

# SEAFARERS LOG



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

Vol. VIII.

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No. 42

## Credentials Of '47 Candidates Are Checked

NEW YORK, Oct. 15—Nominations for 1947 officers of the Atlantic and Gulf District of the Seafarers International Union closed today with a record number of SIU Brothers throwing their hats into the ring. The qualifications of each candidate are now being checked by a six-man Credentials Committee, headed by W. J. Brady as chairman, which will make public the qualified list as soon as their work is completed.

Voting will commence November 1 and continue for two months through December 31, to insure the largest possible vote.

As it did last year, the entire apparatus of the Union will be geared to getting every full book member into a voting booth. Posters, leaflets and periodic announcements throughout the Halls will remind those who need reminders to take advantage of their rights and duties. Those of the membership whose hearing and sight are not up to par will be button-holed by the doormen and given explicit directions.

"Every full book member must vote," said one official. "The Union has made great strides in the last year, and the next one will be fully as important to the Seafarers. It is important that we get the best possible men elected, and that everyman have a hand in the selection.

"The victories we scored on the waterfront this year—getting those record raises, beating the WSB bureaucrats, and smacking down the WSA on their Competence Card Test and the Medical Program—do not mean that we have achieved full security. Next year may even be more rugged for the Seamen. But if every man fulfills his obligations, and voting for the officials who will represent him is one of the important ones, then the Seafarers will come out on top again."

One oldtimer expressed pleasant surprise at the large number of candidates.

"I'm glad to see these fellows running for office. The more we have to choose from, the better our chances for getting first-raters. It was these few beefs that did it. They involved the entire membership in activity, and made them more union-conscious."

The pre-election gear including a complete listing of the candidates and sample ballots will reach every port in advance of the balloting date. At stake will be the positions of Secretary-Treasurer, Assistant Secretary-Treasurer, Agent for 16 ports, and the total of 21 Patrolmen and Joint Patrolmen.

## ACTION FOLLOWS REPORT



A jammed meeting of the MM&P at Palm Gardens on October 14 heard a report on negotiations to date, and heard why the Union Committee walked out on the Washington negotiations. After listening to all the reports, this meeting went on record to ask for a general strike in the maritime industry if further bargaining sessions are not more successful.

## NLRB Begins Count In Isthmian Voting

NEW YORK, October 18—Today—seven months from the starting date set for the Isthmian Fleet voting on March 18—the actual tabulating of the ballots cast by the unlicensed Isthmian personnel begins at NLRB headquarters, 120 Wall St. Now, we will shortly have available the actual count of the ballots cast and for what union. Estimates of the various crews' voting have been printed in the Log from time to time, but at last here can be official verification of the SIU estimates by NLRB figures.

Altogether, during the voting period, 86 Isthmian ships were voted and only two—the Pere Marquette and the Atlantic City—lost their right to vote through not beating the deadline. Several other ships went to the boneyard, but some of their crewmen were balloted on other ships. A number of new additions to the Isthmian Fleet were made during the election progress, but under the rules only those Isthmian ships acquired prior to March 18 were eligible to vote.

### MONEY AND EFFORT

Thousands of dollars and thousands of man hours in effort went into the Isthmian organizational drive and its culminating election. Despite the many obstacles tossed in the path of the SIU by both the Isthmian Company and the National Maritime Union, Isthmian seamen voted strongly for the SIU as the Union of their choice.

Although many SIU volunteer organizers were fired and intimi-

dated as only a large unorganized outfit like Isthmian can do the job, still the SIU organizing went relentlessly on.

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## Victory On Lakes

DETROIT, Oct. 17—Garnering almost two-thirds of the total votes cast, the Great Lakes District of the Seafarers International Union today was declared the victor in the collective bargaining election held in the Midland SS Company, which operates seven ore boats on the Lakes.

Of those eligible, 92 votes were cast. The SIU received 58 votes, or 64 per cent. 14 ballots were challenged, eight went to the Lakes Seamen's Union and 12 votes went to "no union."

The NMU did not even appear on the ballot, having withdrawn from the election a few weeks ago. This lack of interest in the conditions of the Midland seamen did not go unnoticed on the Lakes, and the influence of the NMU has fallen to a new low.

## MM&P Will Ask General Strike To Answer Stall

NEW YORK, October 17—The seventeen day old strike of the Masters, Mates, and Pilots showed little sign of being settled in the near future when the operators once again turned down the Union's demands for Union Security. As a concession, after Captain Martin, President of

### Soup's On

the MM&P, had walked out on the Washington negotiations, the shipowners agreed in principle with the union security proposal but with the understanding that Masters would not be included. There was no objection to having Masters belong to the Union, they said, but they did not believe that membership in the MM&P should be a condition for employment. This counter proposal was made at a meeting between the Union Negotiating Committee and the committee representing the shipowners in New York.

Captain Martin said that his group would have to consider the new proposals, but that the answer would very definitely be "no."

## AFL Convention Votes Aid To European Unions

CHICAGO—Delegates to the American Federation of Labor plunged into their second week of activity with the adoption of a program intended to step up reconversion and to give labor a voice in the formulation of industry techniques.

The program urged the dissolution of the Wage Stabilization Board and called for a return to collective bargaining based on the workers' contribution to production and the capacity of the employer to pay.

The convention recognized the necessity for allowing workers to play a more active role in their respective industries by inserting in the program recommendations to develop union-management cooperation plans with joint responsibility for improving production and reducing waste, and to expand union-management machinery through joint agreement upon management techniques.

The program also stressed the need for retention of rent controls.

The Resolutions Committee presented a resolution it had re-

(Continued on Page 4)

### EAST AND GULF

In the event that the operators finally do see the light, the provisions for Union Security will only be binding on East and Gulf Coast shipping companies. Operators on the West Coast are continuing to hold out against the whole idea of Union Security, and the West Coast Local of the MM&P has agreed to carry on the strike in that area if the other districts of the licensed deck officers settle on a piecemeal basis.

At a meeting of the MM&P on October 14, at which time Captain Martin reported on the negotiations in Washington, and explained the reasons for walking out of the bargaining sessions, the membership went on record to call on all organized labor in general, and the AFL Maritime Trades Department, in particular, to support the MM&P in the event that their further bargaining does not meet with success. This support will take the form of a complete general strike of the entire maritime industry of the United States.

Such action will bring the nation's shipping to a standstill, as it did when the SIU-SUP tied up all shipping in protest against the WSB wage decision.

### SUPPORT PLEDGED

The SIU-SUP guaranteed that their entire resources would be at the disposal of the striking deck

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# SEAFARERS LOG

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 OF NORTH AMERICA**  
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## A Firm Structure

One of the most important events of the past year, especially insofar as working seamen is concerned, is the setting up of the AFL Maritime Trades Department. In a year that was marked by commie raiding and back-biting, the AFL maritime unions established an all time high in cooperation.

This cooperation paid off. Harry Bridges' attempted raids on the SUP in Coos Bay, and on the SIU in New Orleans were stopped quickly by the united action of the Maritime Council affiliates.

Close on the heels of this beef came the decision of the Wage Stabilization Board which robbed thousands of AFL seamen of the money won by them in free and fair negotiations with the shipowners. Within a short time, through the combined efforts of all member organizations of the Department, the shipping of the United States came to an abrupt, complete end.

Now the Masters, Mates, and Pilots are out on strike for Union Security. This is a provision that for a long time has been part of the contracts granted to other organized workers. The AFL Maritime Trades Department is supporting this strike, and its full resources have been pledged in the fight.

The structure of the AFL Maritime group is a solid one. It has been formed of honest trade unions owing no allegiance to any foreign power. It has one aim, and that is to improve the living standards of the men who work along the waterfront, and who sail the nation's ships.

For that reason, among others, the Maritime Trades Department must consolidate now, and the strength that is in the organization must be channelized so that in the future we can battle the bosses, and all other anti-labor forces, to a standstill.

## Six Thousand Protests

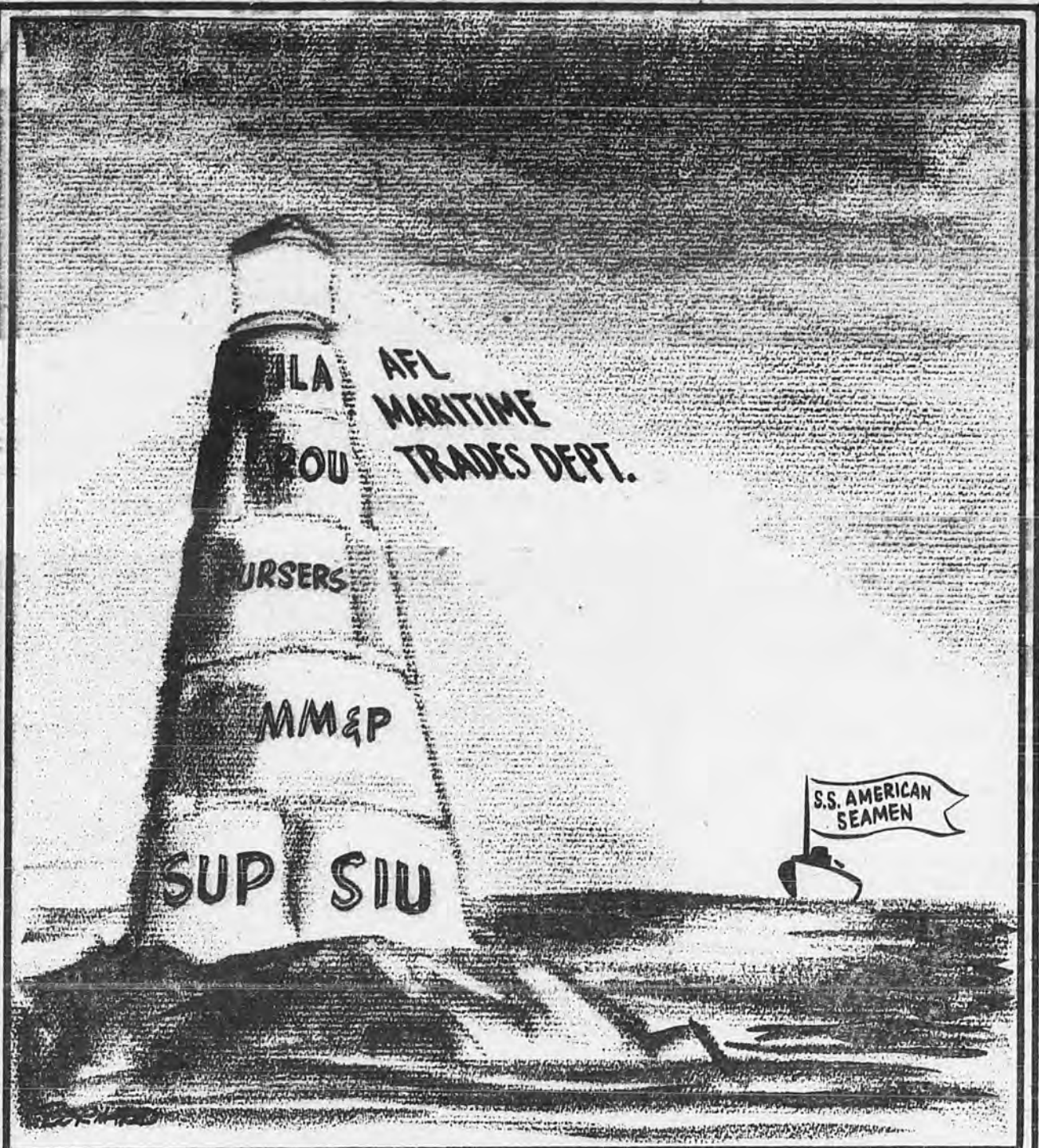
Little did you think, Mr. Hanson W. Baldwin, when you wrote your lying column against the U. S. Merchant Marine in the New York Times of October 9 that the voices of all American seamen, licensed and unlicensed, would be raised against your lying words. Your doubtful talents have been bought and paid for. How then would you know anything of decency and truth?

Mr. Baldwin, even a prostituted journalist like yourself probably belongs to a union. Although we don't imagine the Newspaper Guild brags about the fact. Do you want the maritime unions to be abolished, and have seamen return to the life of semi-slavery they lived prior to the improvements secured through the untiring efforts of Andrew Furuseth and Senator La Follette?

The SIU believes, Mr. Baldwin, that the many thousands of seamen who suffered torn and maimed limbs and other injuries as a result of enemy action during the war are a living protest and will drown your idle guff.

We further believe that the 6000 odd seamen who died as a direct result of enemy action in World War II will raise their voices from the graves in protest over your intentional slandering of the American Merchant Marine.

