing to return it.

The latest is Style Cleaners of 110 Government Street, Mobile, Alabama, which has been picking up crews' laundry and dry cleaning but failing to return the clothing before the ships sail.

The latest to experience this racket is the crew of the Hawaiian Citizen who found that the Style Cleaners did not return the laundry on time and even reneged on its promise to forward their clothing to the next port.

Although their advertisements specify "We specialize in fast seamen's service," their only speed seems to be in quickly getting away from the ships and staying away.

sort of a program to halt the destruction of our merchant marine.

To many groups, our program of boycotting Panamanian ships, should the decision be made, is a bold step and would be a job action against Government policy. However, it would be far from this for two reasons.

One it would provide a job safeguard for all seamen; and, two, it would strengthen the status of our merchant marine, so that our country will be able to maintain a strong merchant fleet to undertake its world trade.

Our program is really a patriotic one devoted to maintaining our country's strong position in commerce.

What the government's answer to our plan will be, I can't say, but surely some action is called for to stop this practice which gains for our shipowners huge profits, but which will in a short time leave American seamen high and dry on the beach.

FOREIGN CHARTERS

Another item, which bodes ill for the American seamen, is the War Department proposal to "save from \$30,000,000 to \$50,000,000 in ocean transportation costs by letting Germans and Japanese operate United States Liberty ships carrying food to the two occupied countries. The Department plans to ask Congress for authority to charter the ships to former enemies. Under the proposal, seventy-five ships would be chartered on the run to Germany and an undetermined number for Japan."

By this deliberate and shameless action the War Department disregards the present and future welfare of our merchant marine.

Bureaucratic action of this sort should be strongly opposed by maritime unions. If ships are to be chartered, they should be chartered to our operators and in this manner provide full employment for our merchant seamen.

But then the Washington bureaucrats aren't looking to the future of our industry, and no thought will be given us until it is too late or another world conflict makes us "heroes in dungeons" again.

REPORT FROM HEADQUARTERS TO MEMBERSHIP



By J. P. SHULER, Secretary-Treasurer

July 2, 1947

Negotiations

A Negotiating Committee, consisting of Robert Matthews, Headquarters Engine Department Representative; E. S. Higdon, Philadelphia Agent, for the Deck Department; and Harry Collins, Philadelphia Patrolman, for the Stewards Department, has been meeting with the Mathiasen Tankers, Inc., and are negotiating an agreement which will be one of the best tanker agreements in existence. This agreement should be ready for membership action in the very near future.

Robert Matthews, Headquarters Engine Department Representative, along with John Mogan, Boston Agent, have reached an agreement with the Nantasket Lines operating in the Boston Harbor. This agreement will be signed and presented to the membership for ratification in the near future.

The Union Negotiating Committee had arranged for a meeting with the Atwacoal Lines for June 23, but complications have come up which have postponed this meeting for a short period of time.

A Union Negotiating Committee has been meeting with the operators of the Atlantic and Gulf Shipowners Association and after several meetings, the operators have expressed their willingness to go for a 5 per cent wage increase, plus a two week vacation clause which we do not have, providing we extend our working rules to September 30, 1948.

PROPOSALS STUDIED

Waterman Steamship Company, Mississippi Steamship Company, Bernstein Lines, Colabee Steamship Company, Kearney Steamship Company and American-Eastern Steamship Company, have agreed to go along with the same proposals as the companies belonging to the Atlantic and Gulf Shipowners Association.

Your Committee is still studying these proposals and it is to be pointed out to the membership that, in the event your Negotiat-

ing Committee recommends accepting these working rules to 1948, it doesn't by any means imply that we cannot open our contracts at any time for increases in wages.

The membership should be aware of the fact that the Seafarers is the only Union in the Maritime Industry that has a clause in its contract that pro-



vides for opening the wage question at any time the Union wishes to.

A full report on this matter will be made direct to the membership once your Negotiating Committee has come to a conclusion of the meetings. Such recommendations as will be made by the Negotiating Committee will be subject to a 60-day voting period for action by the entire membership.

Finances

The last week's financial report shows a small drop in the General Fund inasmuch as the New Orleans loss was reimbursed by the General Fund. A check was received by the Union from the Insurance Company for \$5,000 which is all the Branch was insured for. This leaves a loss of \$5,985.58 which had to be made up from the General Fund. However, you will note this week's financial report shows another increase in all funds.

The Committee elected at the last regular meeting of the New York Branch made recommendations as follows:

"June 19, 1947

"We, the undersigned book members, duly elected at the regular business meeting in

the Port of New York June 18, 1947, for the purpose of examining the finances of the Union and making recommendations on a raise for the Union Officials, have met and examined the Headquarters Financial Reports. The General Income has shown a steady increase since March, 1947. The Annual Organizational Assessment is being channelled into the General Fund, but the organizing expenses are also paid from the General Fund. Therefore, we find that the General Fund is in such a position to grant a raise equal to the officials of the Sailors Union of the Pacific.

RAISE RECOMMENDED

"Bearing in mind that the men sailing the ships have received two increases in the past eight months and will receive another this month since the officials of the Atlantic and Gulf District have received a raise, we therefore recommend that the officials of this Organization be given a flat \$20.00 raise per week.

"s/Robert H. High, 24236
"s/Theodore Babkowski, 7391
"s/Joseph Di Georgio, 7524."
This has been brought up several times but was never carried because of the fact that the General Fund was not financially able to stand such an increase in the payroll. However, there has been a large increase in the General Fund and expenses are being curtailed, therefore, it is being put before the membership tonight for action.

Up until a couple of months ago, most Branches at one time or another, especially in the Gulf Area, had money remitted to them by Headquarters to defray expenses. This has been discontinued and very seldom does Headquarters have a requisition for money to defray Branch expenses. When it does, it is always in small amounts to some port which doesn't have big shipping.

Expenses in the Gulf Area have been greatly reduced and there have been no complaints about representation. The Port of Galveston is now operating with a four man staff with Keith Alsop as Agent.

The Port of New Orleans has greatly reduced expenses. Dolor Stone is now in the Gulf Area setting up the records and book-keeping systems for the tugboats. To date, the tugboats' finances are now coming out of the hole and they should be no further expense to the Atlantic and Gulf District.

Membership Admission

There is an acute shortage of rated book men in all ports to take contracted jobs. This is because of the fact that books were temporarily closed to new members. Inasmuch as we have, in addition to winning the Isthmian fleet, signed 8 or 9 off-shore contracts, it is necessary that we open books for a while to replenish the membership rolls.

Previously, the Union has been on record to allow membership

(Continued on Page 9)

Wage Rates Under New Midland Contract

Deck Department

RATING	HOURLY RATE	OVERTIME RATE	WEEKLY WAGE	MONTHLY WAGE
Wheelsman	\$1.03	\$1.54 1/2	\$65.92	\$285.65
Watchman	1.02	1.53	65.28	282.88
AB Deckwatch	.98	1.47	62.72	272.12
OS Deckwatch	.86	1.29	55.04	238.51
Deckhand	.80	1.20	51.20	221.87

Engine Department

Oiler	\$1.03	\$1.54 1/2	\$65.92	\$285.65
Fireman	1.02	1.53	65.28	282.88
Coalpasser & Wiper	.80	1.20	51.20	221.87

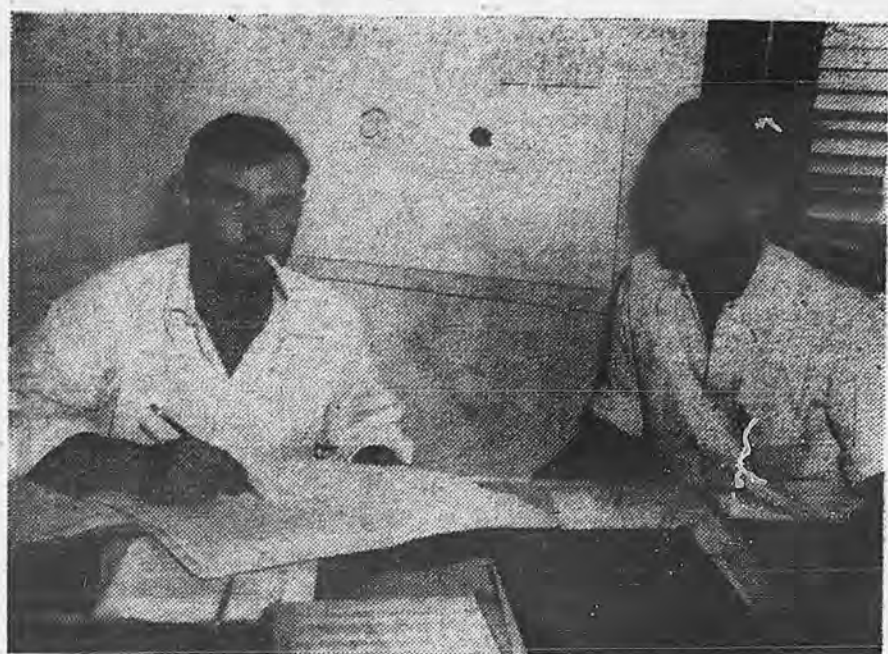
Stewards Department

Steward	\$1.38	\$2.07	\$88.32	\$392.72
2nd Cook	.98	1.47	62.72	272.12
Porter & Passenger Waiter	.80	1.20	51.20	221.87

The above weekly wages are estimated by figuring forty hours at the straight hourly rate plus sixteen weekend hours at the overtime rate, and do not include any other overtime or penalty overtime. The monthly wage is figured by multiplying the weekly wage by 4 and 1/3.

Mobile Bay Fishermen Are Now SIU, Too

'Smartest Move We Ever Made,' Says Outgoing Union President



Big doings are in store for the fishermen along the Gulf. A full organizing campaign is now under way, sparked by the Mobile Seafood Workers Union, SIU, in Bayou La Batre, Alabama. Above are shown Cal Tanner, Mobile Port Agent (behind the desk), and Urban Bosarge, who is organizing the fishermen in Alabama, Florida, Mississippi, and Louisiana.

(Continued from Page 1)
 arge, President of the union. "Being in the SIU gives us more power than we could have standing alone. When we realize that we are part of such a large organization, even the Taft-Hartley Bill doesn't scare us. We know we can all work together and beat it."

A full scale organizing campaign, to bring into the SIU other fishermen along the Gulf is now in full swing. Urban Bosarge, brother of Walter, and well-known oldtimer in the area, has been appointed as organizer, working directly under Cal Tanner.

His first activities have been very fruitful, and there is good reason to believe that the organization will grow by leaps and bounds.

Very recently, a four state meeting of fishermen, representing Alabama, Florida, Louisiana, and Mississippi, met in Morgan City, Alabama. Although representatives were also invited from Texas, none showed up.

The meeting was called to discuss legislation affecting the fishing industry, and for the betterment of fishermen's conditions.

Two organizers from the CIO showed up and made speeches about the advantages of affiliation with that outfit, but they met with a cold reception.

Rank-and-file sentiment was very definitely pro-SIU, and at the recommendation of Chairman Harvey Lewis, President of the Fisherman's Association, the membership will take up the matter of joining a national organization.

There is no doubt that the AFL and the SIU are far more popular with the fishermen than is the CIO. Should the Fishermen's Association vote affiliation with the Seafarers, it will mean close to 15,000 more members in the Marine Allied Workers.

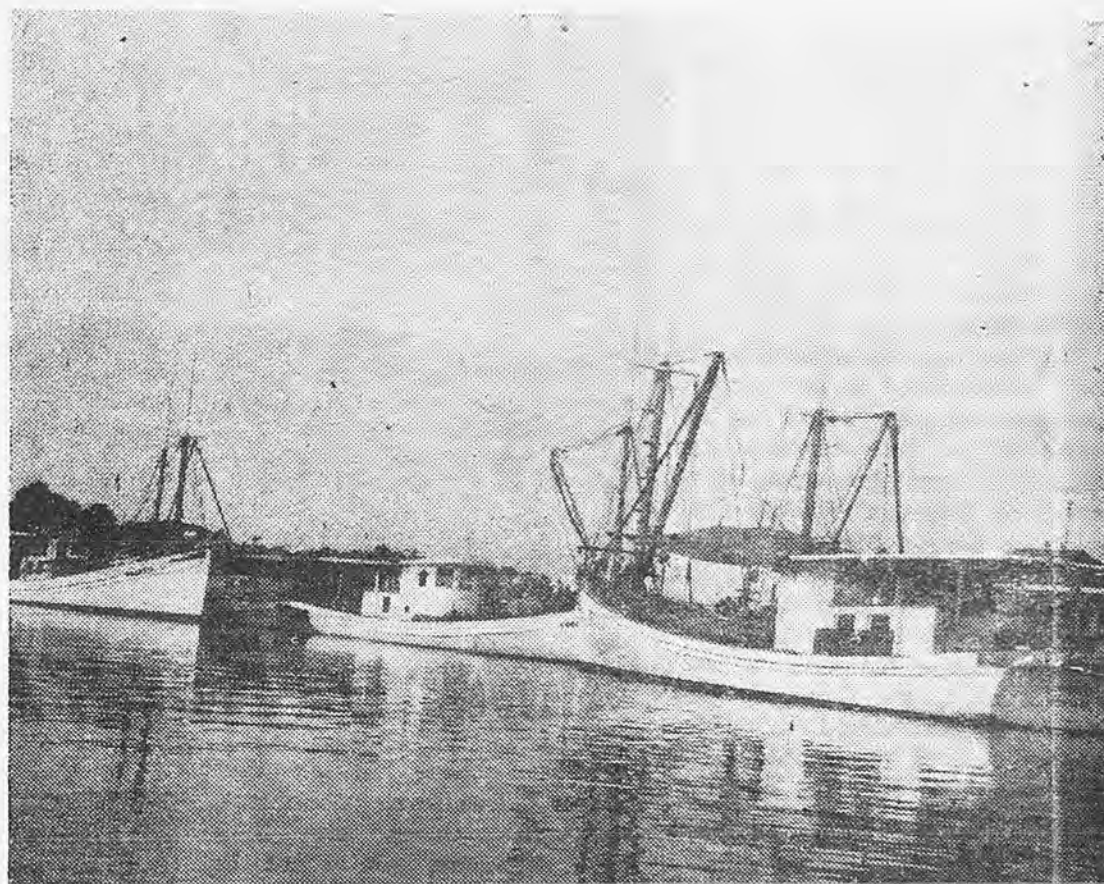
The Mobile Bay Seafood Union has its own Hall in Bayou La Batre, and elects its own officers and administers its own affairs without outside interference.