However, Mr. Baldwin, your name is safe for posterity. Safe alongside the names of such as Westbrook Pegler and others who prostituted their doubtful talents to slander American labor in its battle for liberty and freedom.



“ LIGHTING THE WAY ”



## Men Now In The Marine Hospitals

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

- NEW ORLEANS HOSPITAL**
- JOSEPH WALSH
  - NORMAN PALLME
  - A. FERRARI
  - JOHN A. SMITH
  - VIRGIL CORKERN
  - LEONARD MELANSON
  - R. E. NEWTON
  - R. E. NEWTON
  - J. W. DENNIS
  - W. BROCE JR.
  - R. L. FRENCH
  - CHARLES RAY
  - L. MILLER
  - K. PETERSSEN
  - ERNEST (BOOTY) ROBERTS
  - THOMAS MORGAN
  - GEORGE CONNOR
  - R. F. NOLAN
  - ALVIN BALLARD
  - L. L. LEDINGHAM
  - H. FANJOY
  - WILLIAM LEWIS
  - LEROY CULBERTSON
  - A. P. MORGAN
  - L. CAMPON
  - EDWARD CUSTER
- § § §
- STATEN ISLAND HOSP.**
- T. WADSWORTH

- C. G. SMITH
  - P. DEADY
  - D. P. ELDEMIRE
  - C. W. SMITH
  - W. G. H. BAUSE
  - W. B. MUIR
  - L. A. CORNWALL
  - J. FIGUEROA
  - L. L. MOODY
  - H. BELCHER
  - F. GEMBICKI
  - S. MERKERSON
  - A. ARMAND
  - R. G. MOSSELLER
  - C. KOLSTE
- § § §
- BALTIMORE HOSPITAL**
- MOSES MORRIS
  - JOHN MORRIS
  - GEORGE WHITE
  - CHARLES DUNN
  - HENRY WILLETT
  - SAM COLE
  - PETER LOPEZ
  - JAMES DAYTON
  - METHA MOORE
  - THEODORE KLOSS
  - GLORIANO RODRIGUEZ
  - GORDON FLETCHER
  - SIROTH TALLEY

**Hospital Patients**  
 When entering the hospital notify the delegate by post-card, giving your name and the number of your ward.

**Staten Island Hospital**

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

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

- NORFOLK HOSPITAL**
- LOYD WARDEN
  - JOHN ALSTAT
  - COLON W. WARD
  - H. R. SUMMERLIN
  - JOHN E. HARRISON
  - LARIE L. OWENS
  - JOHN W. CALHOUN
  - RICHARD P. McBRIDE
  - HUGH McDOWELL
- § § §
- BRIGHTON MARINE HOSP.**
- H. STONE
  - E. MAY
  - P. CASALINUOVO
  - N. ROBBINS
  - E. JOHNSTON
  - T. DINEEN
  - P. BERGERON
  - J. CAREY
  - L. WHITNEY
- § § §
- GALVESTON HOSPITAL**
- LONGCHAMPS
  - IRELAND
  - TILMAN
  - HIKE
  - RINGO
  - DUPREE

# An Expanded Educational Program Is Needed To Teach Union Duties

By PHILIP M. REYES

As we emerge from our recent struggle against the powers-that-be to uphold and maintain our American prerogatives, we found what unity of purpose, determination, and spirit can do to attain a victorious result. There is no doubt now what the SIU with its honest and brilliant leadership and an enlightened and united rank-and-file can obtain through economic action.

But we must not be content with the initial winning of our Union's greatest economic struggle. Ominous signs point out that harder fights lie ahead of us if we are to keep what we have recently won. The membership must not rest on the laurels of our recent victory nor can we become unmindful of the tasks that confront our Union; the biggest of which is the education of our new members and non-members who sail SIU contract ships. It is only through education, either practical or academic, that they can be shown genuine trade principles.

While present Union policy

does not permit an indiscriminate admittance of the vast number of permit men to membership in the Union, they should at least be given a thorough union education while sailing on our ships to prepare them for entrance into the Union should future facilities warrant it.

## NOT ON DUTY

After our recent strike was terminated, many trip card men and even probationary members reported to the union halls for the first time since the start of the strike. In most cases, they claimed ignorance as to what their duties and obligation are to the Union during a strike. They had the funny idea that during a strike, all they had to do was to stay off the waterfront by staying at home.

As a member of the Mobile Trial Committee which tried many of these men, I was amazed at the number of men, both permits and probationary who attributed their failure to report for strike duty to ignorance of basic union activity.

In many cases, where teen-age

trip carders were involved, I could not help believing their statements of ignorance after giving full consideration to several extenuating circumstances such as family trade union history, residence, and length of contact with the labor movement.

In such cases where the above circumstances were evident I objected to the summary lifting of their permits or pro books and voted for fines instead.

I believe we should continue to exercise some degree of control over those men who are certified seamen. To kick them out and allow them to roam the maritime industry uncontrolled, I believe, is not conducive to our future welfare. They, as a group, may be used against us in future strikes, which no doubt we will be forced to stage if we are to maintain our gains.

## EDUCATION NEEDED

Our educational program should therefore be broadened and intensified. The vast number of men sailing as permits and trip cards, must, as a condition of their presence aboard SIU ships, be compelled to take up union education. Our Union educational department should immediately form a program for them.

I propose that they should be given some sort of union rules which they must memorize by heart. These rules should not only contain the Union's history and aim but also every phase of trade union activity ashore and afloat.

When such time comes that



they apply for membership, they should be given a thorough examination by an official or membership committee who must be conversant with the subject. Only when he passes such examination should he be honored with membership in the Union, and not before.

Should this educational program be started, we will not have to put up with men who use ignorance to cloak their lack of unionism.

Those who fail to answer a strike call and cannot present a reasonable and substantiated excuse must then be summarily thrown out and eliminated from the Union. Judging from past experience, and from the prestige of our Union, I am confident that this would not be a major problem and that very few, if any, would present themselves at the union halls after absenting themselves from their union duties.

The SIU has a tradition not only of militancy but also consistency and fairness and to accord all the prospective members of this Union this tradition, a program of education as suggested above should be immediately formulated and put into operation.



By PAUL HALL

The strike of the Masters, Mates and Pilots (AFL) is still on and, needless to say, all our support is being thrown their way. From where we sit, it looks like the shipowners are playing a shifty game; one minute they agree to the demands of the MM&P and suddenly they change their minds in the next. Their game seems to be that of holding out, hoping that the officers will crack. And that is where they are wrong.

Most of the operators are still living in the past, and think that seamen's unions can still be smashed. They keep looking for weak spots in the union set-up, for they know that if they can only crack one union, the others will be so much easier for them.

## No Retreat

They tried the same stunt with the Seafarers and the Sailors Union in our last beef, but soon discovered that they were backing the wrong horse. Now they are trying the same thing with the MM&P. And they're a cinch to lose their money this time too: for the Seafarers and the Sailors are behind the MM&P to the end. We are behind them all the way, and not a ship will sail until the licensed officers in the AFL get their demands.

The Seafarers in the past year has made waterfront history. We beat the WSA on its finky Competence Card Test, and made those government redtape artists drop their Medical program. More recently, we successfully negotiated with our contracted operators the highest wages ever gotten by a deep sea mariner—and when the bureaucrats in the Wage Stabilization Board tried to take our negotiated wages away from us, we called a general strike and won that too!

## Win For All

And what's more—we won these unheard of wages for the members of the National Maritime Union and the other deep-sea unions which had settled for ten dollars a month less than we got.

It can be truthfully said that during this last year we have successfully established ourselves as the leading spokesmen for maritime workers throughout the country. And when the returns of the Isthmian voting come in—and the vote counting starts today, Friday, the 18th—our position will become even more secure.

During the last few months—and this is not the least of our achievements—we were instrumental in starting the AFL Maritime Trades Department. What only a short time ago seemed like an idle wish, is now the most powerful maritime grouping in the country: more powerful, more cohesive and more democratic than that commie bid for waterfront control, the CMU.

## Help Came Through

We shall never forget the aid that the AFL Maritime Department gave to the SIU and the SUP during our last beef. Certainly our Brother unions made our victory much more easy and probably cut our striking time in half—and we are not forgetting that now. Just as the other AFL unions pledged their support, so now the SIU, the SUP and the other unions that make up our Department are behind the Masters and Mates.

Our feeling in this matter is that the strike will soon be over. The operators have seen the handwriting on the wall, and know that they cannot possibly win against our combined strength. A few more days of squirming and they will have to give in, or go out of business.

## Hot Food Served

Meanwhile, the Seafarers is feeding—hot meals, too, by the top SIU cooks—and bunking those Brothers who are unable to get along on their own. If any of you members can use this service, don't hesitate to come down to the nearest Hall and let us know.

The MM&P wishes to let our membership know how much they appreciate the help that we, and the other AFL maritime unions, are giving them. This is the first time that licensed officers have been out on a beef on their own. The tried and proved strike apparatus and tactics of the Seafarers came in handy for them, as did the help on the picketlines and the hot meals that they are sharing with us.

They will not forget this help—and neither will the shipowners!



# Isthmian Skipper Saves Dough By Eliminating Crew's Illness

How would you like to sail under a Skipper who squawked continuously that too many crewmen were getting ill? Who asserted that the slopchest was his own personal property to do with as he liked? Who asked the passengers if they would like to paint the ship in order to while their time away? And who neglected to have the crew given shots because they cost the company too much?

You wouldn't like it, would you? Well, neither did Brother Herbert O. Daniell and the other crewmembers of the Isthmian ship Cape Meredith to whom it all actually happened during the course of their recently completed five months trip.

Shortly after leaving New York, one crewman by the name of Moyer was taken off the ship by Coast Guard plane. This occurred about 200 miles from Jacksonville, Florida, when he was taken suddenly ill with an acute attack of appendicitis.

Captain Sundenberg, the old-fashioned Bligh-type Skipper to whom we referred actually thought that the slopchest was his own personal property. One time, when approached by a crewmember regarding the slopchest, this high and mighty brass-hatter shouted, "It's all mine, and I can do what I want with it!" And the Skipper was nothing, if not a man of his word.

## \$15—TOO MUCH

In addition, the Beau Brummell Captain—he wore a nice clean set of immaculate whites every single day, or so it seemed—continuously complained that too many of the crew were "getting ill." While in Singapore, the conscientious Skipper complained to one of the boys that his infected foot was in reality "costing the company \$15, and that was too much!"

After laying at Shanghai for

more than 40 odd days, during which time the entire crew was not given the required shots, the Cape Meredith left port. When no longer necessary, the crew was given their supposedly preventative shots by the stooge Purser. It was later explained by both the Old Man and Purser that it would have cost the company too much money if the shots had been given by the local medic. What about the cost of an epidemic, if it had occurred? And the possible deaths?

On the return trip, passengers were picked up at Port Said. These were mostly oil workers returning from the Far East. With the full intention of cutting down on some of the crew's overtime, the Captain approached the passengers, asking them if they'd "like to paint to pass the time away." Being smart cookies, the passengers told the old miser they'd paint the ship for a buck an hour, provided that the crewmembers said it was okay. P. S.—The Captain only asked once.

## MEETINGS AT SEA

During the trip, several meetings were held by the crewmen. Among other matters discussed, the crew brought signed charges against Purser Calvin J. Anderson, stating that he was "incompetent, incapable, uncooperative, and negligent in the performance of his duties aboard this ship for the past five months." It was decided to submit these charges to the Coast Guard, and recommend that Anderson be barred from ever becoming an SIU member.

Later, at the last meeting held aboard the ship on October 7, the crew decided that "All beefs are to be settled before the payoff." In line with this, it was also decided that all beefs be submitted to the departmental delegates. Truly a ship worthy of the SIU name (and it will be soon)—the Cape Meredith.

# HERE'S WHAT I THINK...



**QUESTION:** When the MM&P strike is won, what port would you like to ship out for?



**EINAR HANSEN, Carpenter:**

I'll settle for South America. I don't want to go to any place in particular down there, but I like that continent, and I have always been able to have fun down there. That is one place that has everything: plenty of food, wine, and places to enjoy yourself. They don't know what scarcities are, and all during the war they had the best of everything. I have been to Buenos Aires before, so I guess that would be a good port to start for, but any other port would do just as well.

**ELLIS CROOKS, Second Cook:**

I want to go some place in Europe, and if that is impossible, my next choice is Asia. When I was still in school, I became interested in India, and my ambition was to visit there. Finally I was able to take a trip to Karachi and I found it everything that I thought it would be. I was amazed to find that conditions were not as bad as one would think from reading reports. If I go back to Karachi it will give me a chance to look up some people I met last time. If I go to Europe, I hope to make new friends.



**STERLING MAUSER, MM:**

That's a tough question for me because I like all countries and all ports. It doesn't make any difference where I go because I make friends with the people I meet, and then everything goes along okay. If I have to make a choice, I guess the Mediterranean area would be as good as any other. It's sure beautiful country around there, so a trip to either Italy or North Africa would suit me fine. However, when the strike is over, I'll take anything that comes along.



**RICHARD COMSTOCK, AB:**

Since I've never been to South Africa, I am going to try for a ship that is going in that direction. I just got back from a trip to China and this time I want to see what South Africa is like. Some of my shipmates on this last trip told me that I won't like it down there, but I want to see for myself. It seems that the port you are going to is always better than the one you just left, but that's what is good about being a seaman—you always have another port to ship out for.



## Isthmian Nears SIU Contract; Problems Yet To Be Faced

By EARL SHEPPARD

Friday, October 18, is a red-letter day on the SIU calendar. That's the day when the long-awaited counting of the Isthmian election ballots is begun by the National Labor Relations Board. It's a day to go down in Seafarers' history because it represents the final step in the bringing of the Isthmian SS Company, formerly the largest unorganized dry cargo carrier in the world, into the ranks of SIU-contracted shipping companies.

Many weary months of effort, the work of many shoreside and volunteer ships' organizers, and the spending of a sizeable amount of SIU organizational funds went into the over all job of organizing Isthmian.

In the past, we've gone into the many small details of the drive and given credit to the many unselfish Seafarers who contributed so greatly. Now, at last, Isthmian seamen are going to start reaping the benefits of being organized.

At the conclusion of the ballot counting, which — according to our estimates — the Seafarers should win with a comfortable majority, there'll probably be the usual amount of red tape and delay. Then will come official NLRB certification of the SIU. After that, once Isthmian realizes that they are finally an organized outfit, contract negotiations should begin at the earliest possible time.

### MARITIME WEAKNESSES

Recent gains which the maritime Unions have made, spearheaded by the SIU-SUP strike which broke the WSB formula, have revealed certain weaknesses in our industry. The biggest sore spot of all is the waterfront communists who have infiltrated the MEBA, and to a lesser degree, the MM&P. Only through the most vigilant efforts on the part of the MM&P Strike Committee have these disrupters been defeated and disposed of satisfactorily. However, they're still active in the MEBA.

It's true that the waterfront communists are a small numerical fraction of comparatively little importance. But these slimy individuals usually wait until the Union to which they belong is in a life and death struggle before they start playing their usual shipowners' stooge tricks. For this reason, each one of them has to be hunted down and removed from all Unions just like any other company spy or paid disrupter.

In direct contract to the weaknesses, the AFL Maritime Trades Department has stood out during the recent and current maritime strikes as a tower of strength. This organization, although only founded a few short months ago, has proven its worth many times over. And it should grow increasingly stronger—proving its worth more and more—as the need for its support grows.

### FOREIGN FLAG MENACE

Soon, we can look forward to a number of changes in the maritime industry. There is no doubt in my mind that the shipowners, after having been forced to give us the highest wages and best conditions ever, are going to try and get around this in a number

of ways. One of these will be an attempt to buy surplus American ships and put them under foreign flags. This was done to quite an extent before the war, and will be done again.

If you have ever studied any of the records available about the interlocking directorates of foreign and American shipowners, this foreign flag menace will be easier to understand. If these selfish shipping interests can buy a number of American bottoms, sail them under foreign flags with lower paid foreign crews, think of the competition that will be given to our own U. S. Merchant Marine.

Profits are the same to the shipowners whether earned under the Panamanian flag or the U. S. flag. They know no allegiance to any country, and only bow before the might of King Profit. Only through building up our own AFL Maritime Trades Department and its affiliated Unions can we successfully meet this threat to our bread and butter. And it is a serious threat!

### NEW DEVICES

One other thing to look for on the part of the operators is a number of changes and the addition of new devices to the ships

for the speedier handling of cargo, and the consequent reduction in turnaround time. A number of new devices for handling cargo a lot quicker have recently been invented. The only thing we have to watch is that the operators don't try to eliminate manpower as part of their economy.

These and many other problems face us in the near future. After the MM&P and the MEBA strikes are settled, we should have a period of comparative industrial peace. This does not mean that we rest on our self-satisfied posteriors, and take life easy. It only means that we work that much harder to consolidate the gains we have already won, and move into other fields of organization.

There are still a number of tanker companies unorganized, and the SIU does not intend to rest as long as one of these unorganized outfits remains unorganized. With the tankers, inland boats, tugs and barges, and Great Lakes ships which are still unorganized a big job lies ahead. And the SIU intends to do that job in the next few months if humanly possible. WE HAVE ONLY BEGUN TO FIGHT.

## AFL Convention Blasts Redtape, Votes Help To European Unions

(Continued from Page 1)

written dealing with the admission of displaced persons, pointing out that immigration quotas had not been filled during the war and that the AFL favors a policy permitting completion of the unfilled quotas of the war period. The resolution was adopted by the 650 delegates.

Democratic trade unions in Europe whose free, unfettered existence is threatened by the long arm of Soviet dictatorship were promised aid against those who would "communize our free trade union organizations."

Resolutions were passed bitterly criticizing the World Federation of Trade Unions as having been "conceived by the Russian dictatorship." The WFTU was cited as being an agent of the Soviet's foreign expansionist policy.

The assistance already being provided the European labor movements by the AFL was described by President William Green and Vice-President Matthew Woll, with the pledge that it would be increased.

One pledge promised a special fund of \$5,000 a month solely for food to aid trade-unionists of Germany and Austria. Green announced that an AFL European office would be set up in Paris by Irving Brown of the International Association of Machinists, who addressed the convention on the experiences of his 11-months stay in Europe.

Calling France the key to the future of Europe in the struggle between democracy and totalitarianism, Brown said that the French communist party had captured the French trade-union movement and thereby was in a position to prevent any French government from taking an "all-out stand for democracy as

against totalitarianism in foreign policy."

Brown said that at the three European conventions he had attended as AFL representative, WFTU speakers supported Russia's line.

## Asks SIU Aid Eight Beached Greek Seamen

Inspired by the SIU's generosity and reputation for lending needy seamen a helping hand, the proprietor of a bar in Piraeus, Greece, has appealed to President Harry Lundeberg for aid to several of his country's beached seamen in a letter just received.

In his letter, the Greek taproom owner says his establishment—the John Bull Bar, located at Akte Miaculi 39 in Piraeus—caters to seamen from all over the world, and is a favorite haunt of Seafarers who visit the place regularly to obtain latest editions of the *Seafarers Log*.

The appeal, which asks for some used clothing, directs attention to the plight of "eight or ten Greek seagoing men who are in dire need of clothes."

The men, victims of the present state of Greek shipping conditions brought on by a shortage of vessels as a result of losses incurred in the war, "have asked me to convey to you that if you can possibly help them by sending a few bundles of second-hand clothing they would appreciate it very much," the letter states.

The letter also points out that copies of the *Log* are always available to Seafarers at the John Bull Bar in the Port of Piraeus.

## MM&P To Ask For General Strike If Shipowners Continue To Stall

(Continued from Page 1)

officers, in the event that such assistance becomes necessary.

The strike apparatus of the SIU had already been offered to the MM&P, and many of the officers were already availing themselves of the meals which are being served in the New York Hall. Until the end of the strike, the kitchen will remain in operation, and members of the MM&P have been advised that they are welcome to eat with the SIU-SUP at any time.

In his report to the membership, Martin gave a day by day account of the stalling tactics that led up to the walkout by the MM&P Committee.

He stated that the operators went into the meetings with the intention of wearing down the Union, and if that failed, they wanted to play off the MM&P against the committee representing the MEBA, which was also present for the negotiating sessions.

"We had a mutual understanding," Martin said, "and cooperated 100 percent with each other."

Just when it looked as though a contract might be concluded with the East and Gulf Coast operators, they suddenly became foxy and went back on the stipulations which had already been agreed to by the Union and the operators, and which included Skippers under the Union Security provision.

It had by then become apparent that nothing further could be gained by attendance at the meetings, and so the MM&P Committee withdrew from the negotiations in Washington.

The attempt to revive the bargaining in New York also came to an abrupt end when the operators came up with the same contract which had already been turned down in Washington.

Further bargaining sessions have not been arranged for, and unless the operators show that they are ready and willing to agree to Union Security for all Licensed Deck officers, Saturday midnight, October 20, will see the start of the second general strike in United States maritime history.

## MEET THE SEAFARERS



T. W. Styron

Young or old, the men who make up the Seafarers International Union are all a bunch of militant, hard working seamen who will not be satisfied until all seamen are organized into honest unions.

Take this story of T. W. "Pop" Styron, Oiler. At an age when most men are thinking about sitting in front of a fireplace stroking a cat, Pop is still in there sailing on unorganized ships and telling the men all about the advantages of belonging to the SIU. He does a swell job, too.

His most outstanding piece of work recently was aboard the Isthmian's Zane Grey. When this ship left the United States, with Pop aboard as a volunteer ships' organizer, it was a toss-up between the SIU and the NMU. But when the ship returned, it was an entirely different story.

Of course, the vote is confidential, but reports from the men who cast the votes indicate that the Zane Grey went SIU by a three to one majority. The men gave Pop most of the credit for showing them the advantages that the SIU has over any other union in the maritime industry.

### ON THE MOVE

Once the Zane Grey was voted, Brother Styron didn't waste his time. He volunteered for another ship and was assigned to the Steel Mariner, also Isthmian. This vessel had already voted, but Pop felt that he could do a job of keeping the men together so that when the results of the bargaining election are announced, the Isthmian Lines will have to contend with the men who want an SIU contract right away.

The Steel Mariner got stuck on a shuttle run in the Persian Gulf, and so Pop had no opportunity to take part in the general strike recently concluded. But, as he says, "I was in the 1921, 1936, and 1941 strikes, and although I'm 70-years-old, I could still take my turn picketing."

Pop started sailing 40 years ago, and started fighting for sea-



men's rights at the same time. The battle to give seamen better conditions and higher wages has always found him right up front. From the time he started on tugboats in Norfolk, up through the years of sailing as a stoker on coal fired boats, Brother Styron has always preached union.

There are many men today who are staunch trade unionists mainly because they met Pop on their first voyage, and they never forgot what he told them.

### GOOD ADVICE

"Don't think that the company will watch out for you," he would say. "The only way to make sure that you get a living wage and decent conditions is to organize into a strong union. Then the company has to come through, or they can't sail their ships. That's the only kind of argument shipowners can understand."

Pop winds up his talk with good advice to young fellows. "When you go on a ship, do your work," he says. "We are getting fair wages and conditions are improving. Let's preserve what we have, and be ready for even more by doing our share and not shirking on the job."

It's hard to tell whether the SIU makes men as staunch and hard-working as Pop is, or whether good men naturally come to the SIU. In any case, Pop is a credit to the Union and he has done, and is doing his share in the fight to keep the SIU the best Union on the waterfront.

## Portland YMCA Gives SIU Crew A Helping Hand

When the John J. Abel, Calmar Line pulled into Portland, Maine on September 11 and paid off, the crew found themselves victims of the housing shortage. As the strike was in progress, they piled off in quick order and after registering for picket duty started looking for a place to bunk for the duration of the strike.

They weren't successful with their attempts, and were looking around for a tree or a park bench when the ship's delegate came along and told them he had everything fixed up.

In his scouting around he had contacted the YMCA and told Mr. H. E. Frank, the Secretary, the score on the strike. When the secretary got the lowdown he told the delegate to bring the crew over.

Well, when the boys arrived they found the YMCA had fixed them up with a block of 24 beds for the use of the crew. The "Y" had no rooms, but the block of beds was a bit of heaven for the foot sore crew.

### WANTS LOG

The staff of the YMCA bent over backward to help the seamen and gave them every consideration. They checked their baggage free for the duration of their stay and many of the crew who had relatives in the neighborhood left their gear in the custody of the "Y." The facilities of the club were turned over to the crew and they had the use of the recreation room.

The crew stated that they noticed that SIU men drop in there occasionally and the Secretary said he would be glad to receive Logs for the library.

When the boys checked out they were pleasantly surprised to find that the sum total for staying there was only 50c per night.

There may be a lot of thieving rooming houses and clip joints left along the ports, but now and then seamen run across real people who are out to give a seaman a hand without their palm outstretched.

The crew of the John J. Abel is unanimous in its thanks to Mr. H. E. Frank and the YMCA in Portland, Maine who made their stay in Portland an enjoyable one. They wish to pass the word along to other Seafarers who stop off there that they will receive a straight deal when they stop at the YMCA.