The SIU Port Agent is available for any assistance requested by the fishermen, but the internal affairs of the union are left strictly up to the membership.

That's the way they like it, and that's one more reason that they like the Seafarers way of doing business.



An outside view of the Mobile Bay Seafood Workers Hall in Bayou La Batre shows that these men take their union seriously. The Hall is the center of activity in the community, and plans are underway to enlarge the building so as to provide recreational facilities for all members and their families. The treasury of the union is quite healthy, thank you, and all the money is used for the betterment of fishermen's conditions.



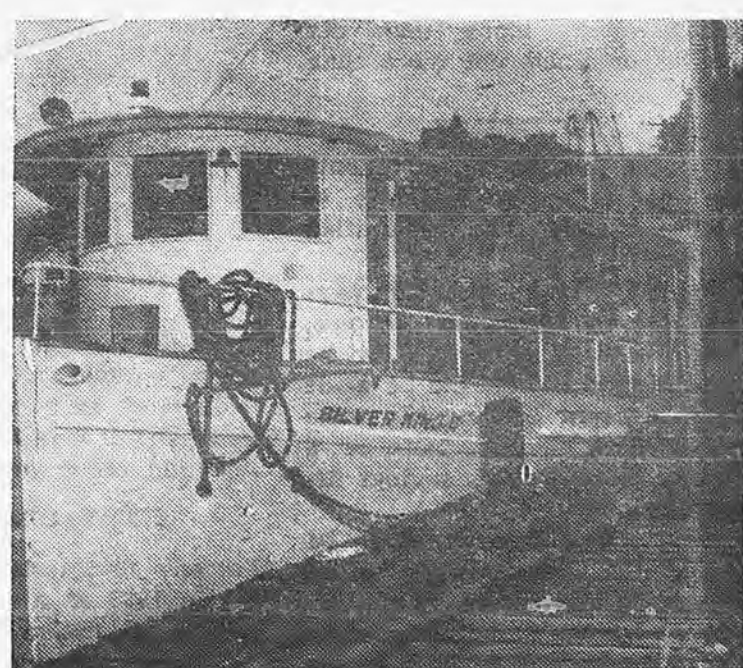
It's a large fleet of fishing boats that has its base at Bayou La Batre. All the ships are neat and clean, and most are owned by the men who sail them, either individually or in partnership. Pictured above is part of the fleet, tied up at the end of the day. Further down the river, out of camera range are more vessels, and quite a few are out to the fishing grounds, where they may stay for days at a time.



Heading for home with a wide open throttle, the Wanda passes before the camera eye on the way to tie-up for the day. She's a shipshape craft, and the crewmembers take pride in keeping her that way. Most of the boats are painted at least once each year.



The Marlin crew, with Captain Harry Jones in the center, poses aboard their vessel. All of the hands live in Bayou La Batre, as their fathers did before them, and all are members of the union, now affiliated to the Seafarers International Union.



The pleasure fishing boats, which are hired by the day by sportsmen, are also organized. Here is the Silver King II, second in a line of such vessels, all operated by the same family. These fishermen know all the best spots to hook a mess of good eating fish.

BEFORE AND AFTER



By JOSEPH VOLPIAN
Special Services Representative

The mass of laws affecting the people of this nation are of mountainous proportions. Every possible human act that might be committed in a manner considered against the interests of the general welfare is covered by some law.

And, of course, the long arm of these laws reaches into the lives of merchant seamen, and touches virtually every circumstance in which they might be involved.

Among these more important laws are those having to do with advances, allotments and the selling of jobs.

On the subject of advances the law says, "Every seaman on a vessel of the United States shall be entitled to receive on demand from the master of the vessel to which he belongs one-half part of the balance of his wages earned and remaining unpaid at the time when such demand is made at every port" where the ship loads or delivers cargo before the end of the trip.

ONE IN 5 DAYS

This section of the law adds "that such a demand shall not be made before the expiration of, nor oftener than five days, nor more than once in the same harbor on the same entry."

But, the law says further, "it shall be unlawful in any case to pay any seaman wages in advance of the time when he has actually earned the same, or to make any order, or note, or other evidence of indebtedness therefor to any other person . . . for the shipment of seamen when payment is deducted or to be deducted from a seaman's wages."

Violation of the foregoing provisions is considered a misdemeanor and is punishable by a fine (from \$25 to \$100) and imprisonment for not more than six months.

This particular law also covers the selling of jobs.

"If any person shall demand or receive," it states, "either directly or indirectly, from any seaman or other person seeking employment as seaman . . . any remuneration whatever for providing him with employment, he shall . . . be deemed guilty of misdemeanor and shall be imprisoned not more than six months or fined not more than \$500."

ALLOTMENTS

On the matter of allotments the law is quite emphatic in stating exactly who is entitled to receive them.

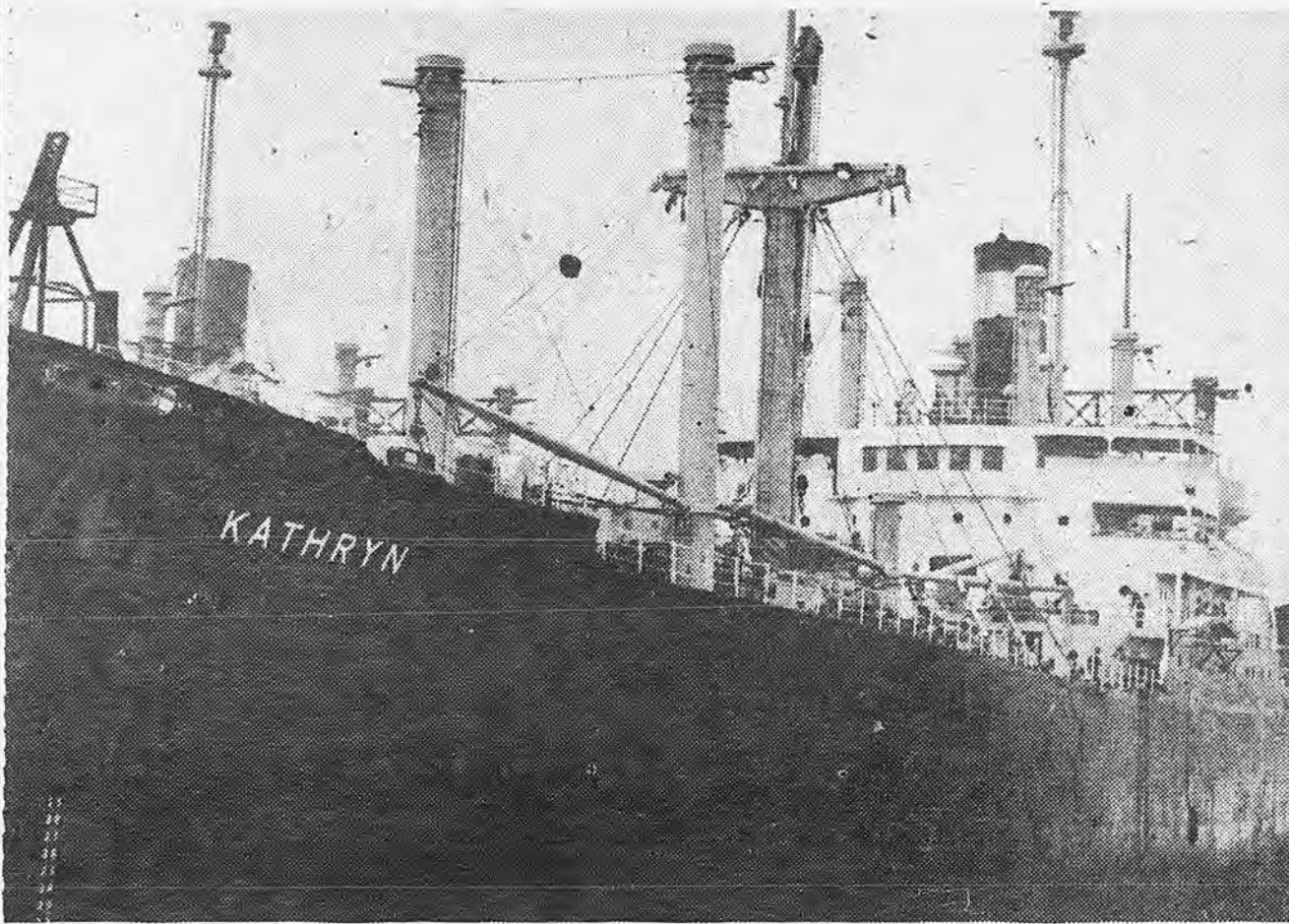
He can make his allotment payable to his grandparents, parents, wife, sister or children. Or he can direct that deposits be made in an account bearing his name either at a savings bank or a United States postal savings depository.

"But no allotment shall be valid," the law stresses, "unless in writing and signed by and approved by the shipping commissioner," whose duty it is to see that the allotment is legal and proper.

Allotments must stipulate the amounts and times of payments to be made, and the names of

the persons or the bank account to whom payments are to be made.

Unless made out in conformance with the above regulations no allotment is legal. Furthermore, any person falsely claiming to be a relation or a savings bank for the purpose of becoming an allottee of a seaman stands to be fined up to \$500 and imprisoned for six months.



Above is the SS Kathryn, Bull Lines, when she was being converted from the Navy's KA 87. The job was done at the Alabama Dry Dock Company, in Mobile. Following the transformation job, another picture was taken, and that shot at the right shows the Kathryn as she appears today, trim and sleek.

Many ships used by the Navy during the war are being converted for peacetime operation, and a number of SIU-contracted companies are buying those ships.

The tugs which warp the ships in and out of drydock at the yards, and the tugs which work the ships in the harbor are all under contract to the SIU. Another example of how popular the Seafarers is with the men who go to sea for a living, whether deep sea, towboatmen, or fishermen.

Seafarers Never Met, But Have Much In Common

Seafarers Arne Larsen and William O'Dea have never met, but there's reason why they should. They've got a lot in common. Besides belonging to the same Union and fighting in the same battles to boost the position of all Seafarers, both men have sailed ships under virtually every flag in the world. Both have sweated out voyages on several Isthmian ships as voluntary organizers.

The similarity in their careers as sailing men doesn't end there, however. In fact, both started out to sea from the "old world." O'Dea, a native of Dublin, Eire, first shipped out as a coal trimmer on a ship flying the British flag, one of the most rugged jobs he has had to date.

For seven years he sailed out of Liverpool, and then followed a period wherein he visited practically every one of the world's ports as a crew man on Norwegian, Swedish, Greek, Dutch and other vessels.

NAVY STINT

Larsen's first taste of sea life came in 1936 as a sailor in the Navy of his native Denmark, a compulsory, although abbreviated stint. The seven months he put in were just enough to convince him that going to sea for a livelihood was right up his alley.



ARNE LARSEN

In rapid succession—not rapid enough, he says—Larsen shipped on Belgian, Greek, Yugoslav, British, Norwegian, Danish and even Panamanian and Honduran tubs, to name some of the 11 flags he's toiled under.

And if you count all flags not having SIU standards, Isthmian makes 12 for the stocky lad from Copenhagen. Larsen, a Carpenter, says the Isthmian trips were among the toughest he's made.

On the SS Jeremiah S. Black and the SS St. Augustine Victory, conditions were sometimes so sad he'd recall sailing SIU-contracted ships with the tears almost ready to roll from his eyes.

Now he happily anticipates the SIU contract that will put the Isthmian scows in a respectable light with seamen.

MIGHTY IMPORTANT

"The SIU-Isthmian contract will be a mighty important thing. It will mean a new high standard in wages and working conditions for some 3,000 men sailing on Isthmian ships, and it will be the Seafarers who will be accomplishing this job," Brother Larsen pointed out.

"Isthmian conditions definitely belong to the past," he added. And he means it, for he takes his Union darned seriously. He's been in every bit of strike action in which the Union has been involved since he joined.

Brother O'Dea, who like Brother Larsen, joined the SIU in 1943, just drips with scorn at the mention of Isthmian.

He spent a year as a volunteer organizer on the company's SS Sea Shark, SS Archer and SS George Chamberlain, the last named being the worst, in the Dublin Oiler's book.

Having just paid off the Chamberlain, O'Dea knows well that the fight is not over until the contract with Isthmian is signed, sealed and delivered.

TOUGH TALK

On that ship, the First Assistant Engineer made matters quite

clear with this remark: "This is strictly a non-union ship."

That was several months ago. Today, O'Dea recalls that withering crack with a twinkle in his eye.

"That statement will call for some adjustment pretty soon," he remarked.

So, what these two militant Seafarers have in common will be even more pronounced when they can go aboard Isthmian ships with an SIU contract as a fitting climax to their sacrificing efforts.

Keep Your Shirt On

Reports have been coming in citing dirty deals given seamen by several laundries, which profess to "cater to men of the sea."

Roland Velasco of the SS Arch Hopkins reports that Ungar's Laundry of St. John, N. B., picks up laundry aboard ships in that port, with the promise that it will be returned by the weekend. The promise is never lived up to.

"They don't say in which year it will be returned," says Velasco, warning Seafarers to keep their laundry out of Ungar's hands.

All AFL Unions In Philadelphia Meet To Study Taft-Hartley Act

By EDDIE HIGDON

PHILADELPHIA—The pace in shipping activity in this Port of Brotherly Love has been stepped down a bit this week, but the slowing down hasn't been confined to shipping alone.

All industry here seems to be tapering off as workers make preparations for their summer vacations.

Despite the trend here this week, quite a number of ships have come into port, most of them in transit. Rated men are still in demand, with ABs getting the biggest call.

The vicious Taft-Hartley Bill, which the labor-smashing Congress steam-rolled into law last week, has created quite a furor here in Philly. As it should be, everyone seems to be against this big-business inspired blow at organized labor.

AFL DISCUSSIONS

Next week we'll be representing the SIU in a conference of the Central Labor Union, composed of Philadelphia unions affiliated with the AFL. Joseph Padway, AFL general counsel, and other labor lawyers will lead discussions on the far reaching effects of the Taft-Hartley bill.