## Courtesy Is Something You Won't Find At Hudson, Jay St. Hospital

By JIM CORSA

On Monday, October 14, I applied at the Hudson and Jay Hospital for treatment of a cold. However, I was in effect refused treatment because an affidavit, which I had sworn to on Sept. 15 or 16 in order to obtain dental care, had "expired."

The clerk in the Admitting Office said that the affidavit had been supplied to me as a courtesy and that no second affidavit could be made. He also stated that I could see the Executive Office about the matter if I was not satisfied. What would you do after getting the run-around? Well, I became so disgusted that I went instead to the clinic at the "Doghouse," and got the necessary treatment.

Guess before I go any further that I should explain this affidavit business. The affidavit was necessary in the first place because I had lost my last ship discharge dated August 15, and they required some proof of my service. So—the affidavit was procured.

### 90 DAYS, NOT 60

Furthermore, someone at the Public Health Service clinic—I don't recall the name now—told me that I was no longer eligible for treatment as I had been ashore for 60 days. Why doesn't the Public Health Service Director or someone else in authority tell these clerks and other employees that under Section 2.314b of Subpart B, Part 2, Chapter 1 of Title 42, dated July 1, 1944, 90

days after last discharge is the period of eligibility.

After talking to the SIU Special Services Director and the Log Editor, I decided to return to Hudson and Jay, and get the matter cleared up. So, back I went on October 15, but didn't get past a fellow named A. K. Guilford, Administrative Assistant.

This guy was not only sassy, but refused to take any action whatsoever about informing the staff that a seaman is entitled to more than one affidavit, and can get treatment up to 90 days after last discharge. Yes, the result of my return trip was nil, and the red tape still threatens to trip up any unwary seaman who's unlucky enough to need treatment at a Marine Hospital.

## Cape Friendship Behaves Like A Real SIU Ship

By FRANK WEST

PANAMA, Oct. 5—Count the crew of the Cape Friendship, Isthmian Lines, as militant from the word go. Most of them are Isthmian seamen who have gone all out for the SIU.

We hope that by the time this hits the Log that the Isthmian agreement will be safely tucked away and in the bag. Then, on to the complete organization of the rest of the unorganized seamen!

A great deal of credit for making this crew solidly SIU is due "Blackie" (The Rebel From Florida) Sanchez. His timely pep talks and untiring efforts in explaining the meaning of unionism—especially the SIU brand—in detail to the newer and younger seamen helped immeasurably to do the job. Much the same can be said for Frank Kaiser, Black Gang delegate, whose guiding hand made possible the smooth sailing below.

Blackie, who was Deck Dele-

gate, resigned when he took over the Bosun's job (the old Bosun having signed off in Honolulu). The Deck delegates' job was then assumed by Harry Corcoran, who carried on the fine work of Blackie.

### ELECT DELEGATES

At our first ship meeting, Frank Kaser was elected Black Gang delegate, Blackie Sanchez as Deck delegate, Frank Fuente for the Stewards Department, and Frank West as Ship's delegate. All of our meetings were fully attended with everyone being enthusiastic about them. Isthmian seamen, many of whom have never belonged to unions, participated vigorously. All agreed that the meetings clarified a number of things which were not clear before.

Isthmian seamen were shown the democratic manner in which the SIU carries on its meetings and discussions. All in all, these meetings were the clincher which

swung the Cape Friendship crew over to the SIU standard.

Time off for a couple of bouquets. 1st Asst. Edward Morean extremely cooperative, as was Skipper R. T. Saxton. In addition, we owe much to Bob Cantor who did a swell job of chairing several meetings.

Cape Friendship crewmembers dug into their pockets to make a Log donation to keep the log rolling, and want to compliment the Log on being the greatest single source of information on Union activity on the waterfront. The crew also wishes to express their appreciation to Organizer Blackie Silva in Honolulu for his cooperation and efforts extended on our behalf during our stay there.

That's all from the Cape Friendship for now. (Editor's note: That's what you think. Pictures which accompanied this article came in too late to be processed—so you'll see them next week.)

## Attention Seafarers

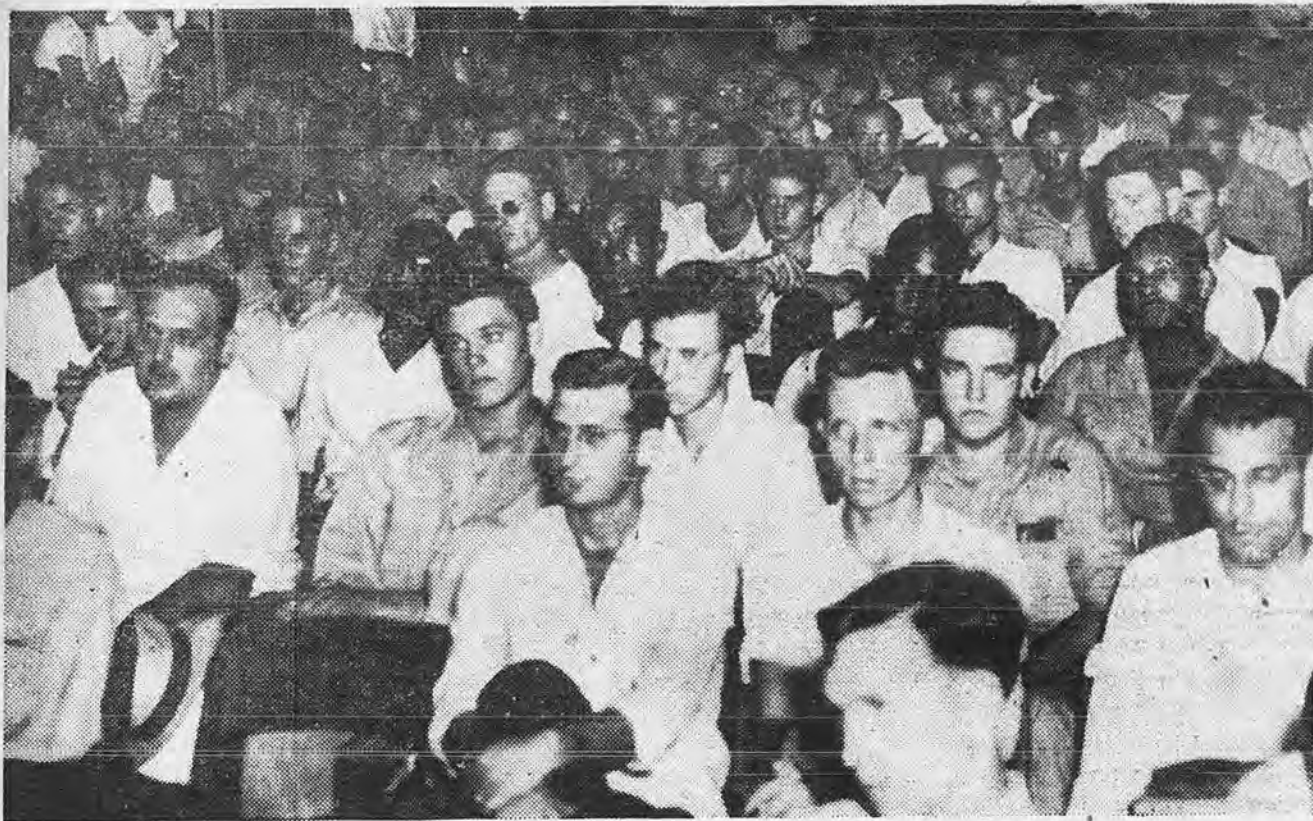
Word has come to this office that the Seafarer Log is not to be found in some of the seamen's Clubs in foreign ports.

Whenever in a foreign port go to the seamen's Clubs and see if the Log is displayed. If you don't see it, ask for it. Find out why it is not put out, and leave some of your ship's copies of the Log there.

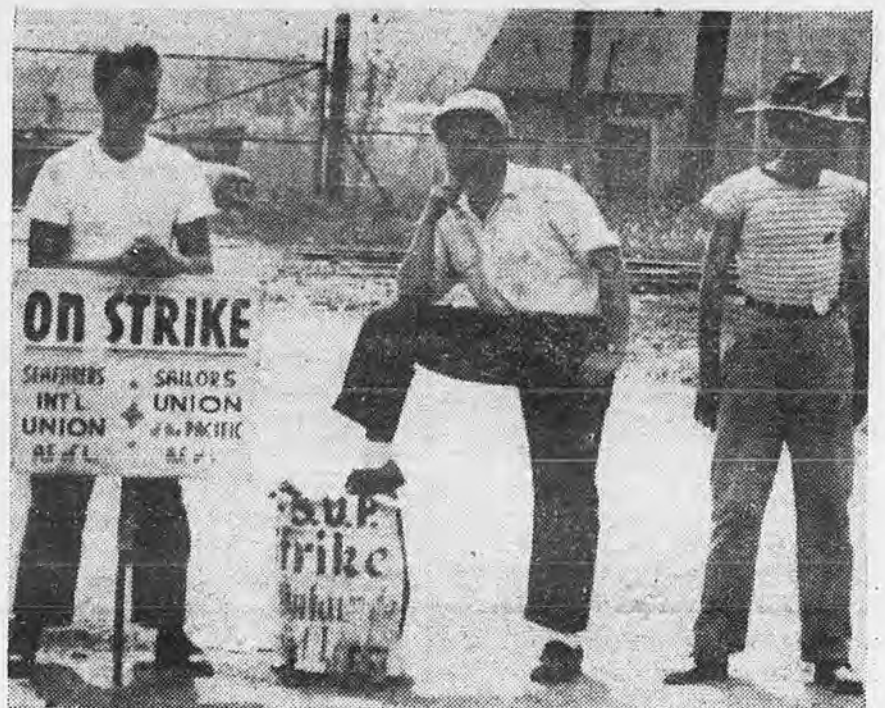
Notify the Seafarers Log of all Clubs where you do not find the SIU paper.



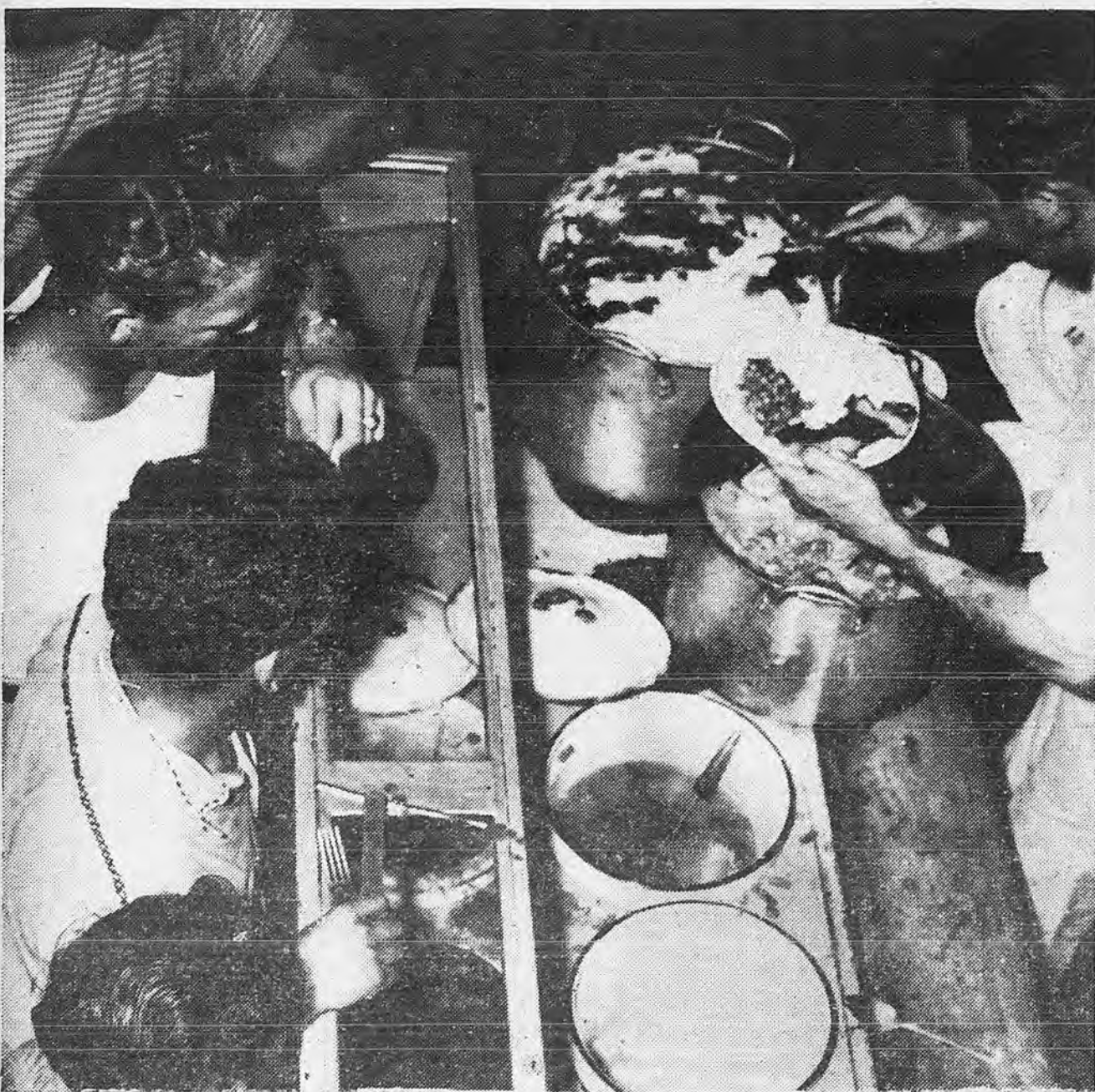
# Houston SIU-SUP Tied-up Port



A packed meeting in Houston heard the news that the Wage Stabilization Board had turned thumbs down on the wage raise that had been won by the Union Negotiating Committee. To a man they voted to hit the bricks, and to stay out until the money they had fought for would be given back to them. In all other ports of the United States it was the same story. And so, when September 5 rolled around, the members of the SIU-SUP were walking picketlines, and they stayed out until the greatest victory ever won by merchant seamen was under their belts. It marked a long stride forward for seamen everywhere.



It takes pickets to make a strike effective. No strike is ever won in the newspapers or through ballyhoo. Here are some members of the SIU-SUP making sure that their strike is won. The men in Houston, like the Seafarers in every other port, sewed up shipping so tightly that the Government finally had to reverse the Wage Stabilization Board. If that hadn't been done, the SIU and the SUP would still be out parading in front of dead piers.



Cooperation also helps win strikes. Mr. L. G. Rumfolo heard about the strike and so he came around to offer the use of his kitchen. Believe it or not, it was offered free of charge, too. Here is Mr. Rumfolo turning over the kitchen key to the Strike Kitchen Steward.



Above, the men eat hot food which gives them the strength to get out on the picketline again.

Union solidarity is a wonderful thing as this lone picket at the right found out for himself. Without any help, he completely tied up this pier. How did he do it? Simple, because all AFL workmen honored the picket sign he is carrying. The picket at the left also had the thrill of tying up the San Jacinto Ordnance Depot all by himself.



If you want to eat, you have to stand in line and wait your turn. First come, first served, but plenty of food for all.



## Payoffs Keep Savannah Going During Successful MM&P Beef

By ARTHUR THOMPSON

SAVANNAH — The MM&P-MEBA strike has tied up the port of Savannah just as tightly as did our strike. We had a hurricane warning here last week and the picketlines were called in temporarily so that we could shift ships to safer berths. The hurricane didn't amount to much and picketing was resumed after the danger had passed.

We paid off the SS Webb Miller of the American Liberty Line without any trouble. There was some discussion in the Stewards Department, but the members involved were all bound for New York and decided to let the matter rest until they got there.

The payoff itself went very smoothly with no man drunk, and everybody, especially the delegates, were very helpful. Paying off a ship under these circumstances is a pleasure and a credit to the crew members.

### NO ARGUMENT

The SS Samuel McIntyre, South Atlantic, came in with a load of gypsum and will payoff Monday. I already checked the overtime with Port Captain Van Wout and we didn't have to argue a single item. The Chief Engineer died on board a few days after they left the states.

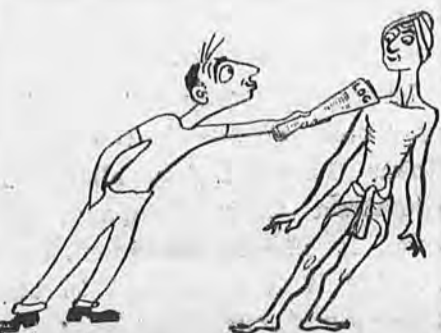
The SS Daniel Williard and the SS Bertram Goodhue, both South Atlantic, are due in next week. The deck engineer of the Goodhue, W. J. Brantley, was left in Glasgow to go to the hospital. We hope he isn't very badly off.

The local papers announce that the South Atlantic expects to make from 48 to 60 trips yearly from this area. That's about one every week. This should keep Savannah Branch fairly busy. We have quite a few men registered, but when this strike breaks I'm afraid we'll be short of rated men.

### BONEYARD BOUND

We have a few ships in port destined for the boneyard in Brunswick. Three of them are SIU ships, and reports have it that quite a few more are also doomed. I wonder how the Maritime Commission intends to build the merchant marine they promised during the early part of the war.

Harry Galphin left the hospital last week after a successful operation and is coming along fine, but not yet ready to ship out.



No one else in the hospital except Dutch.

Vincent San Juan's brother is back in the Coast Guard. Sorry to see him go. Both brothers are good seamen and we need them.

We have a case coming up in court next week. We lodged an unfair labor charge against the Atlantic Towing Company and it's finally coming to a head. I'll let you know more about it later.

## NO NEWS??

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

- CHARLESTON
- NORFOLK
- PORT ARTHUR
- PHILADELPHIA
- MOBILE
- TAMPA
- GALVESTON
- MARCUS HOOK
- SAN JUAN
- BOSTON

## Activities Of The Communists In Trade Unions Start Campaign By Pro-Democratic Labor Forces

By HENRY W. CHAPPELL

DULUTH—Things are pretty quiet this week in Duluth with only a few ships in port due to the bad weather on the lakes and there is nothing to report on the Midland elections. We can't do anything about Old Man Winter, but by next week we should have the election results which we'll give in this column.

There is a movement under way in the country sponsored by a number of anti-commie organizations, including AFL and CIO unions to expose and curb the communists wherever they may infiltrating or working. The sooner this task is undertaken and successfully concluded the better it will be for all American labor.

### METHOD EXPOSED

AFL trade papers all over the United States have repeatedly exposed their methods of operation. These papers have shown time and time again how a few party members will join a union, infiltrate into position of responsibility and throw their weight around far out of proportion to their numbers; usually in a manner contrary to the wishes of the majority.

They will force their line on the membership until they're opposed. Then, if they see they are going to be licked, they will do all in their power to smash the union.

William Z. Foster, Chairman for the communist party has stated publicly that a member of the party does not owe allegiance to the flag of this country, but must follow 100 per cent the policies of Soviet Russia without criticism. He also stated that a person may believe in a religion when he joins the CP, but after he learns the principles of communism he will soon give up any belief in the church.

### ABUSE FREEDOM

America is the only country in the world that allows such a group to thrive openly, advocating the principle of revolution against the government. By all moral rights such people forfeit their rights as American citizens. The average American of this

country will admit that America is not Utopia and there is plenty of room for improvement, but he will resent a group of people within our boundaries pledging



allegiance to a foreign flag and power, and attempting to transplant this foreign ideology to his country.

To bring this whole issue closer to home, or closer to your ship as I should say, everyone knows

the NMU is dominated by the party members who ascribe to the points listed above. Their place in the trade union movement is not to better conditions for seamen, but to cause dissension and dislike for our government so Uncle Joe's form of government can walk in and take over.

### DEMOCRATIC SET-UP

Both the SIU and NMU are starting an organizing drive on the Great Lakes this fall. In the SIU the entire set up is run on a democratic basis with the membership voting on vital issues and the union officials job is to carry them out. All Lakes seamen will have their choice, the NMU which is commie-dominated or the SIU where issues are decided by a vote of the membership and majority rules. You unorganized Lakes seamen will be able to make your choice soon.

## Paying Off Without Patrolmen May Leave You Holding The Bag

By J. H. HANNERS

JACKSONVILLE — Shipping had picked up in this port after the SIU-SUP strike and things were looking pretty good, so after the MEBA and MM&P strike is settled we should have quite a few jobs to fill.

I have managed to pay off all ship in this port under mutual consent and the companies have promised the same on any that should come in while the strike is on.

Once again I'd like to try to impress upon the membership the importance of notifying the Hall when coming into port and standing by until we can get a representative down to the ship before the payoff. As an example of what usually happens when this is not done I give you the case of the SS Floyd Bennett.

The other day, I skipped down to the Bennett to pay her off and there was no pay master or anyone aboard to handle the job. As

I had three other ships to handle I collected all the beefs and overtime and told the delegates and crew that I would be back in an hour.

### SHORT-CHANGED

In about 45 minutes I was back to the Bennett and I found that the crew has payed off under the old wage scale. Immediately they started beefing about their contested overtime and why they didn't get it.

Brother, you are the Union and your officials can do nothing without your support, all we can do is advise you. So, fellows, it's really up to you. When you dock, call your hall, and stay sober at the payoff so you can give your representative your full support. Without it his hands are tied.

At the moment there are four ships in port which is booming business for Jacksonville, but we are looking forward to even better days in the near future.

## The Gold Coast Is Stone Cold As MM&P Strike Hits Stride

By W. H. SIMMONS

SAN FRANCISCO—At present the old Gold Coast is stone cold dead and is a mighty sorrowful sight these days with nothing moving, and the few ships that do arrive here are almost scuttled as soon as they are berthed 'cause the MM&P and MEBA men waste no time in piling off and hitting the picketlines.

With Harry Bridges' longshoremen out, too, we are looking to see what the CMU will get for their men. The way it loks from here the CMU is fast withering away; about all one can see of the staff at present is Harry's long nose. Come on you MFOWW members, wake up before it is too late; don't get involved in the CMU muddle.

At the present time, we have two East Coast ships in port, and

I'm shaping them up for the payoff which will come off in a couple of days. The Hook Hitch, a Waterman, came in from a ten-month trip without a single beef aboard. Some trip huh? That's the way I like to see them. There were three militant delegates aboard her who handled things very well. Good work boys!

### SUBSISTENCE PAY

The Lyman Hall, South Atlantic, came in the other day and had only a few minor beefs.



They were due to the crew not knowing the new scale and hours at sea, but we soon cleared this up and she is ready for the payoff which will come as soon as we get the okay from MEBA to move her to a navy base. In the meantime the men are drawing subsistence pay so things are hunky dory with the crew.

The crew of the Francis Marion, who paid off in Seattle, will be glad to hear that we have collected the black gang disputed overtime. The men concerned should write to the General Agent Mr. Becker, William Diamond SS Agent, 262 California Street, San Francisco, Calif.

That's all from the gold coast for this week, so steady as she goes.

## Corpus Christi Really Tied Up

By G. (TEX) SUIT

CORPUS CHRISTI — As another week rolls around we find this fair Texas port tied up even tighter than last week. Now we have three strikes instead of the two of last week.

Now, in addition to the MM&P and MEBA, the men who operate the draw bridge who are affiliated with the Operating Engineers AFL are on strike. Because of this, the steamship operators are afraid to bring their ships to this port, and are diverting them to ports.

As far as the warehousemen's strike is concerned, there hasn't been much up to now, but it looks like things might improve as the newspapers here in Corpus Christi are out of newsprint and the warehousemen have a load of paper which they refuse to release. Maybe some pressure will be brought to bear to get the strike over with.

Due to the fact that the operators are diverting ships to other ports, organizing has fallen off for the time being. With the harbor tugs already voted and the organizers having filed a petition for an election on the dredges and ferries we can all sit tight until the strikes are over.

## Article By Anti-Labor Faker Stirs Up Hornets Nest In SIU

By JOE ALGINA

NEW YORK—As if we seamen don't have enough to contend with, what with bigshot operators, commie disrupters and dirty ships, now along comes a chair-borne sailor to take a few kicks at us when we're not looking.

A guy named Hanson Baldwin, who did his last sailing in the early twenties, and who sat out this past war from a dangerous spot in the New York Times Building, wrote in his column that he would be glad to see the good old seafaring days return.

By good old days, he meant the days before the Union, and the days when a seaman was nothing more than a slave. Baldwin must have been bitten by the ghost of Captain Bligh, and so he is trying to take it out on us. If he had his way, a Master of a ship would have the right to smack a man around with a be-laying pin every day instead of saying "good morning."

### CONVERSATION PIECE

Lots of the men around here are plenty burned up about that column. Some of them, fellows who had been torpedoed once or twice, wanted to go up to see Mr. Baldwin and talk to him. But they were so mad that we thought it best not to let them go because the conversation might get out of hand, and Mr. Baldwin would probably wind up on the floor.

One explanation of Baldwin's attitude is that he was an Annapolis man, and so he probably has gold braid and brass where his heart ought to be.

Other than the excitement caused by Baldwin's anti-labor article, things have been sort of quiet around here lately. By quiet I don't mean real quiet, I just mean that a man gets a chance to breath occasionally.