Brother Ray Brown, the Hot Dog King, was with us for the past two weeks and we appre-



ciated having his wit and pleasant disposition around the hall. He shipped recently but we're looking forward to his return to this port.

We have a bit of advice we'd like to pass on to permit-and trip-card men: When you are assigned to a ship, it is your duty to sail it. That is the reason that you have been given a trip-or permit-card—to take up the slack.

However, when you become a full book member, you will have a little more privilege in this respect. You will then be allowed to pass up three ships before you have to re-register. Meanwhile, with a permit or trip-card you must sail the first ship you are assigned to.

Another thing, it is becoming a practice for trip and permit-men to sail a ship to another port and quit the ship there. Brothers doing this are definitely in the wrong, as they are required to make one complete round trip before quitting the ship.

CANAL CONFUSION

Since there seems to be some confusion among the membership in regard to the Chesapeake and Delaware Canal from Baltimore to Philly, a word to clarify matters is in order.

When a ship enters the C&D Canal after five o'clock while in transit, and you are working, you are entitled to overtime. For example, a ship leaves the dock in Philly at 2:30 p. m. It anchors in stream for an hour or so, then

starts through the canal at 5:30 p. m. In this case, your overtime commences at 5 p. m.

Now, let us assume that you get through the canal and anchor on the other side in Baltimore. Overtime stops whenever the anchor is dropped.

Some members are of the opinion that overtime starts when you leave the dock in Philly and stops when you are tied up in Baltimore.

I repeat, overtime stops with the dropping of the anchor. I hope this clears up the confusion surrounding this situation.

Getting back to news of a local nature, I see where the Governor of Pennsylvania has signed a bill granting a raise in pay to all city officials. For the most part these officials are all Republicans, as is the Governor. Apparently the reason for this raise is clear.

But nowhere in this bill is there anything authorizing a raise for the poorly underpaid city workers. I wonder why? I believe most of these workers are Republicans, too.

GOOD OLD DAYS?

We are getting a few oldtimers back in the Philadelphia Hall, and their conversations are always hinged around the good old days. While this oldtimer doesn't date too far back, I can still remember some of those "good old days," to wit:

Eggs twice a week; fresh fruit on Sunday; hash and hot cakes for breakfast; one meat, one vegetable; two pots for the saloon; agate dishes, tin utensils; no water glasses; blue, coarse bed linen; cake twice a week; 12 lemons for two trips on a tanker, and no overtime.

Also, field days every Wednesday, when a man who wanted to make another trip was required to put in an extra four hours every Wednesday for no



pay; cleaning ice boxes and painting for no overtime.

Last, but not least, instead of the Skipper logging a man two days for one for taking a day off, it was a rule that a man work back 16 hours for eight he took off.

Generally, this was worked off at the end of the trip. This being the case, the 8-12 watch, if he had 16 hours to work back, would be working 16 hours daily to square himself away.

Ah, yes, "the good old days."

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.



NO NEWS??

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

- JACKSONVILLE
- BALTIMORE
- MARCUS HOOK
- BOSTON
- NORFOLK
- SAVANNAH
- NEW ORLEANS
- GALVESTON
- SAN FRANCISCO
- CHICAGO
- TOLEDO
- DULUTH
- ASHTABULA
- BUFFALO
- CLEVELAND

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.

Seafarers' Objective In Canada; To Get Full American Conditions

By GENE MARKEY

MONTREAL—Opening of the SIU Branch in Montreal has certainly been well received by the seamen of Canada. Since our arrival in this port many members of the Canadian Seamen's Union, including some of their ships' delegates, have come in to talk to us and learn of the SIU's policies and aims in Canada.

Many of the men have dropped in to offer congratulations and appreciation of our recent successes against both American and Canadian shipowners.

They all expressed surprise as to the speed whereby Canadian seamen on some ships are already enjoying the high wages and conditions that come with an SIU contract.

These discussions have all been very interesting inasmuch as we gain an opportunity to give these men the straight story as to what the Seafarers International Union hopes and intends to accomplish.

SIU GAINS

Primarily the men wanted to know what conditions the SIU has won for Canadian seamen. To this I pointed out our contracts with Canadian operators.

The India Steamship Company, having at present six victory ships and possibly 20 more ships at a later date, is under SIU contract and the men sailing these ships are now working under the best contract in Maritime. It is the same contract in force on American SIU ships.

Our recently negotiated contract with Seaway Lines, Ltd., covering the SS Northland, gained wage increases of from 90 to 135 per cent. This company, too, expects to acquire additional ships which will be crewed by Canadian seamen.

The SIU agreement now in effect with the American Cable Company is the only one of its kind on the West Coast of Canada, and gives American wages and conditions to the Canadian crewmembers.

Our agreement on the Great Lakes with the Canadian National Car Ferries is one of the best on the Lakes. Although this company is small, the seamen on these ships were the first Canadians to sail the Lakes under the three-watch system.

RECORD SPEAKS

From the SIU record it was easy for the seamen to see that we are out to procure nothing short of American conditions and wages on all Canadian vessels.

We aren't devoting our time in Canada to get nickels and dimes out of the Canadian operators; we are an international union and we intend to have the same wages and conditions on all of our ships whether they be American or Canadian.

The field up here is a vast one and one that will require much work. It is like starting from scratch—almost even worse than that with the CSU playing the shipowners' game.

Reports coming in here have it that the CSU is disintegrating rapidly. I have heard that they are having a very difficult time placing their men aboard their own contracted ships and worse than that, stories of back door shipping are circulating.

The CSU is whistling in the dark by promising a 40-hour week to their men.

This is sheer nonsense as it is general knowledge up here that the officials of the CSU have had to go into arbitration to force the shipowners to honor contracts already in existence.

The Patrolmen Say...

Havana Haven

NEW YORK—Now that the Seatrain ships are back on the Havana run, hitting the Belle of Cuban ports where rum and other pleasurable pursuits are inexpensive, there should be a smaller turnover of crews aboard these ships.

As is well known, these ships are in port one day and out the next, thus some of the men miss their ships causing the Dispatchers in both New Orleans and New York quite a headache trying to keep men on these ships.

This could be avoided if the men who are quitting gave the usual 24-hour notice at arrival time so replacements can be obtained with a minimum of effort.

If it looks like you may miss the sailing, try to reach a telephone and notify the Dispatcher in that way we can prevent the ships from sailing shorthanded.

Remember, fellows, these ships make Havana every week. For one big day each week you can relax for a few hours in the paradise of the West Indies and enjoy life at its best.

There shouldn't be any aversion to signing on and sticking to a deal like this. The ships themselves are covered by an excellent contract and have the best conditions possible.

Come and get them—they're among the best wagons in the SIU.

Louis Goffin

System Works

NEW YORK—It is always a pleasure to pay off ships that are immaculately clean with every-

thing shipshape in all departments.

The majority of ships hitting port recently have been in this class, and they offered no problem to the Patrolmen either in the cleanliness of the ship or in beefs.

The crews aboard these ships had adopted rules covering the cleanliness of the messrooms and quarters and, through the abidement of all to these rules, the ships were able to come in sparkling clean.

Penalties imposed for violations of the rules were set down, for example: Leaving a dirty cup in the messroom—25c; dropping cigarette ashes or butts on the deck—35c; putting greasy hands on chairs, tables, etc.—50c; for using profanity at the dinner table—25c; and for rushing the messman unnecessarily—10c.

At the termination of the voyage this money is turned over to the boarding Patrolman, receipted, and the money distributed to the members in the Marine Hospitals.

This practice served more than one very good purpose. One, particularly, the crew tried their best to be upright, clean and gentlemanly; they also aided the disabled SIU members now confined to the hospitals. Last, the crew worked together in complete harmony.

The system seems to be working out on the ships we hit so we suggest that it be given a try on all SIU ships.

Freddie Stewart
Jimmy Drawdy
Bob Matthews

All Departments

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

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

Take Warning, Brothers, Hard Times Are Returning: Ships' Officers Now Practicing Prohibitionists

By JOE ALGINA

NEW YORK — Maybe I'm wrong about this, but I'm beginning to think that the descendants of bar-smashing Carrie Nation are out to do a job on our ships.

Don't picture company stiff or goons giving us a hard time, it's not as bad as that. Instead it looks like the Women's Christian Temperance Union has its organizers out whispering into the ears of ships' officers.

Two ships came into port this week and the story was the same on both of them. The officers were trying to reform the men the hard way by not allowing them to bring liquor aboard.

On the Gateway City, one of Waterman's best, the Chief Mate undertook a one man crusade against the liquor on board.

He didn't stop at cautioning the men against "the evils of



drink," he went through the whole ship into each foc'sle and locker removing all liquor.

He then went on deck and, with all the ceremony of dumping poison gas, he threw the bottles over the side.

HOPPING MAD

Naturally the boys who had been fleeced were hopping mad. They had purchased the stuff intending to take it home with them after the payoff so when Jimmy Purcell came aboard to payoff the ship he was faced with a real beef.

Brother Purcell immediately cornered the culprit and lectured him loud and long on the subject of personal property.

Looking a little limp after the dressing down, the Mate has decided that foc'sles and lockers are none of his business.

The other similar occurrence took place aboard the Alcoa Cavalier. This time it was the Skipper who echoed the sentiments of the WCTU. He stood at the gangway with his binoculars glued to his eyes ever watching for the men bringing liquor aboard.

When he spotted a victim he quickly relieved the man of his burden. One crewmember boarded the ship with five bottles of cordials.

He asked the Skipper to lock it up for him until the ship returned to the States, but instead the Skipper took the bottles and heaved them over the side.

I covered the Cavalier when she hit New York and took the beef to the Captain. He stated that on the ship's foc'sle card it states that no liquor or grog shall be brought aboard ship.

I immediately countered by

telling him that on the same card it states by law how much food a man shall receive, but the provisions laid down are so out of date that no attempt is ever made to follow them.

NEW ARRANGEMENT

As a result of these two incidents arrangements have now been made whereby a man can buy liquor or alcoholic beverages of any kind and have them locked up for safekeeping until the ship returns to a United States port. This should put an end to the whole business of arbitrarily depriving men of their property.

The SIU is doing all in its power to eliminate drunks and performers aboard ship, but with Skippers and Mates like these, the situation is not being aided any.

There was no liquor trouble aboard the William Riddle, another Waterman ship, when she hit port this week. Instead, the Patrolman who covered the payoff could have used a drink.

Jimmy Drawdy, who covered the ship, reported that he had never seen a more disreputable looking ship. According to him, there wasn't a clean spot on the ship.

When he asked the crew why they had allowed an SIU ship to be brought into port in such shape, they got together and gave him the score.

The ship had loaded coal here and carried it to Europe. After discharging the cargo the men approached the Skipper for permission to soogie it down, but the Skipper refused knowing that it called for the payment of overtime.

When the ship was about a week from New York he got a

change of heart. He then wanted the whole crew to turn to and put the ship in shape.

Naturally, the crew was unable to do the job on such short notice, and thus the filthy condition when it hit port.

NOTHING GAINED

The Skipper didn't gain anything by his action, for the ship is now being cleaned up here in port and will not be allowed to sail until she is once more a top example of a clean SIU ship.

With these major beefs keeping the Patrolmen busy, they got respites when they went aboard the SS Cox of the Bernstein



Steamship Corporation and the Alexander-Bell of South Atlantic. Both of these ships paid off in good style and were real examples of fine ships.

On the six per cent increase of last January, Waterman Steamship Company is now mailing out all of its checks. This should finish up the six percent raise with Waterman, but the other companies are still making up their payrolls.

Jimmy Sheehan, Patrolman here in New York, is now receiving congratulations on the birth of a son. We're fixing the boy up with a tripcard to be issued about 1965. We want to be sure that he is an SIU man right from the start.

Goffin Looks Shoreside, Finds Some Characters Are Not Funny

By LOUIS GOFFIN

We've had various articles written about seagoing characters, but we have yet to have any written concerning finky shoreside characters, of whom there are quite a number.

By this time most of us are acquainted with the phony labor law pushed through Congress by the National Association of Manufacturers and its stooges.

We know that it is doing everything in its power to break the unions. The phony propaganda that anti-labor groups are feeding the public should be taken with a grain of salt.

Experience from the past has taught us that the NAM, which is a collection of employers, tried a similar experiment in 1921, when, aided by Congressional trained seals and the weakness of unions at the time, they were successful in reducing labor to practically slave conditions.

ERA OF "PROSPERITY"

Wages, working conditions, and almost the complete livelihood of the worker, were dictated by this gang of vultures. They called it an era of prosperity, which it was for the employer and his stooges, but actually it was an era of poverty for the worker.

From 1934 to the present time,

bills were passed to rectify this injustice; bills that were violently opposed by this collection of employing characters.

However, we were fortunate in uniting into strong unions, and through such unity we were able to defeat these would-be dictators.

Now we are engaged in a similar struggle, a struggle by unions strong enough to combat these new labor laws.

We, as free American workers, refuse to be greeted in the manner which the NAM has outlined. These characters, who would enslave the American workers, can be defeated through the united efforts of every worker.

We do not want, nor are we going to stand for, another era of apple-selling, WPA, and industrial chaos just because a bunch of greedy employers, their reactionary press and their congressional stooges would like to have it so.

We have fought these people in the past and won, and through our united efforts we are going to continue to go ahead regardless of the NAM, Chambers of Commerce and the trained-seal Congress.

Unclaimed Gear

Members whose gear has been held for more than three months in the fourth floor baggage room of the New York Hall are advised to call for it immediately, or notify the Hall where they wish it sent.

Crowded conditions make it impossible to hold gear longer than three months. All effects remaining unclaimed after three months will be sent to the owner's home via express collect.

Gear without addresses will be disposed of otherwise.

Root Commies From Public Life, Says The ILGWU

CLEVELAND (LPA) — More than 900 delegates to the 26th convention of the Int'l Ladies Garment Workers Union—AFL ended the union's most successful and eventful convention here last week with the unanimous reelection of President David Dubinsky for the fifth time. Twenty-three vice-presidents were also reelected.

The convention's second week heard a strong call for united AFL political action to unseat the present reactionary Congress; declared war to the finish on Communism; criticized Russia's "imperialist" and "expansionist" policies; and altered its constitution to conform with new requirements of the Taft-Hartley law.

Unanimously the convention resolved to wage an unrelenting battle against Communists "until American public life and the American labor movement are completely rid of their influence." Communist purposes and activities were declared to be "diametrically opposed and bitterly hostile to the aims and ideals of American labor."

"The one fundamental, unvarying objective of the Communist Party," said the convention, "has been the effort to achieve power in order to establish a totalitarian dictatorship in the U. S. on the Russian Soviet model." All forms of democratic freedom and minority expression would be suppressed by such a dictatorship and workers would be forced into "glorified company unions" under the terror of a police state. Dubinsky was praised for his anti-Communist leadership and the Communist press abuse was termed a "badge of honor" for the ILGWU chief.

Late Deliveries

Agents and Seafarers have been inquiring as to the reason for late deliveries of the SEAFARERS LOG to their homes and the outports.

The delay is due to the terrific shortage of newsprint that has hit most newspapers, which sometimes makes it necessary for the printer to halt printing the LOG until he gets additional paper.

Once the LOGS come off the press they are immediately mailed out. The only bottleneck is the difficulty in securing sufficient newsprint for the thousands of LOGS printed each week.

Florida Plans Still More Laws To Tie Unions

By C. SIMMONS

TAMPA — Now that Congress, by passing the Taft-Hartly bill, has put its stamp of approval on laws killing labor, the phony officials in this state are planning action that will even out-do Congress.

Florida already has the open-shop, but that doesn't seem to be enough for the big business stooges, and they intend to go even further.

The newspapers are having a field day, filling their columns with all sorts of stories about how generous the new bill is to labor. If they can call a slave labor bill generous, then anything is possible.

Maybe we working people deserve what happened. Maybe being thrown to the wolves will wake us up so we can really fight for our rights.

The rank-and-file union people here are up in arms over the bill, and there is plenty of talk about possible political action in the future. Well, we'll see what happens. I hope we don't turn out to have short memories.

ABs WANTED

Shipping remains good in this Port; in fact, too damn good. ABs are as hard to find as the proverbial needle in a haystack. We have 12 AB jobs on the board at this writing, and not one single taker.



Oilers have no trouble shipping out of here, but we have enough Ordinaries, Messmen, and Wipers to sink a Victory ship.

These men are getting papers from some source, and they flock here by the hundreds. So far, we haven't had to use but a few of them.

All fines, back dues, and assessments have been paid up on the SS Florida, so now we are in need of a few payoffs. We haven't had to call on Headquarters for any money, but unless we get some ships in here paying off, the story will change. Our only income will be what comes in over the counter and the monthly dues on the Florida.

There was a man on the SS Mandan Victory who shipped off the dock in Miami. The Skipper gave orders that no man was to be hired in that Port, but the Mate decided to take on a Day Man, and as a result, the Mate caught hell from three angles. First from the Old Man, then from the Company, and finally from the Patrolman.

The Day Man lost his Permit application, so no one gained from the business. Any man shipping from the dock is a danger to the Union, and we propose to put a stop to pier head jumps wherever we hear of them.

HERE'S WHAT I THINK...



QUESTION:—The Union has put into effect a program reorganizing the Gulf Area, aimed at reducing expenses, increasing membership representation, and expanding the Union. What

is your idea of this program, and in your opinion, what particular steps can be taken to guarantee its success? (This question was asked in the New Orleans Hall.)

TONY PISANO, Cook:

If the Union can handle its business with fewer men, it owes it to the membership to do so. Wherever the SIU can economize, without affecting the services to the membership, the Union should go ahead and take the necessary action. Take Texas, for instance. There the Union has closed up a couple of Ports, and the business will all be handled out of the Galveston Hall. If the membership cooperates with the officials in that Port, everything will be okay, if not, the Union could put 50 officials down there, and the place will still go to the dogs. Everything depends on the membership.



G. A. BEAUDRY, AB:

The best guarantee is to make sure that the officials of the SIU carry out all instructions of the membership. When they refuse to do so, or if they can't do so, then they should be replaced with men who can and will do the job. That goes for every official, from the top to the bottom. The Union should also take steps to educate the new members so that they will know what their duties and responsibilities are. New guys who don't know the score can be made suckers of, just like down in the Texas ports. That's got to stop, and when fellows throw their weight around, the Union has got to move fast to clean out the disrupters.

JIMMY DeVITO, Oiler:

Putting in Bull Sheppard as Port Agent in New Orleans is assurance that there will be plenty of action for the membership, and from now on we are going to stay on our toes. Another way to guarantee the success of the program would be to let the members who are now on ships know exactly what took place down in the Gulf so that they will be prepared to take part in what's going on now. Educational work is necessary, and an informed membership is a fighting, vigilant membership. From now on, it's strictly up to us.



AL GORDON, AB:

I'm in favor of all that has been done, but I hope that the changes won't interfere with the swell service that SIU members get from Port officials. By that I mean the way our beefs are handled at the point of production, and the way our officials fight for our rights. Only real way to guarantee the success of the program here in the Gulf Area is for the membership to make sure that all parts of the program, starting with the recommendations of the Agents' Conference, are carried out. The membership runs this Union. It is a rank-and-file Union, and if things go wrong, we know what to do.



NMU Depriving Isthmian Seamen Of SIU Contract

(Continued from Page 1)

ings or in the brief filed by that union.

Of course, the NMU lawyers, who are supposed to be able to read, know very well that after August 22, 1947, no company will be allowed to sign a closed shop agreement with any union. And knowing this, they are deliberately trying trick after trick to stall proceedings past that date.

As soon as the SIU was certified on June 11, the NMU filed an application for reconsideration. On June 30, the National Labor Relations Board denied the application.

The Board's decision follows:

The Board, having on June 11, 1947, issued a Decision and Certification of Representatives in the above-entitled proceeding, and thereafter, on June 14, 1947, counsel for the National Maritime Union of America, Intervenor herein, having filed an application for reconsideration of the said Decision and Certification, and motion to set aside the certification; on June 17, 1947, counsel for the Seafarers' International Union having filed opposition thereto, and the Board having duly considered the matter,

IT IS HEREBY ORDERED that the said application for reconsideration be, and it hereby is, denied; and

IT IS FURTHER ORDERED that the said motion to set aside the certification be, and it hereby is, denied.

Dated, Washington, D. C.

June 30, 1947

By direction of the Board:

CLARA M. MARTIN,
Acting Chief, Order Section

That should be enough, and in fact is more than enough since the NMU never had a leg to stand on in any of its phony charges of collusion between the Union and the company. But the NMU is not content to stop throwing monkey wrenches yet.

DELAYING ACTION

In reply to a letter sent by the SIU on June 24, 1947, asking that bargaining sessions be scheduled, A. V. Cherbonnier, attorney for the Isthmian Steamship Company, wrote on June 30 as follows:

"I wish to inform you that the National Maritime Union has filed several unfair labor charges against the company, in which it is alleged that the company committed acts and conduct commencing on or about January 1, 1947, and continuing up to the present time which interfered with, restrained and coerced its employees in the exercise of the rights guaranteed by law.

"I believe that you will agree with me that matters now pending before the National Labor Relations Board should be cleared up so that it cannot be held that bargaining with your Union would of itself constitute an unfair labor practice."

By the very nature of the charges made by the NMU, it is obvious that the only object is to stall long enough for provisions of the Taft-Hartley Act to go into effect. By the time January 1, 1947, rolled around, voting on Isthmian ships had long been over, and the vote had already been tabulated.

Secretary-Treasurer's Report To The Membership

(Continued from Page 4)

admission providing the men had Isthmian discharges, or discharges from other companies being worked on by the Union, as well as being strike clear.

It is therefore recommended that the membership books be temporarily opened under the following provisions:

1. Any applicant for membership must have an SIU permit with not less than 12 months paid up in good standing and strike clearance.

2. Every applicant must have made at least one voyage, either on Isthmian Steamship Company vessels or other selected organizational objectives.

3. Any application for membership must be made direct to the Organizers in that particular area.

4. When the applicant has necessary time on a tripcard, as well as sufficient amount of time on unorganized vessels as volunteer SIU Organizer, the amount of time on the permit will be counted as that or probationary time and man is to be issued full book upon recommendation of organizer.

5. No "organizational" books to be issued whatsoever. All books issued will be regular SIU books and full initiation and assess-

ments will be paid for same by applicant.

6. All applicants for membership, unless having done special organizational job for Union, must be qualified members in either Engine, Deck or Stewards Department.

7. Only exceptions outside of the rules above will apply to those men who may be sailing in the selected organizational objectives in the near future, such as Cities Service. The final exception will be any tripcard man who does special work for the Union under Union assignment. This type of applicant in making application shall have written statement either from Port Agent or Organizer recommending same for submission to Headquarters Office for findings.

The membership is well aware of the passing of the Taft-Hartley Bill. It may well be the biggest fight we have ever been in. There are several types of action now in motion and it is well that all hands become familiar with them.

There was a meeting last Saturday in Washington of AFL Attorneys. Headquarters Offices designated, as per the constitution, Attorney Ben Sterling, who represented us in Isthmian, to attend this conference as rep-

resenting the SIU. Sterling has delivered a report which is now being studied. Further conferences of AFL Attorneys will be held on this matter. We will be represented at those meetings and reports will be made to cover each one.

There will be a conference in Washington, D.C., July 9, 1947, composed of the heads of all AFL Unions to map country wide strategy and action to meet the Taft-Hartley Act.

The SIU will be represented by First Vice-President Paul Hall, acting in the absence of SIU President Lundberg, and Morris Weisberger, Second Vice-President of the Union.

By the next meeting, your representatives will have a report prepared for the membership on this meeting.

It is imperative that we, as Union men, not be stampeded into any kind of action on this matter that may be detrimental to our Union or hurt us in any manner. We have fought all comers since our very birth and we can sure as hell fight this one as well. With this thought in mind, your Headquarters proposes the following program on the matter of the Taft-Hartley Act:

1. The SIU-SUP go on record

as not tolerating in any way, shape, or form, any interference with our Union Halls by shipowners or Government bureaus.

2. The SIU-SUP to consider as a lockout any attempts by any person or persons to use the Taft-Hartley Act to the detriment of our Unions.

3. We make known immediately to the AFL, as well as the AFL Maritime Trades Department, our position on this matter.

5. That we make known our position on the Taft-Hartley Act through the medium of the SEAFARERS LOG and the WEST COAST SAILORS.

It is to be noted in this program that there are several meetings with our AFL affiliates scheduled. It is necessary that we, to a certain extent, work in conjunction with the national set-up of the AFL on this matter. There will be further proposals as time goes by on this matter. While we will participate in the scheduled meetings with the AFL, we will wait for no one to start our fight—at the point of production—in the event any shipowner or Government bureaucrat gets any ideas about attacking our Hiring Halls.



SHIPS' MINUTES AND NEWS

800 lb. Shark Opens Big Mouth, Is Hooked By Griffin Crewmen

The Society for the Advancement of Snaggled-toothed Sharks has probably put Seafarer Juan Soto and his shipmates of the SS Samuel Griffin on its social register. For contrary to the purposes of the organization of man-eating sea monsters, Juan and the boys were out to sink their hooks into as many of the gilled bullies as possible on their recent trip aboard the Griffin. Despite several early setbacks, the Griffin lads met with success when one whopping member of the society — an 800 pound, 12-foot shark—opened his big mouth once too often, while snooping around the ship in Reunion, Madagascar.

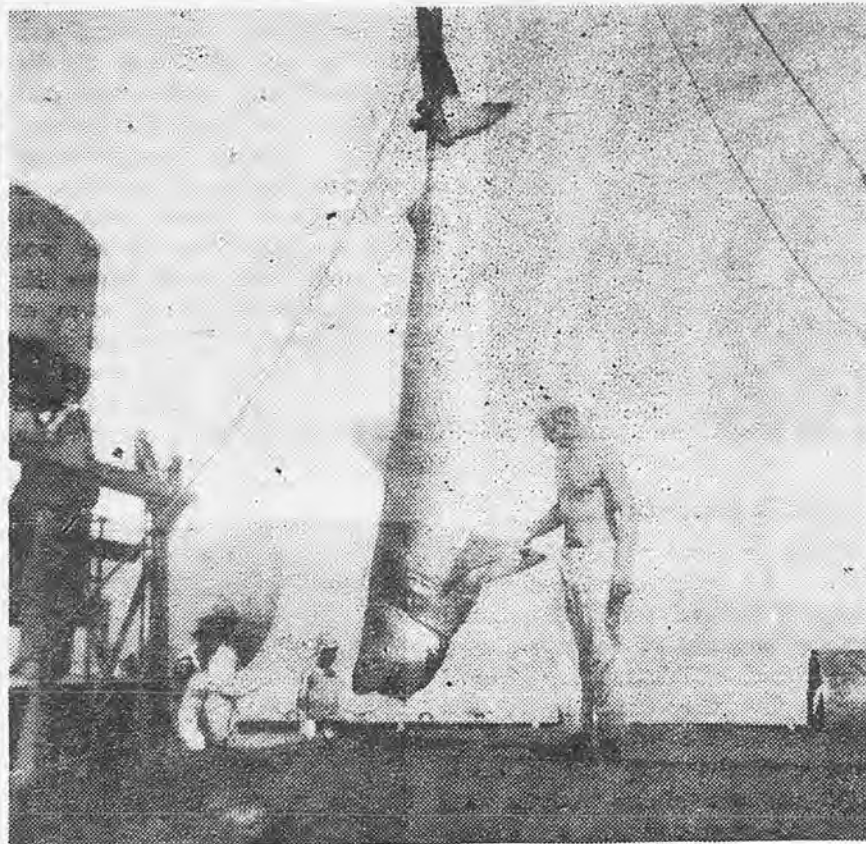
As a result, the sea-going heavyweight's upper jaw and backbone are now souvenirs in Brother Soto's personal museum, devoted to his fishing conquests.

NO LUCK

On the trip over, Juan, who is an able fisherman, as well as an Able Seaman, kept making passes at the underwater inhabitants, but he was about as successful as an NMU organizer—his line just couldn't hold anyone. On five occasions, kingfish and marlin came along side the Griffin and made off with Juan's bait—hook and all.

By the time the Griffin arrived in the Madagascan port, Juan's temper, as well as his supply of hooks, was running out. In fact, he had left just one

VICTOR AND VANQUISHED



Able fisherman Juan Soto looks over 12-foot shark which mistakenly nibbled at ham skin bait, then lost out to 10 crewmen of the SS Griffin after a tough 25-minute tussle.