We are still paying off every ship that comes into this harbor, and we are still shipping a few men to tankers and colliers. But if the operators don't get serious and bargain honestly with the MM&P, we will soon stop even that little shipping.

### UNYIELDING

Here is a case where a few obstinate men are holding up the shipping of the whole country. If these guys were labor men, I bet the President and Congress would already be hollering for their scalps, but since they are bosses, nobody says anything against them, and nobody tries to put any pressure on them.

The shipowners along the East and Gulf Coasts are willing to grant the licensed deck officers Union security. On the West Coast, however, the operators will not give in on that point.

They would rather have their ships tied up than give the Union men the security they need so that they can do a good job without worrying about licking somebody's shoes for a job.

Most operators live in the 18th or 19th centuries, and they fight against any advances that have

been made during the last 40 years. Someday we will have the honor of welcoming all the shipowners into the 20th century.

### CHOW LINE

The strike apparatus which we have built up has really come in handy. It proves that when things are going along smoothly, it is smart to prepare for storms. That is what we did, and so we have an efficient set-up that can handle matters during the quiet times, but which is ready for any emergency.

Right now our kitchen is in operation and hundreds of men are being fed daily. No member of the SIU-SUP would violate an MM&P picketline, and so the men who are therefore on the beach are being fed in the Union Hall. Quite a few of the licensed men have been coming over to sample our food, and they all say that it is better than you can get in a high-class restaurant.

We don't go out looking for trouble, but when trouble comes, we are ready and waiting.

## A PROBLEM, BUD?

The life of the present day seaman is difficult and often very complicated. He is at the mercy of unscrupulous companies, government agencies, brass hats and human sharks of various descriptions, everyone trying to take advantage of him. If he happens to know some of his rights, he is sneeringly referred to as a Sea Lawyer.

A Special Services Dept. of the Union has been set up to consult with you on all your problems involving the Coast Guard, Shipping Commissioners, Unemployment Insurance, personal injury claims, your statutory rights when you become ill aboard ship, Immigration Laws, and your dear, beloved Draft Board.

If you happen to be in New York, contact us personally, or if you are out of town, write and you will receive a prompt reply.

Address all mail to SPECIAL SERVICES, 51 Beaver Street, New York 4, N. Y. Your Union is your shoreside contact. USE IT'S FACILITIES.

## Lakes Cleveland Cliffs Company Sponsors Phony Company Union

By HENRY W. CHAPPELL

Heading the list of phony attempts on the Great Lakes to sabotage a bona fide labor union is the action of the Cleveland Cliffs Company which is attempting to sway the crews of Midland ships from the SIU to the Lake Seamen's Union.

In a form letter to the Midland ships they state the primary reason the SIU is anxious to organize lake seamen is to collect dues. Any man who belongs to a union realizes dues, assessments and initiation fees are what makes a union function. Mr. Grady, the Cliffs Company stooge, doesn't want to realize this as the Company Union treasury has an unlimited source of income from the Cleveland Cliffs Company. In fact this union doesn't even have to rent its own hall; it has the use of the company attorney's office paid for by the Company.

### WHAT IS LSU

In this form letter to the Midland crews Mr. Grady makes de-

risive statements about the SIU. He claims the salt water representatives are not interested in Lake sailors. For his information the salt water men do not run the SIU on the Great Lakes. We are a separate district but we do have districts on the East Coast and the West coast. Nor do we have to apologize for the record of the salt water section of the SIU. It recently successfully ended a strike on all coasts which tied up all shipping and forced the Wage Stabilization Board to reverse its decision thereby granting the SIU wages won through negotiations with steamship companies.

But let's get down to business and examine this Lake Sailor's Union. Do they have a constitution? If so, who drafted it? Who are they affiliated with? In the event of a labor dispute who could they rely upon to give them aid? Who elected Mr. Grady to the Presidency? What are their hospital and death benefits? and who financed this Lake Sailor's Union when it was first started? The answers to all questions is the Cleveland Cliffs Company, of course!

### TWO-JOB STIFF

This Lake Sailors Union doesn't need shoreside organizers to work for and represent it. Cleveland Cliffs sets the wages, conditions, etc., and Mr. Grady agrees to their decisions or he would be out of a job; or rather two jobs as, beside being president of the phony union, he is also wheelsman on a ship that is owned by a company that is notorious for its anti-union attitude.

These Lake operators have all kinds of schemes for getting around the Unions. Among them is the device whereby they wait until union contracts are signed and then they come out with a slightly higher wage.

This they did last spring. After the SIU had signed contracts with various companies, the Lake Carriers came out with a slightly higher scale. In June 1946 we succeeded in reopening our contracts bringing our wages at this time to the highest level of any seamen in the world.

Now, according to Mr. Grady, the Cleveland Cliffs Company comes out with a still higher rate. They are really scared of the Unions and at least their men are benefiting from our efforts indirectly as they surely would not be getting these raises if it were up to the LSU. Their union would never think of opening its mouth.

### DUES DISAPPEAR

As for the business of collecting dues; I recently ran into a wheelsman in Toledo and he showed me a receipt for dues paid to the Lake Sailor's Union. It was all stamped in the official manner so, the LSU, in spite of the remarks they make about us collecting dues is also interested in this. What I'd like to know is, who are their authorized agents to collect these dues and where does the money go?

I hope Mr. Grady and the self-appointed officials of the Great Lakes Sailors Union, alias the Cleveland Cliffs Company, see this. It should be interesting reading if they attempt to answer these questions.

## Swivel Chair Sailor Hitches His Pajama Pants And Yearns For "Good Old Days"—For Other Guys

By LOUIS GOFFIN

We have been deeply touched by an article written by Hanson W. Baldwin in the New York Times of October 9th. Mr. Baldwin is concerned with the degeneration of the American merchant marine at the hands of the seamen's unions, and complains bitterly at the disappearance of bucko mates and "skippers who can spit into the teeth of a gale."

We note in his article that all romance and adventure has disappeared from the sea and men no longer go to sea for the love of it. Mr. Baldwin is carried away by the weight of his own words as he goes on to say that the gin mills have now become Union halls, the ships are covered with sea lawyers and radicals who give the orders, and the Masters have deserted the bridge for the picket line.

### SWIVEL CHAIR SAILOR

Strong words, Mr. Baldwin. We don't doubt your sincerity, but as you are the authority on the Merchant Marine we would like to know where you get your information? Have you ever sailed in the forecabin or on the bridge? Do you know what conditions the so-called ruddy-faced seamen worked and lived under in pre-union days?

Do you think those seamen went to sea for the romance and adventure, or was it really because they were forced by crooked boardinghouse masters and shanghai artists? The "good old days" to Mr. Baldwin mean large profits to the shipowners and slavery for the crews.

If your beliefs were held by the seamen a union would go hungry, but strangely enough the seamen rushed to join the unions. Going to sea, Mr. Baldwin isn't like they show it in the movies. Thank God for the unions that came along and lifted seamen out of their slavery and showed the world that seamen

were hard working tradesmen who were working for a living like anyone else.

### OFFICERS TOO

The Mates and Skippers, like the seamen, realized that only through organization could they unite as one to combat the natural enemy of all seamen, namely the shipowners.

They, too, are affected by the greed of the shipowners just as



much as the men in the foc'sle. The shipowners of today are no different from the shipowners of the sailing days. They have one thought in common—profits—and to hell with the men that make these profits possible.

The American merchant marine will not decline in spite of Mr. Baldwin and his ilk. From the way we see it, he has absolutely no knowledge whatsoever concerning the modern officers and seamen and their unions. His knowledge of the sea is gleaned from reading romantic sea adventures and serving a short hitch in the Navy.

### POLES APART

We agree with him on one point only; that is concerning Cadets. We of the old school still believe that merchant marine officers should come up the hard way from the foc'sle, but we must remain poles apart on the rest of his article.

We have had the experience of sailing under so-called tin god skippers and bucko mates, for

very low wages, no overtime, long hours, bad food, rotten and damp foc'sles and unsafe working conditions.

It took the unions to correct these evils, and if the old so-called romantic, adventurous, sun-kissed seamen of the past were here today they would get down on their knees and thank God for the unions and the good work they have done and are still doing for the seamen.

So Mr. Baldwin, write all the articles that you wish, but first get the true story. We suggest a short sea trip in the foc'sle to give you the necessary background, and then any story you'd write, we are sure wouldn't be printed by the New York Times.

## Just Learning The Hard Way

It will be a long time before any male member of a Kansas City union walks through a picketline set up by women members of a union.

They remember with a shudder what happened to Harvey Warner, a union cab driver who went through the ladies' picketline at the Elko Photo Products Co. to inquire about a roll of films he wanted developed.

His license number was taken, and the next thing Harvey knew he was called up before his local's executive board to explain. He couldn't, and the executive board ruled that he would either have to pay a \$50 fine or else walk on the picketline around the plant.

He chose the latter—but Harvey failed to reckon with the seriousness with which the women strikers took their picketlines.

Harvey walked the picketline for two eight-hour shifts—but the sign the lady unionists made him carry read, in big black letters, "I AM A HEEL. I CROSSED A PICKETLINE."





## The Patrolmen Say— Against Act

NEW YORK—The other day when I went aboard the SS Iberville I ran across a problem of interest to the entire membership. It seems that all ships that sign on in the Port of Mobile, owned and operated by an Alabama corporation, have Alabama State Unemployment taxes deducted from their wages by the steamship company.

This practice is contrary to the Seamen's Acts and has been fought and defeated in other states, California and Pennsylvania to mention a couple. New York state does not take any tax for this and at present Alabama is the only state that is engaging in this practice.

I turned this matter over to the Secretary-Treasury and he is going to look into it. It takes time and money, with lawyers being brought in as it is mostly a legal fight. You men who take Alabama ships out of Mobile can rest assured that we will handle this in the traditional SIU manner and while work is being done to rectify this illegal bit of ham-stringing we will protest all deductions being made in the meantime.

James Purcell

## Rains Will Come

NEW YORK—A word to the wise is sufficient, so goes the old saw and the word I have in mind is, saving.

We have just come through some trying times. We've been through strikes and beefs all of which were successful. We operated as a team and through our operations we won the biggest strike in Maritime history by showing a strong, united front with everyone on the ball doing his best.

I don't believe it would harm us if we got to a very important point and that is the feeling of security, the ability to feel secure and independent and free of all worry during a beef.

We know, without kidding ourselves, that it takes the old greenbacks to give us that feeling. Everyone has that feeling of security when they have the old bankroll stowed away just in case the old rainy day comes.

### SOCK IT AWAY

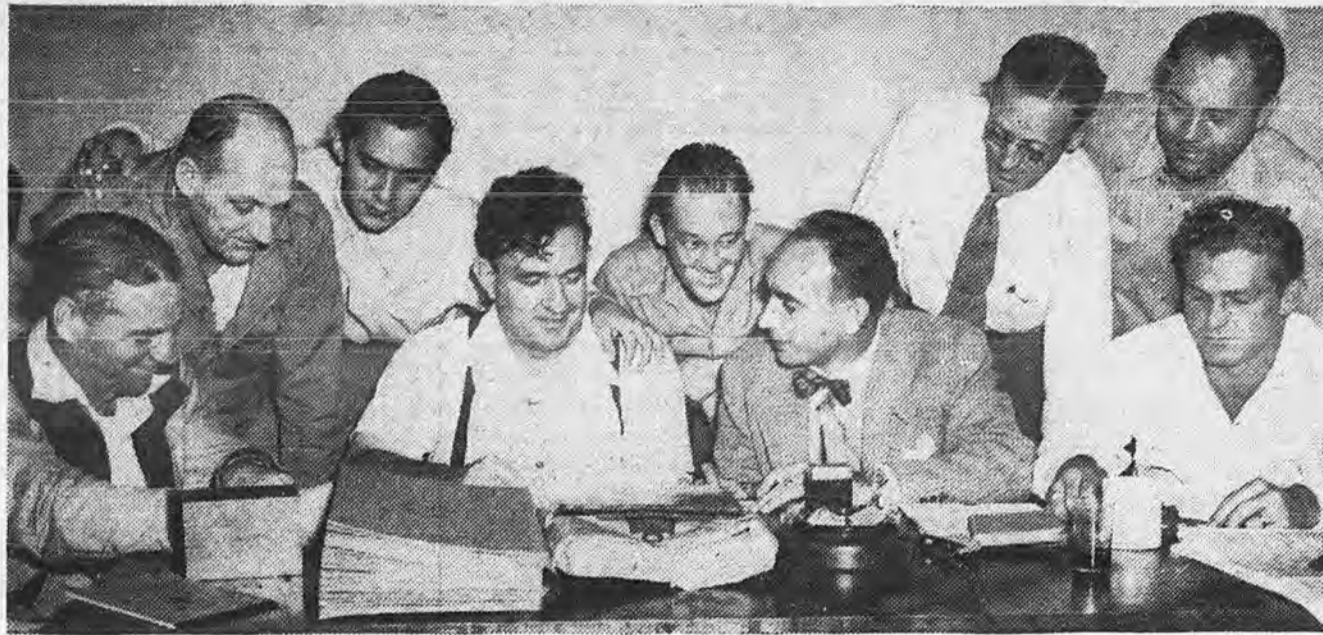
We have just gone through one of those rainy days, and the guy who had the cabbage was the one with the greatest security.