Brother Soto. Someone had sighted one of the coveted sharks nibbling at the ham skin. In a few moments the incautious victim was battling to get free of the relentless hook.

FIERCE STRUGGLE

Ten men of the Griffin's crew seized the line, while the shark lashed about furiously. But the odds were against him. Soto's carefully rigged hook and the combined strength of the Griffin men were too much, and 25 minutes later, the fight was out of him.

At this point, Soto went down the ladder and stepped onto the subdued shark's massive head. He smiled as he noticed that his quarry looked a little green around the gills. Then, with one hand on the ladder, he knotted a line around the shark's tail, and went back up the ladder.

The once proud, 12-foot, 800-pound underwater terrorist was

hoisted up on deck by a winch, then removed to No. 5 hatch, where Soto demonstrated his surgical skill by removing the head and backbone with a few deft strokes. Meanwhile, cameras in the hands of Seafarers clicked away at the scene.

TOUGH DAME

"She's a lady," Soto announced to the spectators as he removed 32 eggs from his subject.

The operation over, "Doc" Soto, began slicing up the meat for distribution to the local population, many of whom were waiting patiently in line for bits of the choice morsel. Each praised the lads of the Griffin for supplying food for his dinner table.

Juan's mementos are not the first ones he's acquired from sharks. He has a 15-footer to his credit, too. And there's more coming, Juan says.

He's on the shark's social register to stay.



Stepping onto shark's head after descending ladder, Soto rigs line around his victim for the hoisting job.

hook—which he fashioned out of the steel wire used for plimps. All Juan's hopes hung by that hook.

When the Griffin tied up, Soto got some ham skin, wrapped it around the hook, attached to a halyard line, the other end of which was secured on deck and tossed the fatty morsel overboard. Meanwhile, he went about his business.

An uproar on deck about an hour later broke the suspense for

Captain Colman A 'Square Shooter'

To the Editor:

This is a salute to Captain Fred Colman from the boys of the SS Simmons Victory. Captain Colman was with us for five months and was a square shooter and a good joe at all times, if we ever sailed with one.

We want to wish him smooth sailing and good luck wherever he goes, and to congratulate his crew for their gain.

Crew SS Simmons Victory

Frietchie Aflame 5 Hours

A stubborn fire, encouraged by a cargo of tar paper, automobile tires and paper products, raged for five hours aboard the A. H. Bull Company's SS Barbara Frietchie at a Delaware river pier in Philadelphia recently before firemen were able to control the situation.

There were no casualties among the SIU crew aboard the 7,176-ton ship. Damages were sufficient to delay the vessel's scheduled departure for the Caribbean area.

The blaze which shot from the No. 5 after hold, was battled by

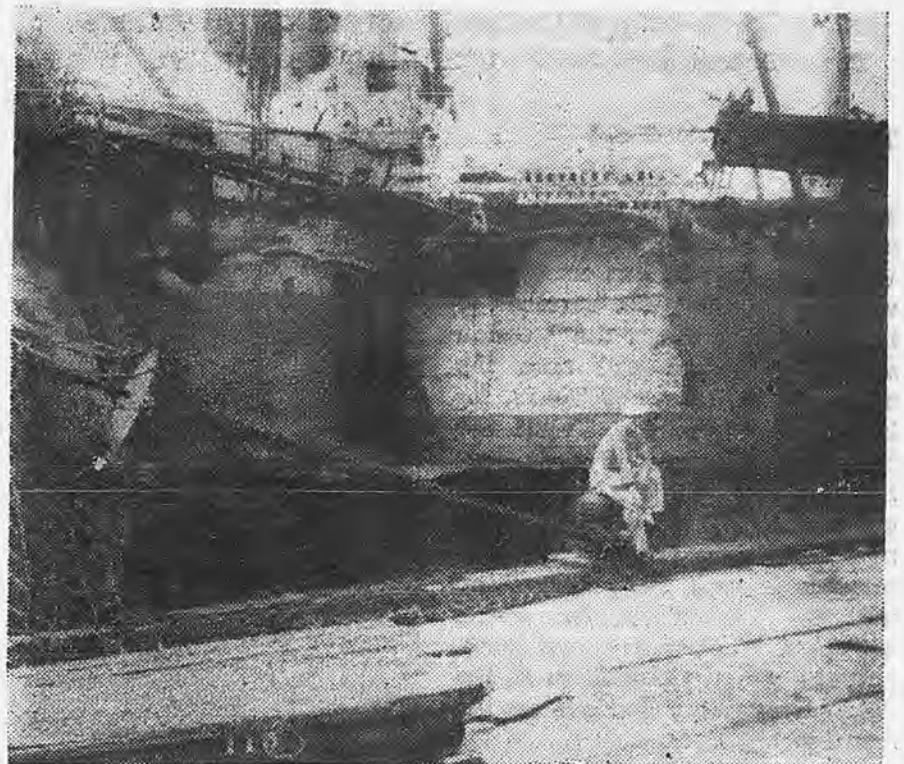
firemen on shore and in two fireboats. Heavy acrid smoke blanketed the waterfront as they poured water into the conflagration.

Loading Troubles

Loading facilities in the port of Cheribon were in such terrible shape the SS James McCosh, an Isthmian ship, returned almost empty to Batavia early last month.

The McCosh was to have loaded 1,000 tons of kapok in Cheribon, but conditions caused abandonment of the job after 146 tons had been stored aboard.

SS Allegheny Victory Is Loser



Needing some first-class surgery to cover up the damage wrought on the way into Galveston when she was rammed by the tanker Greenville, the SS Allegheny Victory rests quietly at dock. No one was hurt in accident, which occurred on June 19. Extent of damage is emphasized by figure of Seafarer James McAbee, a crewmember aboard the Allegheny.



McAbee squats in front of one of the portside punctures sustained by his ship. He turned pictures over to Patrolman Bob Pohle of Marcus Hook Branch, from where they were forwarded to the LOG.

Norfolk Hall Staff Wins Crew's Praise

Above and beyond the call of duty is the usual way of describing a job done outside of the routine prescribed. For a job well done favoring the men aboard the SS Grover C. Hutcherson, the crew voices their praise for Ben Rees, Norfolk Patrolman, by stating he "went all out far beyond the call of his Union duties" to aid them. And they really did "appreciate his efforts," they said.

The men of the Newtex vessel, represented by John Asmont, FWT and Engine Delegate, did not confine their praise to Brother Rees, for they voiced their thanks to the entire staff of the Norfolk Hall.

SWELL SUPPORT

The praise heaped upon the Norfolk staff stems from the excellent cooperation given the crew in settling all beefs and bringing about satisfactory settlement to many difficulties which arose during the course of their late voyage.

When the ship hit port the large number of beefs and problems were enough to discourage the most ambitious of men, but with a will the Norfolk officials put themselves solidly behind every beef and settled for nothing short of full redress on all grievances.

The Hutcherson with its load of troubles hit Norfolk after a two month trip to Trieste.

Car Kills SIU Man

Roger Glynn Mayo, 19-year-old full book member of the Seafarers International Union, was killed instantly when he was struck by an automobile as he was crossing a street in his home town of Needmore, Ind., according to word received by the LOG.

The fatal accident occurred on June 16. Brother Mayo had planned on returning to sea very soon, it was said.

An OS, the young Seafarer joined the Union in Galveston, Texas, on Feb. 9, 1946. He held Book No. 47630.

Surviving, including his parents, Mr. and Mrs. Charles Mayo, are three brothers, and three sisters.

Mayo, who was the town's first victim of an auto accident, was buried three days later.



SIU Ship's Minutes In Brief

SEATRAN NEW JERSEY, June 8—Chairman Bill Williams; Secretary Bill Gray. New Business: Chief Steward stated that Deck Delegate is interfering with steward department's work. Requested that delegate stay out of ice box and let food alone. Statement that deck delegate took minutes of meeting and repair list to Captain and Chief Mate. Delegate's fitness voted upon. Delegate voted out.

ETHIOPIA VICTORY, May 12—Chairman H. W. Lundquist; Secretary E. W. Auer. Motion carried that information concerning draws be put out and posted on bulletin board so that all hands will know when money is being put out. Motion carried that each watch is to clean up messhall after use. Motion carried that all hands replace night lunch in ice box after having used it instead of leaving it out in the messhall or scullery.



CHARLES HULL, May 15—Chairman William Taylor; Secretary Peter Villimeon. Delegates reported no beefs in their departments. New Business: Chief Mate asked to get wind scoops and repair all fans. Motion carried to make up new tool list and give it to Chief Engineer. Motion carried that Bosun and Deck Delegate approach the Chief Mate to see about a little more overtime. Good and Welfare: All hands agreed to cooperate with Steward in keeping messhall clean. Motion carried to have meeting the night before ship leaves port.



EASTPOINT VICTORY, May 10—Chairman Blair; Secretary Hernandez. Disputed overtime for Wipers discussed. Time was for working in firesides and hand cleaning of tubes. Letter was sent to New York office of company and was returned as no good as company has no provisions for payment of such overtime. Good and Welfare: Suggestion that at payoff time all rooms be left clean, trash cans be emptied, dirty linen be taken off bunks and placed in pillow cases. Suggestion that all lockers be checked for needed repairs.



Show your badge!
THE SIU BADGE
THE BADGE OF A REAL UNION!



GEORGE M. BIBB, May 4—Chairman P. V. Millican; Secretary B. H. Amsberry. Reports of delegates was accepted. New Business: Motion was made to discuss with patrolman why the passageway on the main deck wasn't painted. Motion carried that minutes be sent to LOG for publication. Motion carried that repair list be made out and posted for the oncoming crew.

HOOD RIVER, May 4—Chairman L. R. Young; Secretary E. Wiley. New Business: Motion carried to have Patrolman check slopchest prices on arrival in United States port. Request that delegate write for a new agreement. Motion carried to impose a fine upon any member caught dirtying messroom. Fines to go to the hospital fund. Good and Welfare: Requested that all enamel drinking pitchers be cleaned properly. Copy of minutes to go to SIU and SUP.



FRANZ SIGEL, May 11—Chairman W. F. Simmons; Secretary H. F. Webber. Deck and Steward Delegates reported everything smooth. Engine Delegate reported disputed overtime for Wipers. Good and Welfare: Steward wanted to know what action could be taken against Chief Engineer for playing with water supply unnecessarily. Steward announced that Chief Engineer has been very unreasonable about shutting off the refrigerator plant so that chill boxes could be cleaned. He has given the Steward a very hard time over the matter. Motion carried that a formal protest be written up by Patrolman to be sent to the MEBA on the conduct of the Engineer.

JOHN GALLUP, May 11—(Chairman and Secretary not given) Delegates reported all in order except for Engine Department which has some disputed overtime. New Business: Motion was carried to investigate why the price of cigarettes was raised the last week of the voyage. Motion carried that all crew members leaving the ship should leave the focsles and lockers clear. Motion carried that delegates recheck all members' books, permits and trip cards to see that they are paid up and in good order. Motion carried that communication be made to the Philadelphia Hall pertaining to charges made by several crew members of this ship the last time the ship made port there.

DESOTO, May 1—Chairman M. R. Villarreal; Secretary Carl S. Cooper. List of men drawn up for recommendations for pro-books. Motion carried that no member of the crew pay off until all beefs had been settled to the satisfaction of the ship's delegate and the departmental delegates. Minute of silence observed for brothers lost at sea.

CHARLES GOODYEAR, March 23—Chairman Earl T. Pradat; Secretary Robert J. Schulze. New Business: Motion carried that each man using ship's laundry be held responsible for leaving it clean. List of repairs and additions necessary made up and approved. Good and Welfare: Suggestion made that men make no unnecessary noise in the passageways anytime of the day or night.



BIENVILLE, May 4—Chairman P. Drozak; Secretary Chuck Welch. New Business: Motion carried that delegates get together and make up a repair list. Motion that delegates check stores and slopchest with Patrolman before signing on. Slopchest list of necessary items to be submitted to Captain and Patrolman. Suggestion made to have radio turned on for the crew's convenience. Delegates reported no beefs. Good and Welfare: Suggestion to have cold drinks for dinner and supper. Vote of appreciation for the food and service rendered the crew by the Stewards Department. New library to be brought aboard.



COASTAL STEVEDORE, May 4—Chairman John J. Flynn; Secretary Roy White. New Business: Motion carried to draw charges against Brother who attacked Chief Cook and Third Cook with a knife and wounded both. Incident and all details to be reported to Patrolman. One minute of silence for brothers lost at sea.

ALCOA TRADER, May 11—Chairman and Secretary not given) Meeting called for purpose of learning repairs necessary. Each delegate was called upon to give report on his department. Delegates reported all smooth in their departments except for a few performers. Question was raised as to why Steward Department overtime was not equally divided.



YOU CAN PROUDLY WEAR THE BADGE OF YOUR UNION!

SEAFARER CAN SAY



TAKING A JOB TODAY MAY GIVE YOU ONE NEXT YEAR. THE PRESENT "SHORTAGE" OF RATED MEN IS NOT DUE SO MUCH TO AN ACTUAL SHORTAGE AS TO MEMBERS NOT TAKING JOBS. THE MORE MEN TAKEN INTO THE SIU NOW TO FULFILL OUR CONTRACTS, THE MORE COMPETITION FOR JOBS WHEN SHIPPING SLACKENS OFF.

CUT and RUN

By HANK

In view of the fact that shipping is real good down there in Tampa there should be plenty of Brothers taking advantage of it—especially from the ports nearest Tampa, where there may be extra men on the beach waiting to ship out . . . If any of you Brothers can't afford the high landlubbing cost of living and all that sweating out of this hot weather then it's better to grab any ship and start getting the cabbage in your pockets. It's better to grab the first ship, coastwise or foreign, than it is to sweat out the hot weather and the last few bucks . . . Larry Moore and Leo Siarkowski just came into town a few weeks ago from their trip to Genoa, Italy. What, didn't you guys bring back any souvenir gondolas or something from Genoa? . . . Our pinochle champ of a shipmate, Martin O'Connor, is all set for shipping, after a few months of vacationing with his family . . . "Curly" Mickey Healey, just blew into town from a coastwise trip . . . We received a briefly-worded post card from "Red" Braunstein: "We are in Charleston, South Carolina, topping off. Sailing for Panama tomorrow." Okay, Red, and a long smooth journey to you!

Brother Thomas Murphy just sailed into town with a smile and a short story about how he spent a week on the French island of Martinique. The people couldn't understand his New York language or his "pigeon French" and he couldn't understand their French—even though they finally ended their negotiations with the sign language. So they mutually got nowhere. However, we have received a conflicting story. One Brother says that Brother Murphy spent 17 days on the ship going around the island from one point to another point. But that's not getting to the point either, so we'll just have to let it go at that and say "here's one more yarn scuttled by too many happily confused experts of proxy navigation, etc!"

If you hear any short jokes suddenly atomizing the Beaver Street atmosphere or some unheard of vaudeville-styled singing, or just the words, "You Can't Fight City Hall" then you'll know it's nobody else than the might atom, little "Jimmy" Eugene Crescitelli, the mustached king of jokes and predictions, who just sailed in from a trip to South Africa. Jimmy says that his shipmate, Lucky Louis, just came in with a smiling poker-face after a trip on the Virginia City! We were surprised to see Mike Rossi, the Smiling Bosun, back so fast from his hospitalization down in Montevideo, Uruguay, where he had suffered a leg injury. Mike and his little pal said that they found Baltimore real good when they stopped there on the way up and found lots of pals glad to see them while they're waiting to ship out.

This story about what happened to volunteer Isthmian Organizer, George Meaney could be called Operation Successful. Well, George was all set to sail about two weeks ago when all of a sudden he collapsed while walking in Boston. He immediately asked and was allowed to sign off and went straight to Boston's Brighton Marine Hospital (which he calls one of the best) where he received three undisputed operations—hernia removed, an ulcer removed and appendix removed. After this triple beef, George asked for Social Service and asked to be sent to the USS Rest Center in Gladstone, New Jersey, which he says is the best rest center he's ever been in. By the way, George recommends that any Seafarer who are in ports close to New Jersey and are scheduled for operations that they should ask for Social Service immediately after and request to be sent to the USS rest center in Gladstone, New Jersey.

THE MEMBERSHIP SPEAKS



Brother's Suggestions Adopted By Union In Devising New Form For Ship's Minutes

To the Editor:

Several months ago I was on a committee for the inspection of minutes of meetings held aboard ships. Regretfully, I say never before have I read a more confused and inconsistent file of reports.

The order in which the majority of the reports were made could very well have been averted had the membership followed the proper procedure in conducting its meetings. I had also noticed that, chronologically, the meetings were held rather irregularly.

This condition should also be corrected. It must be corrected. Too many ship's meetings have failed to accomplish the purposes for which they were intended, due to unwarranted postponements, lack of Union spirit, a mad desire for shoreside stimulations when in port, ignorance

on part of the membership in authority to call a meeting, etc.; the list is long and all the excuses vague.

OFFERS IMPROVEMENTS

As to the means of correcting the above conditions, I submit to the membership the following solution, subject to whatever the changes the membership may introduce:

That a standard form be printed, upon which the minutes of the ship's meetings can be recorded. This form (a sample of which I enclose) to be about the size of the standard overtime sheet and made up of tablets of 25, with carbon copy duplicates, the original to be filed with Headquarters and duplicates kept by ship's delegate.

I suggest that the system of using these forms be as follows: Each ship be supplied with a sufficient amount of forms to last the trip. That the port patrolman instruct the ship's delegate how the form may properly be filled out. These forms should not be used while the meeting is in order. Only when the meeting is adjourned should the secretary, together with the depart-

ion has just drawn up. The forms have been added to the "Ship's Delegate Kit," which contains Union literature designed to aid in the conduct of good Union meetings and in furthering the Union education. One of the booklets is the highly important, "How To Conduct A Ship's Meeting," with which every member should become familiar.

While all criticisms are encouraged by the Union, it is the concrete constructive type, such as presented by Brother Ranallo, that can be translated into benefits for the membership and the organization. It is hoped that other Seafarers will follow suit. Meanwhile, to Brother Ranallo a well-deserved thanks.)

Wants To See More Articles By Membership

To the Editor:

Why don't you carry more letters to the membership? I have read several letters in the LOG about it being a good paper, and while I am in accord with them, I don't think it is as good as it should be until it carries more news from, and about, the membership and less articles by officials.

Not that some of the articles aren't good, as for instance, the special services series by Volpian, but for it to be a really good paper, the members must speak more often and louder in its columns.

While on the subject—there has been one proposal I do not agree with. That is the carrying of a Spanish page in the LOG. If we did that then the next thing would be a page in Norwegian, Swedish, French or what have you.

It may be a good idea to print foreign languages some of our booklets like "Order" and others, but let's not start an example by doing something which in my opinion may mess up what may become the best labor paper of any union. Harvey Jamerson

(Ed. note: The LOG fully agrees with Brother Jamerson. We are anxious for news and letters of and about every Seafarer. Send in those letters—we'll publish them.)

De Soto Skipper Was Cooperative

To the Editor:

We, the crewmembers of the SS DeSoto, Waterman Steamship Corporation, Voyage No. 4, wish at this time, through the medium of the LOG, to express our appreciation for the cooperation given us by our skipper, Captain R. F. Goodman.

May he continue to sail for many more years. Ship's crew

mental delegates, digest the minutes for entry upon the official form. This should be typed if possible.

SHOULD REMAIN ON SHIP

When the record of the minutes have been completed, one copy shall immediately be forwarded to headquarters; the other kept in possession of the ship's delegate, and should be his responsibility while he is a member of the crew. In event of his leaving the records shall be turned over to the next elected delegate, etc., as long as the ship remains under an SIU agreement.

Retaining these records aboard ship will result in a great reduction of unfounded accusations charged against the "last crew." The record will tell.

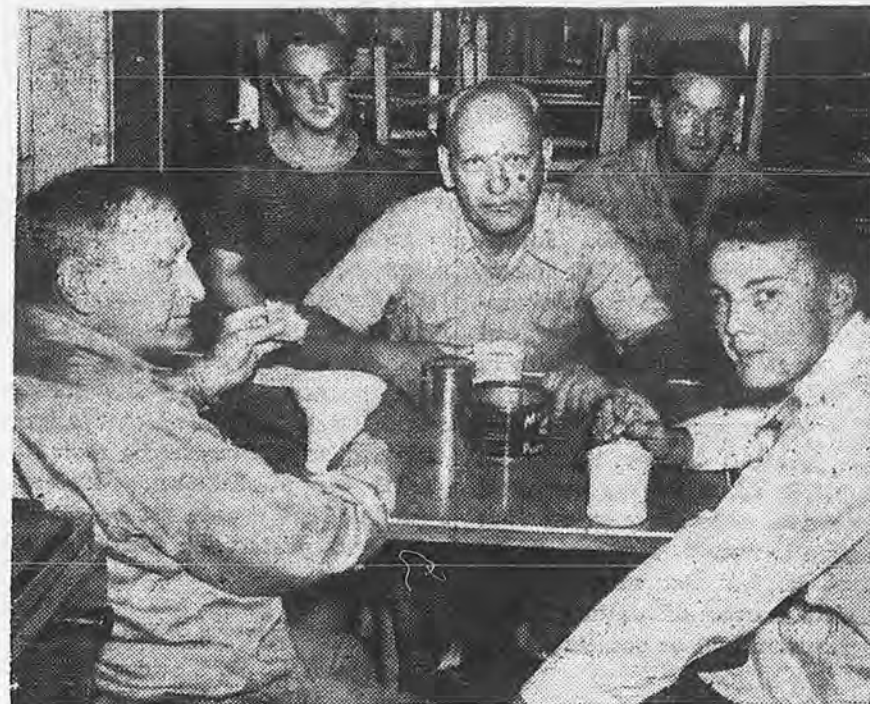
I further suggest that in the back of the form, a short lecture be printed as to the correct procedure to be followed in conducting a meeting aboard ship, also stressing the importance of holding regular meetings.

Guy R. Ranallo

(Ed. note: Brother Ranallo's constructive letter was well-received at Union Headquarters and is of the type the SIU is earnestly soliciting from all members. Many of the suggestions he outlined have been incorporated in the new official form for recording ship's minutes which the Un-



DEL MAR COFFEE TIME



Around the table aboard Mississippi's newest passenger ship are, from left to right: Eric Ekland, Mike Derkits, Harris, William Worthington and Donald Hingle.

Necessity Of Permanent Organizing Work Shown By Results Of Isthmian Campaign

To the Editor:

I wonder just how many members gave thought to what winning the Isthmian election meant to us? I think it could best be summed up in a statement that an NMU organizer made a while back during the course of the Isthmian election when he said "If we let the SIU win the Isthmian fleet, then the NMU will have lost the balance of power on the east coast as far as the Maritime Industry is concerned."

Yes, Brothers, that's just exactly what it meant. Winning the Isthmian fleet gave us a definite edge over the NMU. Toss this in along with some of the other outfits we have won over the past few months, such as Bloomfield SS Co., St. Lawrence Navigation Co., Inc., American Eastern Corp., Kearney SS Company, not to mention some of the tugs, such as the Mobile Towing and Wrecking Co., and the G. & H. Towing Co. on the Texas Coast we have quite a few jobs.

SOURCE OF STRENGTH

Add all these up and you see where the Union has gained tremendous strength since the start-

ing of our tremendous organizing drive back in 1945. This has been of particular interest to me because it has been my good fortune to participate in this organizing drive, shipside as well as shoreside, having hung up 16 months sea time on Isthmian vessels since 1945, as well as working in between Isthmian trips as Shore-side Organizer.

The membership should protect the investment made by volunteer SIU Organizers and the large amount of money the Union spent in organizing this fleet by continuing to ship Isthmian until we have a contract. We have hammered this thing along for nearly two years now and we cannot afford to slack up.

I am a bit optimistic on the subject of Isthmian and believe once we sit down and negotiate a contract with these people they will be a fairly good outfit to deal with. It is a funny thing in this industry, it seems that lots of big outfits, once they are under contract, are easy to do business with. This means, of course, providing that we, once upon signing the contracts, honor

them and keep the ships moving as per the contract.

ALL-IMPORTANT

Considering the amount of money that has been spent and the results obtained by the Union, there is no question but what our Organizing drive over the past two years has proven one thing for a fact—that is the necessity for the Union to make as a permanent part of its set-up an Organizing Staff with the full time work of enlarging the Union. The reason for this can best be illustrated when you consider the fact that in 1942 the SIU had only nine off-shore steamship companies under contract, as well as several small tug outfits under contract. Today, we have approximately 30 off-shore steamship companies under contract, 14 tug and inland boat contracts, two off-shore tanker contracts which are just about to be signed and five excursion boats companies under contract, not to mention other outfits which we are working into now and expect notices of election pretty soon, such as Cities Service and Sun Oil.

Charles "Whitey" Tannehill

Log-A-Rhythms What Price Feathers?

He will come in the dawn
With his old sea bag,
And sing out, "I'm home to stay,"
He will stow his gear and open root beer
And declare, "I've lived for this day,
"Til drive a truck like my father—
"The Union won't be new;
"Til just change my card, then I'll
"Bid farewell to good old SIU."

His Pa has driven a highway truck
For 18 worry-filled years.
Like father, like son they are
Two of a kind—for both I have fears.
"Twould be like clipping the wings
Of a bird to keep the old man home.
Just so, it would be caging a gull
For Bud to give up the foam.

DEDICATED TO
Seafarer Harry McDonough
BY HIS MOTHER



This mother's heart knows that in
Maybe a month, perhaps a bit more
He will feel the spray, two
Thousand miles away, and see only
The salt sea shore.
So I soogie his clothes and send
Him back to the SIU and the sea.
For what use are the feathers,
When the soul of the bird flies free.

Sees Return Of Gulf As Union Stronghold

To the Editor:

I see the Union is finally doing something, which I believe was slightly overdue. And that is the straightening out of the Gulf. All Oldtimers remember when the Gulf was the backbone of the Union. But we can't afford to kid ourselves, so we must say that for awhile the Gulf slipped badly. I noticed it and I know that others did, too.

This was particularly true in the Texas ports. It seemed that the picards there (who are now out) were interested more in the gin mills than in our Union business. Let their being "relieved" be a lesson for any other picard who might think the membership will allow them to have the same idea.