All this leads up to what I have been trying to get at. We know that the wages and overtime that we now have is the best we ever had, not meaning of course that we can't get more in the future, so when we start working steady, part of this dough should be saved for the rainy day that is bound to come sooner or later.

This dough saved will buy things we couldn't afford under the old wage scales, certain luxuries that we now deserve as free, working men and this dough will come in handy when during a beef we are on the bricks.

I am not working for any bank, nor do I wish to insult the intelligence of the Union Brothers. All I wish to do is state that a word to the wise is sufficient. It's up to your fellows to do what you wish with your cabbage, but I think the idea of saving a few bucks now and then is a good one, why not try it and see how it works.

Louis Goffin



Pictured here is the elected Strike Committee which was in charge of the strike machinery in Baltimore when the SIU-SUP battled through to win the highest wages in maritime history. After a short period of inactivity following the successful termination of our strike, this same group is no doubt once more functioning—this time giving aid and support to the Masters, Mates and Pilots to insure the successful conclusion of their beef. Sorry that there were no names turned in with this picture, because these men deserve a lot of credit for the job they did and are now doing.

## Tuberculosis Contagious, Not Hereditary: Some Facts About A Curable Disease

By JOE VOLPIAN

Part of the duties as head of Special Services is to go to the hospital to visit the sick brothers to keep them posted on the latest news and to pay sick benefits. We have come in contact with men suffering from all kinds of illnesses and injuries. One of the most prevalent illnesses is tuberculosis. Very few of the men know anything about the disease, so we decided to scout around and get opinions from well-known authorities as to its cause and cure, and what can be done about it.

Many people think that tuberculosis is hereditary and passed down from parents to children. This is not the fact. The closest any doctor will say about heredity is that the children might inherit a weakness towards the disease and therefore should be very careful of their health.

Almost everyone at one time or another inhales and has lodged in his lungs TB germs. If the body resistance is good, the germs become inactive and don't bother you. This has been proved by autopsies where, when the lungs were examined, about 90% of the dead persons died from causes other than TB, and these persons never knew that they had even one germ in their body.

As a matter of fact, a very small percentage of the people have the disease, even though most all of us have the germs in our body. Many doctors are of the opinion that these germs we have in our lungs tend to immunize us against the disease and in most cases is enough to prevent us from actually catching TB.

### LOW RESISTANCE

You might well ask, then, how do we get the disease if these bugs protect us. Doctors say that if the resistance of the body is lowered then the germs become active, increase rapidly and then we have tuberculosis. You can also get the disease by being exposed to the germ from outside sources while the resistance is low.

Naturally, the next question is, what causes the body to lose its resistance? One of the best authorities on the subject says that among the conditions causing loss of resistance is inferior economic conditions, which means small wages, poor food, overcrowded living quarters, overwork, poor working conditions, anxiety, improper clothing and inability to get proper medical attention.

Another cause for the lowering of resistance is poor working conditions such as overcrowding, dampness, lack of fresh air, dust, extremes of heat and cold and sudden changes in temperature. Another cause for the lowering of resistance is burning the candle at both ends.

What the cure is for and prevention of tuberculosis is the next question to be answered. The first thing is to get frequent medical examinations so that the disease can be caught as soon as possible. Once you are affected, go to an established doctor and place yourself entirely in his hands.

There is only one known real cure for the disease and that is rest, good food, healthful living quarters and freedom from worry. Doctors hold that once a person has had tuberculosis, certain occupations are completely out. He cannot do work that requires physical exertion, dusty trades or exposure to weather. The last occupation appears to include seamen.

They caution against any hard work or the old way of life for at least three years after discharge from the hospital. Anyone who has had tuberculosis should remember that his lungs are permanently scarred and, like those who limp after a broken leg, have to take it easy so as not to stretch or break these scars.

(Editor's Note: Due to shortage of space this article will be concluded next week.)

## 'Newsweek' Seafarer Publishes Magazine To Promote Brotherhood

At the height of the SIU-SUP strike, Newsweek magazine ran a front page picture of a SIU seaman standing before one of the struck ships. The picture, along with the magazine, of course, was seen throughout the country. Figuring that there might be a story we contacted the seaman to get the story behind the picture.

Harry Herschkowitz is his name, and he sailed as an OS during the war. He is still a member of the Union although he hasn't sailed in the last few months. When he heard we were out on strike he came down to the New York Hall and volunteered for picket duty. He was dispatched to pier 19 East River and there the cameraman found him on the line.

### REAL BROTHERHOOD

Born in Colorado, 30 years ago, he came to New York to see the city and from there he was naturally attracted to the sea as a means to get world experience and see the lands of the world.

He says he is interested in everything progressive and believes in the brotherhood of man, so when he decided to go to sea

he found the SIU to be the Brotherhood of the Sea and joined up. For the same reason he volunteered for picket duty to aid his striking brothers gain their just demands.

He said he found real brotherhood among the men who go down to sea and the strike reaffirmed his faith in seamen. He expects to take out a ship as soon as the MM&P beef is settled.

### HIS MAGAZINE

After talking to Brother Herschkowitz for a while he loosened up and said he was working for his aims by editing and publishing a magazine called "Death." He said everyone, everywhere is thinking only in terms of atom bombs and destruction and he believes that people do not want wars, but peace, so his magazine is trying to promote peace among all peoples of the world. "Death," he said, "really means life."

"Seamen are not only seamen, but they have interests outside of taking a ship from one port to another. They are interested in world conditions and do not want to go through another period of being stalked by submarines and

## With SIU In Canada

VANCOUVER—We have just renewed an agreement covering deck and engine room crews of the SS Prince Rupert and at the same time gained an increase of \$20.80 per month for all classifications.

This renewal was signed with the understanding of both the Union and the Company that other conditions of work shall be negotiated after February 1, 1947. This new increase makes \$33.28

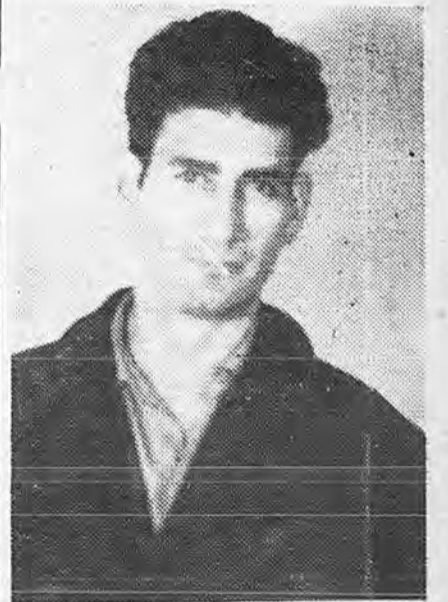
per month gained since the first of the year, as early in the year we won an increase of \$12.48. At the time we won the \$12.48 it was made retroactive to June, 1945, and the new increase is retroactive to June 1 of this year. Not a bad year's bargaining.

The SIU has finally wrangled an agreement out of the Commercial Cable Company. This week the SS Restorer sailed from Victoria with the first agreement ever signed by this company covering this ship.

This is a victory for the SIU in Canada as this company has been one of the most stubborn that we have had to deal with and marks an opening in their lines which we will take advantage of shortly on their other ships.

Not only was an agreement gained, but it is the best ever signed in Canada. It was signed by the Victoria Branch, SIU and embodies all conditions of wages, overtime, hours of work, and living conditions recently won by the SIU-SUP in their national strike in the U. S. A.

The SIU in Canada is determined to obtain these conditions on all ships in Canada, and will keep fighting for the same conditions on all ships to gain for the seamen in Canada the highest standard of living in the industry, just as the SIU-SUP enjoys in the states.



HARRY HERSCHKOWITZ

diver bombers" related Brother Herschkowitz.

He went on to say that if any seaman wants to contribute articles to his magazine he will be glad to receive them. Address manuscripts to Death, Harry Herschkowitz, Editor; 503 East 11th Street, New York, N. Y.

And so, we found that there was more to the picture than met the eye. Like many seamen he is vitally interested in the welfare of our country and he hopes to do something about it in his own way.



# SHIPS' MINUTES AND NEWS

## ALL AT SEA

### Choate Crew Hits At The Slopchest

The "Unworthy Shop Keeper" who supplied the slop chest on the SS Rufus Choate for a recent voyage is going to be on the receiving end of a sizzling letter sent by an indignant crew.

At a membership meeting held at sea during voyage No. 10 the condition of the slopchest was rated the main beef. Climaxing a hot and heavy discussion, it was decided that a letter would be dictated to the culprit responsible for the situation informing him fully that the men were wise to his operations, and advising him to pursue a more reasonable course in future dealings.

#### HONORS TO BOSUN

Honors for dictation of the letter would probably go to the Bosun, the ship's minutes say, which probably implies that the blast will be a strong one. The missive is to be posted at the first mailing station.

To begin with, the slopchest was inadequately supplied. What was shipped aboard was "low grade material," and, say the minutes, was an apparent attempt to dump the merchandise.



To round out the swindle, the prices were entirely unreasonable.

In the discussion on food at the meeting a recommendation was approved calling for greater variety in desserts. Oranges and apples, the crew members agreed, do not properly constitute desserts. They should be put out as eatables at all times. The Steward stated that he would cooperate by providing a better meal.

#### NEED BOOKS

The reading material being inadequate and of a "non-substantial" nature, the Purser agreed to do what he can to obtain books from a seamen's service in the next port.

In the cleanup position on the order of business was the laundry room. To keep it squared away in proper order, it was agreed that the Deck department would perform the cleaning task three days a week with the Stewards department taking over for the next three days. The Engine department was not included in the agreement, "because they do not patronize this laundry," the minutes add. It wasn't revealed where they do up thir doo-dads.



For two and one-half days during a recent trip, the SS Joshua Slocum lay helpless at sea after she lost her propeller. Only break in the monotony of waiting for aid was provided by a school of sharks—200 of them, the crew reported—which swam hungrily around the vessel. One of the toothy fishes got a little too frisky, so the crew with the aid of some bait, nabbed him. The photo above shows the unfortunate man-eater, (all 500 lbs. of him) hanging over the side.



LEFT: Luke Collins, Bosun aboard the Slocum, is a happy-go-lucky oldtimer despite that look of boredom. Even playing with sharks for two and one-half days gets monotonous for Luke.

### Safety, Welfare Measures Urged By Cape Nome Crew

Unanimous approval of two motions aimed at improving conditions affecting the safety and welfare of the crew—in fact, of all personnel aboard—highlighted a recent SS Cape Nome membership meeting held at sea. The first of the two motions stemmed from the condition of the life belts.

The motion, which drew support from the crew, urged that "new life belts be obtained and that said life belts be marked with corresponding ship numbers." The motion further recommended that "the company be advised to install racks to hold the belts in the various rooms."

The dangers resulting from the unbearable heat in the engine room gave rise to the second motion, made by M. Salcedo and seconded by J. Maldonado. The motion, as passed, stated "that due to the very high temperature in the engine room, the emergency blackout cover should be removed and replaced by an adequate removable cover so as to give relief to the men working in unbearable heat and on hot floor plates of approximately 120 degrees."

It was further resolved by the Black Gang that they would not

crew's pantry shared in the criticism of shipboard conditions, with the crew voting a recommendation for its removal and replacement with a new unit. The refrigerator has in an operable condition for five voyages, and has been proven beyond repair. Stimulus was given to the crew's demand by the announcement that a shoreside refrigeration mechanic, who had been called in to repair the defective unit, had condemned the pantry unit and claimed that it was beyond repair.

Criticism was also leveled at the scuttlebutts now aboard. The refrigeration system in operation being either faulty or of insufficient capacity to be satisfactory on the tropical runs, a motion carried calling for new electric self-contained water cooling units to replace the scuttlebutts on the shelter and second decks.

#### SCUPPERS STOPPED

Next in the long list of motions was one which hit at the condition of the laundry scuppers prevailing for the past five trips. The motion stressed the sanitary importance of cleaning the scuppers in order to stop the flooding of the laundry and the hospital when the room is in use.