PROSPECTS GOOD

I was at the meeting in New Orleans when Bull Sheppard was put in as Gulf Representative. I have seen the old Bull in action and I believe that now, with him

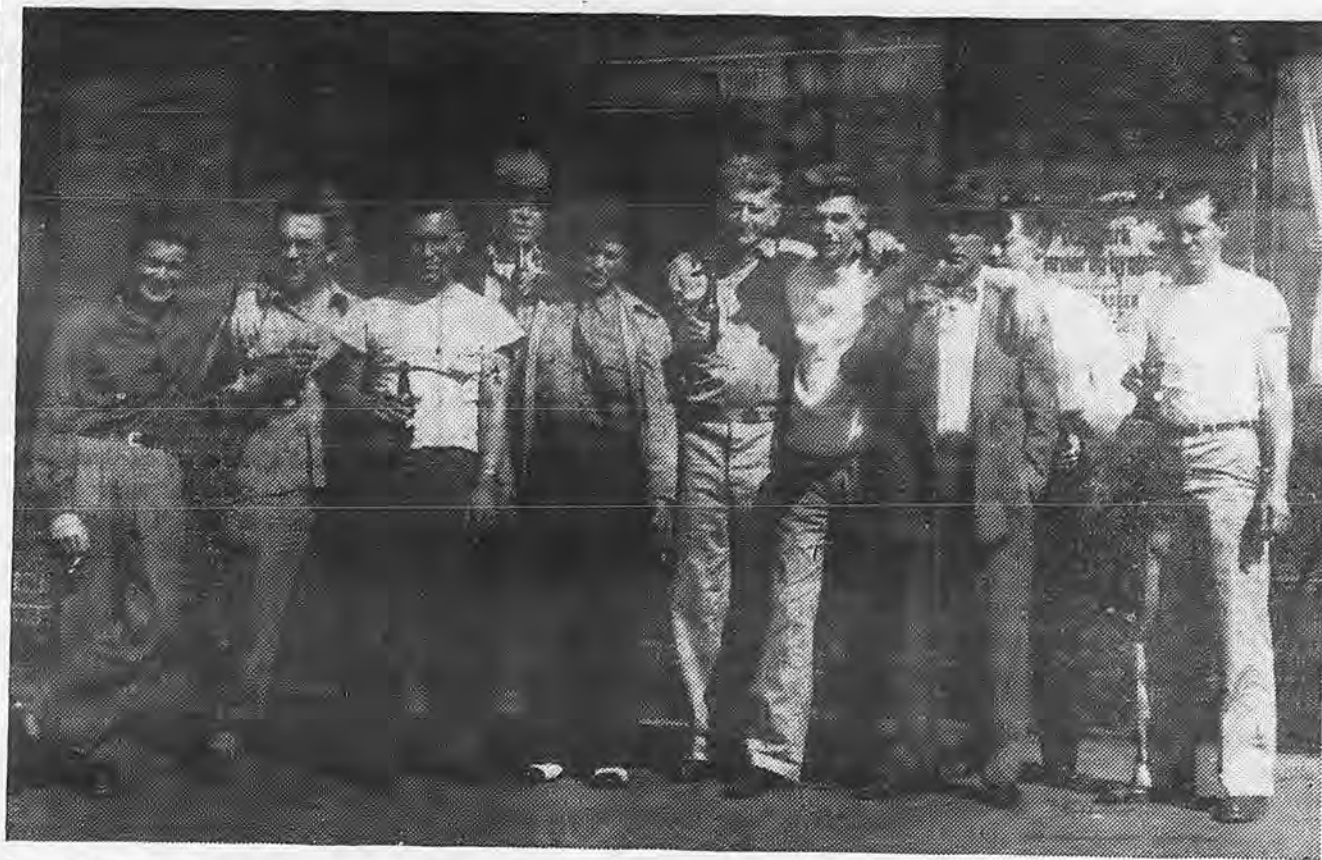


in the Gulf working with Buck Stephens, the SIU will get back into the same shape they were years ago. With Bull's hard-hitting policy for organization (ask the commies what this means) and Buck's ability and knowledge of the Gulf, we can now get ready to see the Union do some progressing down there.

Incidentally, Editor, what happened to our Educational program? I have heard a lot of talk about it, but have seen no action as yet. Why not ask the members, through the LOG, what they think of our lack of such a program.

John Lenn

EVERYBODY OUTSIDE FOR A PICTURE!



These crewmembers of the SS Samuel Livermore piled outside of a Copenhagen, Denmark, bistro to oblige one of their shipmates whose finger was itching to click the camera shutter. From left to right the lads are: Roger Whitley; Stanley; Ray; Dennis Cahoon; Muncie; Charles Newman; F. W. Jackson; Paul J. Cook; Lynn and Truman.

Member Hails Committee Ruling On Gashounds

To the Editor:

That story in last week's issue of the LOG about those guys who were fined by a trial committee for being drunk and refusing to turn to aboard ship was mighty interesting. Guys like these are about the worst of all when it comes to fouling things up for their shipmates.

I've been on ships that carried some of these characters, and believe me, they are one big pain where you sit down. I agree with Joe Algina when he said that the Seafarers was too good to put up with the kind of stuff these guys were tossing around at their Brothers. I hope the next trial committee that sits on a case of this type is just as serious about their job.

WANT SMOOTH SAILING

The big majority of our members are fellows who like to see a ship sail smooth. Not only that, but most of them feel that we have the best conditions in the business and they want to protect our contracts.

Did you ever notice that when the Union is in a beef or on strike, that it is usually the gashounds who raise hell on a ship who do nearly less than anybody else? Well I have. And if you don't believe me just check the book of the next gashound you see on your ship and you'll probably see where he was fined during our last strike for missing picket duty.

I like to have my fun as much as the next guy; but I realize



that while working aboard ship is not the place for cutting up.

NOW'S THE TIME

The new bill that was just passed to smack labor down means that we had better start getting into good shape, for it looks like before the year is out we'll be in a battle for our lives with the shipowners.

We'll have plenty of trouble if besides the shipowners we have a bunch of characters inside the Union making it tough for the rest of us. That alone is good reason for dropping all our "characters" as soon as possible, so we'll be in good fighting trim when the time comes.

Duke (Red) Hall

Philly Officials On The Ball

To the Editor:

I was shipped from New York to Philadelphia on the B. Williams when I got here I found that I had no job. After getting kicked around for two days I went to the Hall and told the officials about it—they sure got on the ball fast.

I for one want to thank the officials of the Philadelphia Branch for their good work. Thanks again.

M. J. Fields

'Steamboat' Answers Cadet Corps Defender

To the Editor:

I see one of our brothers of the MEBA has taken me over the rocks for calling Kings Point a "Coney Island Annapolis," and making impolite remarks about "crumbhouse cadets."

Well, Mr. Swadell, I did not mean to hurt your feelings as a graduate of Kings Point, especially since you are obviously a fine Union man. In fact, I have only admiration for anyone who can keep his union convictions after being exposed to the cadet corps.

You say we need Kings Point to give us a steady flow of officers, evidently thinking there is danger of running out of gold braid. During the war, there were enough licensed men to man over 5,000 cargo ships. Today, we don't even operate half that number. How do you get a shortage of officers out of that?

This so-called "shortage" is a lie manufactured by the bell-bottomed bureaucrats of the

Maritime Service, in order to continue in their soft jobs.

THANKS HIM

Mr. Swadell also says the SIU has the cream of the crop and is the coming union. Well, that's very kind of you Mr. Swadell, but don't you know the President of the SIU, Harry Lundberg, has denounced the cadet corps as being full of military chicken and a waste of the taxpayers' money?

However, there is no need to go into this. Mr. Swadell answers this himself. He says, "If a man wants to get a license so he can hit the floor plates the rest of his life, let him stay out of the Cadet Corps. The best way for him to get a license is to ship out until he has the sea time and then go to school for a couple of weeks."

Mr. Swadell, how can you admit that and then say we should spend millions of dollars to operate the salt water kindergarten at Kings Point?

You also say, "the only reason unions are broken by the gov-

ernment is because they put themselves out on a limb and then let somebody saw it off."

Is that how you describe the '21 strike, when the Shipping Board broke the Unions for 13 years because they struck in protest of a 15 per cent pay cut?

Is that how you describe Truman's action last year when he said he would use the Navy to break the strike if seamen went out?

THREAT TO SEAMEN

That is what I mean by "organized government finking," Mr. Swadell. That is why I say a government-controlled organization of non-union seamen is a standing threat to every real seaman in the country.

There has been an all-out campaign to militarize seamen going on for the last ten years. Why were the seamen handed over to the military despots of the Coast Guard, the worst piece of bureaucratic debauchery since the sloppy gestation of the Maritime Service in the womb of political finkery.

Why did the Maritime Service put civilian seamen into military uniforms for the first time in American history? Why did it invent the phony and ridiculous titles of lieutenant, commander, commodore for poor mates and engineers, if not to introduce the class conscious and "socially superior" attitudes of the Navy?

BIG STUFF

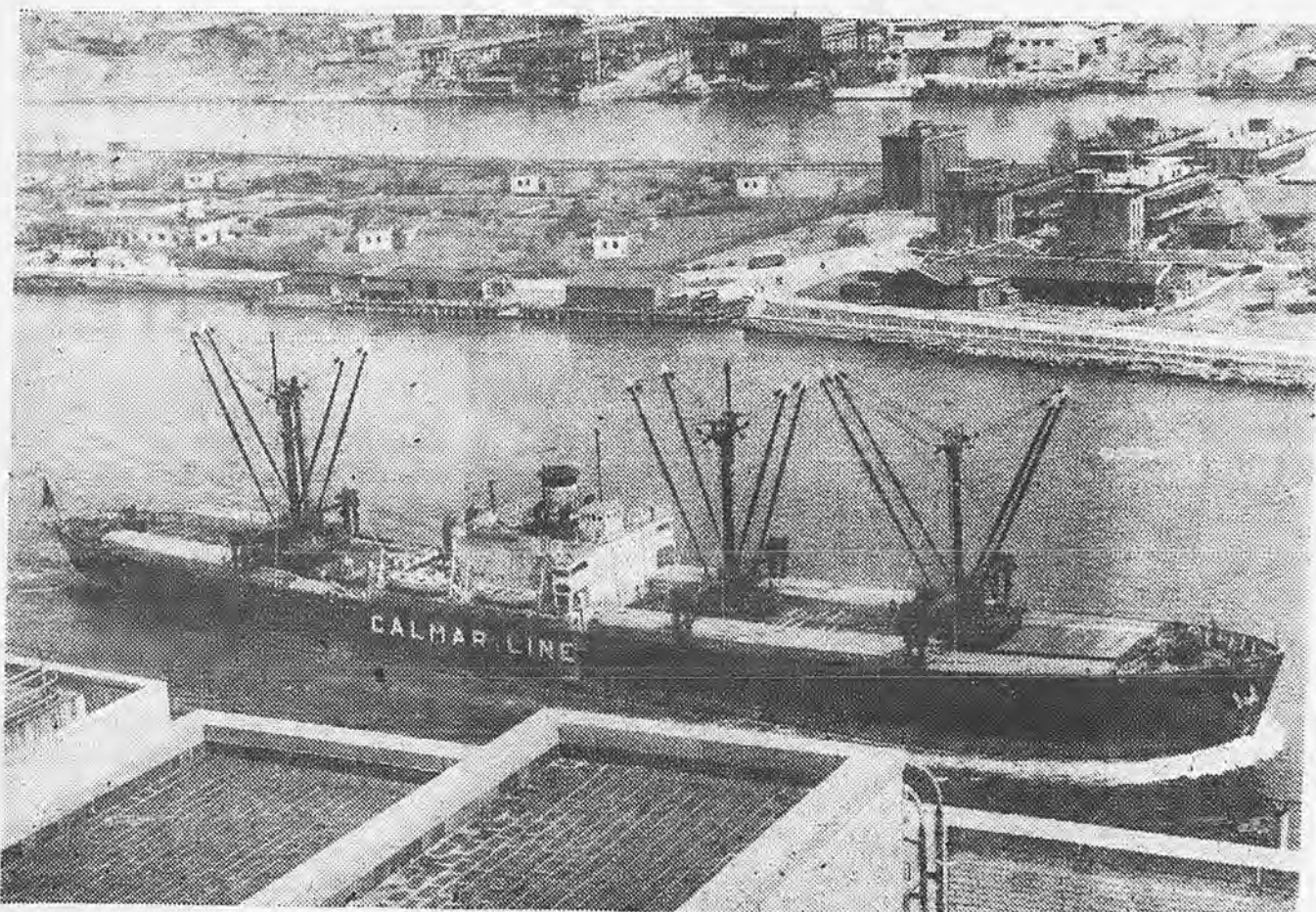
Why did it establish military academies imitating West Point and Annapolis, if not to introduce a naval-like system on merchant ships? It even has a guy calling himself a "rear-admiral," a man who has never gone to sea for a living, who commands no one but stenographers and whose closest contact with the salt water is the Potomac River.

In 1944 Admiral Land told a bunch of shipowners at a big banquet, "The U. S. Maritime Service is the foundation on which the future of the merchant marine is built."

I don't know what he meant by this if he didn't mean substituting this disciplined, uniformed "service" for independent union seamen.

"Steamboat" O'Doyle

DOWN THE EAST RIVER



Calmar Line's SS Yorkmar pushes down the river in photo taken by Roger Morris from New York Hospital in East 68th Street. Behind ship is Welfare Island. Brother Greg Fried submitted picture to LOG.

Taft-Hartley Fink Bill Blasted

Stab At Union Hiring Arouses Members

(Editor's note: Passage of the Taft-Hartley fink bill has placed a knife in the hands of those who are intent upon the destruction of all the costly gains made by labor. That knife is poised directly over one of the most vital organs of the Seafarers—the Union hiring hall. In defense of this threat to their security, members of the SIU are expressing themselves militantly. Below are some of the first letters on the fink bill received by the LOG. How about the rest of you?

How do you feel about this fink bill?)

KEEP HIRING HALL, FIGHT FINKS, HE WARNS

To the Editor:

Well, the boys on Capitol Hill and their buddies of the NAM have received their wish—the "Freedom to Fink" Bill is now law and that means the end of the closed shop.

Since all of the SIU contracts call for the closed shop, it means only one thing—we're next.

Unfortunately for them, however, we are not going to give up the Hiring Hall and rotary shipping without a fight. In fact, we aren't going to give up the Hiring Hall at all.

The other day I was on Broad Street here in New York, and I passed three fink halls. You should see the shipping masters that they have in those joints.—shades of Richard Dana.

If we let these places start up again we should have our heads examined. If you see any seamen peeking into one of those foul dens, tell them to steer clear for their own good.

These fink halls are all new businesses, having opened up

since the passage of the Taft-Hartley Bill. The companies will start to use them if we let them, so there is only one thing for us to do and that is fight the finks wherever we meet them and protect our hard won gains. Check your ship, Brothers, and keep the finks off.

Jimmy Crescitelli

URGES REPEAL OF BILL THAT WIPES OUT GAINS

To the Editor:

The Taft-Hartley Law, the way I see it, is one of the worst foul blows ever struck Organized Labor. All the gains that labor has achieved over the last 30 years are to be wiped out by the passage of one law.

Now, regarding strike action on this bill: It is my opinion, as in the past, that the AFL leaders will know when and where to bring about the action necessary to put this law where it belongs—with the old 18th Amendment. In other words, a straight repeal.

Let's let our Congressmen know our feelings on this matter.

E. J. Kelly

SEES POSSIBLE RETURN OF THE SHIPPING MASTERS

To the Editor:

With the Taft-Hartley Law now in effect, the first anti-union blows will be aimed at the Union Hiring Hall. We can't however, let this law take away our Hiring Hall and return us to the old days of shipping masters.

Today, a man has a chance to ship out, but if we go back to the old days we will not have a fair chance to ship out. If you are not one of the shipping master's fair haired boys you will sit your fanny on some hard bench till hell freezes over.

New York, Boston and all the other ports had the phony shipping masters. After every trip you made, they were looking for a piece-off, and if they didn't get it—you didn't work.

Personally, I think that this law should have been put up to a vote by the people of the United States. They should be the ones to decide whether we go back to the old days or not.

Why should we have to go back to that hellish life that we had to fight so hard to get out of? We are labor, and we are the ones who will suffer—not the crumbs on Capitol Hill who have never done a day's work in their life.

Here's hoping that the unions will get together and fight this new law to the death. Any time the Union wants to call a "Going Fishing" week or a month, I have my pole and boat on hand.

James Russell

NEW LABOR LAW IS CHALLENGE TO LABOR'S RIGHTS

To the Editor:

I am not sure whether this should be addressed to the "Beef Box" or to Joe Volpian of Special Service, but anyway here goes.

The question which I am particularly concerned with is, how or in what way will the Taft-Hartley Law effect the seagoing men of this country?

I hope that the seamen will wake up to the fact that the capitalists are still trying to exploit them, and the seamen will become politically minded enough to fight whenever something comes up to defeat the gains we have made in the last few years.

Many of us go to sea because it is a means of livelihood, but how many of us know that the Taft-Hartley Law may be setting of a precedent whereby the Republican majority in Congress will try to restrict and abolish all of our gains.

LONG FIGHT

The best the President could do in our favor was to veto the bill, but with a Republican majority in both chambers, who don't give a hoot for labor, we are due for a set back unless we recruit labor for a long drawn out fight. Regardless of union affiliation, this fight concerns us all.

It seems that we have not got enough labor minded representatives in Congress, and I hope that enough of us will wake up to this fact and send men to Washington to represent us whenever some so-called friends of labor try to present something which they deem in favor of labor and is in reality a restrictive tie.

Wake up seamen, also you friends of labor. Do something about the Taft-Hartley Law!

Dennis Saunders

Don't Bite A Dog!

What happens to Seafarers while taking the ships to the far flung ports of the world makes interesting reading to the rest of the membership.

There is an old saying that if a dog bites a man, that's not news but if a man bites a dog, that's news. Were not suggesting that you go out and bite a dog; however, if you've had an interesting experience on your trip that was a little out of the ordinary, share it with your fellow Seafarers through the pages of the SEAFARERS LOG.

You don't have to be a Jack London to knock out the details of the experience. Just give us the facts and we'll do the rest.

Pictures, too make a story more interesting. If you, or a fellow crewmember, are



lucky enough to have a camera along—send your snapshots to the LOG. We'll take care of the developing and printing and the returning of the negatives and prints to you.

Send your bits of news and snaps to: SEAFARERS LOG, 51 Beaver Street, New York, N. Y.

SIU Contract Would Inspire Isthmian Crews

To the Editor:

I have sailed Isthmian ships and after a short time on these scows I came to the conclusion that if the Isthmian Line were under the SIU banner it would



be a lot better for the men who sail these ships, and, believe it or not, I think it would be better for the company, also.

If the men of the Isthmian ships have a beef they could take it to the Union and let the Union handle the business part of the beef. Therefore, there would be no hard feelings between the men and the company. The company, also, could get their men through the Union Hall much faster and they could get better men.

If this were the case, the seamen would be highly pleased to work under a union agreement having the same wages and working conditions as our other ships and would make for more efficient operation of the Isthmian ships.

Jess N. Helms

Isthmian Win Leaves Union Slackers On Limb

To the Editor:

Well, it finally happened—the winning of the Isthmian company and the final certification. Now, there are several Brothers I want to look up.

I refer to those, who in the middle of the drive, used to holler "it can't be done." Another favorite of this type of character was to scream "it's costing too much money."

I was at a meeting in New York when one donkey actually griped so much about the possibilities of losing Isthmian, I still believe he was either a stooge for the Company or the commies—or both.

KEPT HECKLING

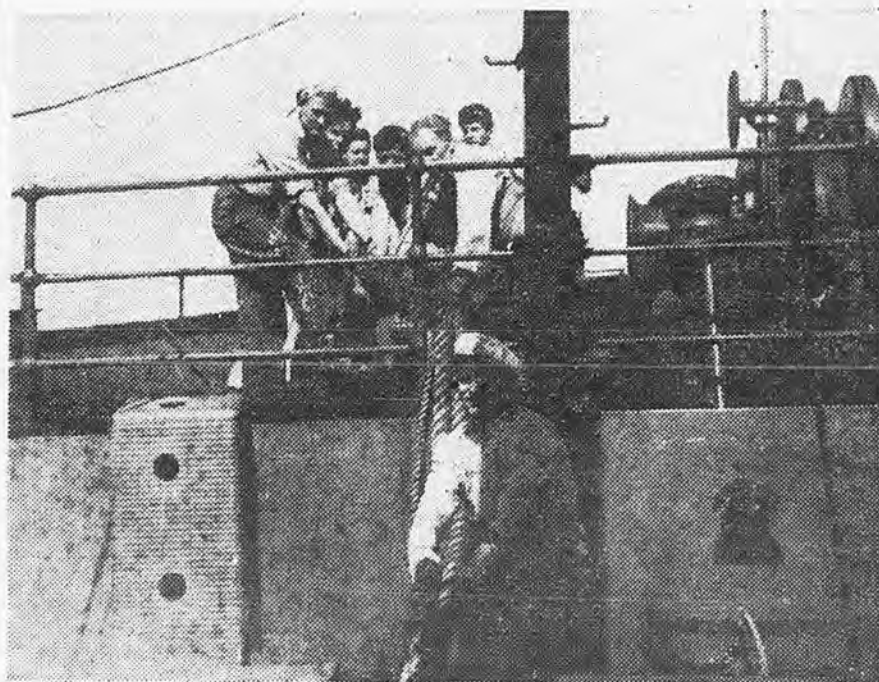
This same man refused to make a trip on the Isthmian scows but devoted all his time to laying on the beach and giving the organizers a bad time. Meanwhile, he kept telling all the kids going into the ships that they were suckers.

Fortunately for the Union you could number those Union wreckers on one hand, and better still the union recognized these guys for what they were. If they are still in New York whenever I get back up there they had better get into a hole.

This should be a lesson to all of us. If we can get Isthmian, then there is no reason why we can't take over the whole business. Look out NMU!

Victor L. Bonura

PLENTY OF STEAM



SS Arizpa Deckmen handle ship lines due to juice shortage. In the group, left to right: John Elliot, AB; Phil Guimond, DM; Sam McFarlane, AB; Russ (last name not given) OS; Karl Uri, AB, and Carl Senarighi, OS. Below is Ray Ditoto, DM.



Pooped out, Brother Carl Senarighi (photo right) relaxes on fantail of the Arizpa, which was snafued on recent trip as a result of superficial investigation of ship by Coast Guard. Bosun Gene Dauber took these photos.



NMU Withdraws From Wyandotte, After Usual Stalling Tactics Fail

By PAUL WARREN

DETROIT — Well, the first half of the Wyandotte fleet has voted, and with two ships out of the way it's only a matter of a few days more before all Wyandotte seamen will have had a chance to register their choice of the SIU as the Union to represent them.

Our "pals" from the NMU did a last minute about-face, and requested that their name be withdrawn from the ballot.

We expected as much because the NMU has never had guts enough to stand up and take their medicine in typical seaman style. These phonies have again demonstrated that they always fold up when the going gets tough.

In one way, the entire matter is quite amusing. Here we have a bunch of political connivers masquerading as legitimate union men, and using every trick in the book to hamstring the SIU from representing the Wyandotte seamen, and securing an SIU contract to cover Wyandotte.

These shipowners stooges, for that's what you can really label the NMU misleaders as, tossed in a set of phony unfair labor charges against Wyandotte, hoping to tie up the holding of an election for months.

When the NLRB threw out these charges as being unfounded, the NMU screamed to high heaven that the NLRB examiner, Miss Greenberg, was prejudiced, and sought to have the Washington NLRB set aside the Regional Director's ruling against them.

This was another effort to delay the holding of an election among the Wyandotte seamen.

When the NMU finally saw that they had come to the end of the road as far as further holding up the Wyandotte election, they quietly tucked their tails between their legs and scurried off to their respective holes in typical rodent style.

Their delaying tactics hurt the Wyandotte seamen through holding up the election. This phase of the NMU activity was not amusing.

HURON MEETING

A meeting was held on July 1 between representatives of the SIU and the Huron Transportation Company in order to set a date for the beginning of contract negotiations to cover the two Huron ships — the SS Crapo and the SS Boardman.

As a result of the meeting, contract negotiations will be opened sometime during the week of July 14, with a more specific date to be set in the next few days.

In the meantime, crewmembers of the two Huron ships will be contacted, meetings held, and terms of the contract demands worked out to the satisfaction of all Huron seamen.

Next Tuesday, July 9, meetings will be held in the Cleveland NLRB offices to discuss election stipulations for the three-ship Shenango Furnace Company and the five-ship Steinbrenner (Kinsman Transit) fleet.

MIDLAND WAGES

A number of Lakes seamen with whom our SIU organizers have come in contact have expressed considerable interest in the outcome of negotiations with the Midland Steamship Line, Inc. We are pleased at this time to state that Midland wages, effective as of July 1 have already been agreed to. An item concerning these ships appears elsewhere in this issue of the SEAFARERS LOG.

The new Midland scale, based on a forty hour week, is comparable to the new high scale being paid on the SIU contracted sandboats, and establishes a pattern which will probably be followed by the Lake Carriers Association. The LCA usually follows after the SIU sets the pace!

At this time, nothing new has developed on the Wilson fleet. This company has requested permission of the NLRB in Washington to file a supplemental brief, and to appear before the Board for oral argument.

If the Board grants this request, it means that the Wilson lawyers will appear before the NLRB in Washington to argue their reasons for wishing to exclude certain classifications from the unlicensed personnel bargaining unit. On the basis of this, the NLRB will have to decide who shall be included in the unit for election purposes.

LAKES REPUDIATES NMU

As for the Hanna fleet, nothing new has developed since the NLRB held up the pre-election hearing in order to dispose of the NMU's phony charges that the Hanna mates preferred the SIU over the NMU.

As this issue of the LOG goes to press, one thing is certain. That is that the Lakes seamen have repudiated the NMU, once and for all, for playing the shipowners game time and again.

The Huron election proved this, and the Wyandotte election, even though the NMU sneaked off the ballot, will further prove this repudiation of the NMU.

For too long, the Lakes seamen have been misrepresented by such phony outfits as the NMU, the LSU and the old corrupt ISU. They can't expect any gifts on a tray from the Lake Carriers, so they look to the only bonafide seamen's union on the Lakes for security — the SIU!

Today, as always, the SIU leads on the Lakes when it comes to wages, hours, overtime, working and living conditions, and union security.

Gashounds Find Tough Sledding In Puerto Rico

By SAL COLLS

SAN JUAN—After a hectic three-week stretch a return to normalcy was on the way this week on this Island.

The longshoremen's strike which tied up things down here had caused most of the scows on the regular run to pile up, and there were beefs galore on them all.

There are relatively few ships here now, however, and an absence of beefs as everyone is turning to regularly on the Waterman ship and the two Bull line vessels now in port. The officers on all three of these ships are very anxious to cooperate with the crews.

The membership here is up in arms over the actions of the men who do their performing during regular working hours. Rank and file trial committees have been dealing out fines to offenders.

The committees are also instructing local union officials to pull performers off the ships wherever they crop up.

This housecleaning is a healthy sign, for now that we have been certified as the collective bargaining agent for the Isthmian line there is no question but that we have more at stake than any other union in the field. For this reason as well as many others, it is particularly gratifying to see the membership so seriously aware of our responsibilities as Union men.

With this in mind, if you're looking for a good run with ample opportunity to spend several pleasant evenings with very gay senioritas, then by all means grab a scow that is Island-bound. But if you're a gashound or a performer just give this place a wide berth.

There's no place for you here if you're in that category.

The membership down here, as well as in all the other ports, have repeatedly shown that they have no intention of permitting anyone to jeopardize the best conditions and highest wages in the industry.

BOSTON
INDIVIDUAL DONATIONS
I. Pearce, \$1.00; L. Bugajewski, \$5.00; P. Lobbregt, \$2.00.

TAMPA
SS FLORIDA
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O. Preussler, \$5.00; J. Rosciszewski, \$1.00; E. L. Martin, \$1.00; W. J. Bason, \$1.00.

PERSONALS

ALEXANDER WHEATON
Get in touch with Alton F. Cooper, 124 S. Aropoho Street, Geary, Oklahoma.

G. GIDDEN
Brother Gooze has your clothes at 790 Third Ave., Bklyn., N. Y.

JACK O'MALLEY
Contact Jack and George at the South American Bar, New York City.

FRANK BLUES, Wiper
Formerly of the Montabello Hills, Pacific Tankers, which paid off in Baltimore recently. Get in touch with Capt. Coles, Pacific Tankers, 115 Broadway, Room 211, New York City.

AMADO AGBUYA
A letter from your brother, Henry, requests that you get in touch with him. His address is 1258 Eddy Street, San Francisco, California.

D. K. (BLACKIE) TIGHE, Jr.
Milton (Red) Faircloth has left your personal belongings at the SIU Hall in Baltimore, care of Curly Rentz. They may be picked up at your convenience. Faircloth wishes you to forward his souvenirs and personal effects to the care of Curly Rentz, SIU Hall, 14 North Gay Street, Baltimore, Md.

BLAIR WRINGER
E. Kesler is anxious to get in touch with you immediately.

RUDOLPH C. HARYASZ

Your mother writes that she has some very important business that requires your immediate attention. Get in touch with her.

JOHN MURPHY
Get in touch with Donald Moore at 9 Haddon Avenue, Camden, New Jersey.

NOTICE!

The following named men who left their clothes on the SS Minor C. Keith can get same by contacting Waterman SS Co.:

Niles Hanner, Murry, Tasseluff Keruff, and Hill.

Brother Christenson, FWT who missed the ship in Hamburg, Germany, your papers have been turned in to the New Orleans Hall.

Holders of receipts numbered 97516 to 97550 please report to the 6th Floor, 51 Beaver Street, New York, N. Y.

W. H. MASON
James Purcell, Patrolman who paid off on the SS W. J. Riddle June 25 in New York, advises that your overtime has been okayed. Collect at the Waterman office, 19 Rector St., N. Y. C.

JAMES F. TUREK
Your claim for transportation from Galveston to New York City has been approved by Pacific Tankers, and a check is being forwarded to your home.

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