Among the other motions passed at the meeting were the following: that Delegates be instructed to have a three-man food committee come aboard and check the Stewards stores and iceboxes, and to check the menus and make recommendations; that porthole fans be obtained for the crew's quarters; that the Steward dispose of weaved flour, spoiled yeast and bread made thereof, and that the fresh water shower system be repaired to insure permanent and continued use.



sign articles unless the unbearable condition was rectified. The resolution received the unanimous backing of the entire crew, the minutes say.

The faulty refrigerator in the

## Digested Minutes Of SIU Ship Meetings

**NASHAU VICTORY, June 21**—Chairman J. Blackburn; Secretary D. Saunders. New Business: List of beefs concerning the following: bad eggs, spreads, butter, matches and soap, tools, and coffee. Motions to have the proper seating capacity for entire crew and requisition was made for chairs for P. O. mess. Motions carried: that new crew is not to sign on until P. O. mess is repaired and put into service; that Purser check on slopchest items invoices; that delegates contact Chief Mate and find out if enough soap and matches are aboard. Steward to requisition new iron. Each department alternate cleaning laundry. Suggestion that "Sparks" leave radio turned on.

† † †

**POWELLTON SEAM, June 27**—Chairman Brune; Secretary Kerester. Department Delegates reported everything okay. Treasurer reported balance of \$6.50. New treasurer explain-

ed ship's fund to new crew. Reported 75c collected as fines and one dollar collected from new members of Stewards department. The report accepted by acclamation. Motion carried to have ship fumigated after every two round trips (coastwise). One minute of silence held for brother members lost at sea.

† † †

**OTIS E. HALL, July 23**—Chairman J. Barone; Secretary L. L. Elie. Motions carried: that delegates ask Captain to have Steward leave icebox keys with Chief Cook while vessel is at sea; that any overtime work topside quarters to be divided among the messmen and utilities, galleys and iceboxes to the cooks. Delegates gave their reports. Good and Welfare: Crew warned against spitting in drinking fountain and throwing match sticks and butts in alleyways; men are to pick up cutlery and dishes after use, failure to do so

to result in fines; screens for portholes to be placed on repair list; all beefs to be brought to respective delegates.

† † †

**CLAYMONT VICTORY, July 27**—Chairman Stanley Maggin; Secretary Leonard Pollock. Chief Steward objected to meeting being called against him. Motion carried to have messmen work their full required time so men on watch could get a full meal—Chief Steward promised his cooperation. Agreed that cooks and bakers be allowed to eat in their uniform hats; also men should appear in messhalls properly dressed. Patrolmen suggested more cooperation between crew and Chief Steward.

† † †

**EDWARD L. LOGAN, (date not given)**—Chairman Moss; Secretary Jillian. New Business: Motion carried that one man from each department be assigned to clean laundry. Work

(Continued on Page 11)

### Two Vessels Ride Into Trouble

The SS Charles Nordhoff, an Alcoa vessel, which ran aground off Moruga, Trinidad, and which was previously reported refloated, is still aground, according to a dispatch received by the New York Times from Port-Au-Spain. The Nordhoff was carrying a cargo of bauxite from British Guiana.

A salvage vessel that left New York for Trinidad is expected to reach Port-Au-Spain this week, the dispatch says. Attempts by two Army tugs to refloat the Nordhoff failed earlier in the week.

Trouble was also reported off the Italian coast, where the SS Signal Hills, a 10-441-ton vessel operated by the Mississippi Shipping Company, struck a mine. The ship, carrying UNRRA supplies, was able to proceed under her own power to Naples for repairs.

# Digested Minutes Of SIU Ship Meetings

(Continued from Page 10)

to be done during working hours. Motion carried that last stand by on each watch clean messhall. Carpenter willing to make two keys for each foc'sle upon request. To be asked at sea and not in port. Engine room delegate reports first Assistant painting in engine room. Wipers putting in for overtime for this work.

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**MONROE JANE, June 30** — Chairman Schniederman; Secretary R. J. Ross. New Business: Motions carried: that deck delegate see Mate regarding gangway watch; that linen be changed every Friday except when ship is at sea; that Ordinary cleans all crew rooms during morning work; that wiper make 10:00 a. m. coffee and ordinary make 3:00 p. m. coffee; that all crewmembers eat within 45 minutes; that cups used after meals be cleaned by party using same. Discussion of standby on bridge be taken up with Patrolman on arrival in New York.

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## Look Your Best Will You, Fellas

The boys aboard the William H. Clagett weren't thinking of entering the Mr. America contest when they voted recently to get up one buck apiece to have their pictures taken. They want to look pretty for the birdie so the Log can run their picture as a 100 percent SIU crew. The boys also want copies to include among their mementos of a good crew and solid Union Brothers. We'll be looking for it—so watch da boidie!

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**ROBERT G. INGERSOLL, July 27**—Chairman (not noted); Secretary Helmuth Goering. New Business: Motion carried that shipping cards be picked up by next meeting. Suggested that crew clear tables of cups and wash same, eliminate noise in passageways at night; furnish extra pitchers in messhall; have platform in deck department shower; place garbage further aft; and extra plates of butter on mess tables.

~ ~ ~

**RUFUS CHOATE, Sept. 14**—Chairman Ed Kelly; Secretary J. Van Demark. Good and Welfare: All delegates report that the portholes need repairing mattresses need replacing, and the ship needs to be fumigated. This should be done before next voyage. Suggested that three keys be provided for each foc'sle and keys should open only individual foc'sle. Steward Department has made out a list of repairs for the galley which should be taken care of before the next voyage. Overtime beefs are being recorded to present to patrolman.

~ ~ ~

**HIBBING VICTORY, July 29**—Chairman Rocky Benson; Secretary Al Kerr. New Business: Motions carried: that each man do his job in the galley, so that no one man does more than the other; that fresh stores be brought aboard in each port; that the men in Stewards Department work their full time instead of screwing off; that the crew give the Chief Steward full backing to run his department in anyway he sees fit to furnish more and better grub.



**OREGON FIR, July 20** — Chairman B. Harrison; Secretary D. E. Norris. List of equipment and supplies necessary: Change water tanks, new pots and pans in galley, potato bin on deck, new mattresses for all bunks, new galley stove, file cabinet and settee for steward's room, and many others. Post notice on bulletin board telling crew to refrain from leaving towels in showers, throwing butts on inside decks, and bigger blackboard in mess hall. Investigate reason for not supplying midnight launch for crew to return aboard ship in Belize, Br. Honduras.

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## There's Some Dirt Aboard The SS Wirt

The crew of the SS William Wirt have some doubts about the methods used to hire one of the firemen aboard. It seems that a Fireman was not shipped through the Mobile Union Hall, but came on in a pier-head jump. He boarded the ship with a note from the Coast Guard stating that he was to report for work on that date. He worked that day as a Wiper and then did not work until being signed on as a Fireman seven days later, just before sailing time. At the time he received four days' pay prior to signing articles.

The crew called upon the Chief Engineer to explain the play. His defense was that since the man did not have a tripcard he was sent to the Hall to get one. At the Hall he was told that no tripcards were being issued unless there were not enough bookmen to fill all available jobs. So, just before sailing, Mr. Blumer, Alcoa Port Engineer, told the Engineer to hire him as the Hall could not furnish a man at the time of sailing.

The crew is not satisfied with his explanation and wants the Hall to see if a Wiper or Fireman was ordered and whether or not the Hall was able to furnish a man at the time. In addition, the crew would like to know why the man was paid while the ship was in dry-dock.

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**JOHN G. HIBBENS, July 7**—Chairman "Frenchy" Blanchard; Secretary Ray Manno. New Business: Motions carried: that Steward be instructed to have pantry and messrooms painted immediately; that anyone leaving coffee cups, etc., on tables or placing feet on messhall chairs be fined \$1.00. Money to be donated to the Log; that ship's delegate ask Captain to have Steward Department toilet changed to starboard side. It was agreed by entire crew to keep all quarters clean for the duration of the voyage.

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**CYRUS W. FIELD, June 23**—Chairman H. Hicks; Secretary Frank Teller. New Business: Delegates reported everything shipshape. Deck delegate suggested that Carpenter take coffee time at 10:00 a. m. and not

work straight through until noon as he has been doing. Motion carried that crewmembers stay in their respective foc'sles. Suggestion to keep messhalls and pantry shipshape and messman to work until 10:00 a. m. as per agreement. Dishwasher refused to attend meeting. Complaint that there wasn't sufficient night lunch. One man short in Steward Department. Steward Department members doing his work and to divide pay. Attempt to take man aboard in Naples, Italy. Ship's laundry reported beyond repair. Crew requests ham for breakfast and steak for supper. Chief cook reported that there was enough ham for four meals and enough steak for two. Both were ordered, but not received. Request that cattlemen and crews loudspeakers be exchanged.

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**JULIAN POYDRAS, July 28**—Chairman J. Baron; Secretary P. Blair. New Business: Motion carried that anyone selling linen or food from the ship be reported to Union and the ship's master. Motion carried that no one would payoff until Patrolman comes aboard. List of fines posted on Bulletin Board. The three departments to take turns cleaning laundry room. All members to wear shirts in messhalls at mealtime. Ship's delegate to see Purser about slopchest prices.



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## In Trieste They Say "Si, Si"

Is your appetite falling off? Are you subject to hot and cold flashes? Yeah—well, maybe it's romance you want.

If you do, if you're a lover or a lubber, then Brother, just make sure that your next trip is to Trieste, Italy, where Romance rides the range on all four.

In case you're scratching your head over the foregoing, we'd better tell you that it's not an ad by a chamber of commerce, or a local travel bureau. It's a gentle hint dropped to the Brothers by the crew of the SS Bienville who say they ought to know.

Hey you guys from the Bienville—ya sure there are no booby traps hooked up to this?

~ ~ ~

**RUFUS W. PECKHAM, July 21**—Chairman Hayes; Secretary H. Hunsiker. New Business: Motions carried: to accept all trip card men and recommend them for books; that crew go on record to have officials obtain overtime for the second cook and baker for baking bread at night; that a list of repairs be made up and turned over to department heads; that Charles Hunsiker not be allowed to sail Deck department. After discussion it was mentioned that he is unable to perform the duties required and if he continues to sail on deck it may be dangerous to his shipmates. It was pointed out that the Deck Engineer, in direct violation of Union laws, signed on before any of the crew. He stated his mistake was purely unintentional. One minute of silence for lost brothers.

# SEAFARER SAM SAYS:



IF YOU HAVE BEEN OBLIGATED IN ONE PORT, IT IS NOT NECESSARY TO GO THROUGH THE CEREMONY IN OTHER PORTS. YOUR UNION CONSTITUTION DEFINES YOUR RIGHTS AND DUTIES. READ YOUR CONSTITUTION - KNOW IT!

# CUT AND RUN

By HANK

Since we have a lot of items this week we've tried to make everything rather short but satisfactory . . . First of all, it's going to be a sober but happy surprise to Brother Eddie Moody, the Seafaring bartender in New York's Midtown Cafe, who rushes faithfully to read this bleeding dried-up column, hoping to read about some of the guys he knows . . . Well, there's Bosun Carl Lawson, freshly arrived into town, we presume . . . Man, if you're sad and thirsty for some belly-busting laughs, regardless of whether you're from Texas or Thoid Avenoo, then bend your strike-beached ears to that knot of oldtimers listening to happy-go-lucky Bob "Rebel" Fouché, also known as Tex, painting their sad faces with beaming smiles . . . For instance, William Beng can't help himself from laughing with the boys, too!

~ ~ ~

Harry "Happy" Harper is telling us in his black turtle-necked sweater, about seeing his pal, big Sam Drury, about a month ago—and he should still be around, he thinks . . . There's been plenty of busy guys in our town, indeed. A few of the are: Johnny Weir, the financial wizard . . . and, of course, good old Michael Pappadakis, and his work with the belly-aching food department. We wonder if he's still trying to get ice cream for the boys when Sunday comes around? . . . Jimmy Devito is planning a splicy trip in November—and a landlubbing resful honeymoon to Mexico, too. Congratulations, Jimmy, and mucho happiness!

~ ~ ~

Pete King, the cook, is still anchored in our town . . . Chet Pyc just come in from a trip—and it may have been another Isthmian one . . . Brother Arthur Cobb, of the Baltimore Strike Committee, writes and recommends that we give a good write-up about Alex Jonowski and his better half. Okay, Brother Cobb, we will—if Alex let's us know what to say, though . . . It seems Mike Hughes, fireman on the sand-boat, Steamer Rockwood, was such a true-hearted baseball fan that when his choice team lost it upset his overtime schedule badly . . . We're wishing all the luck in the world to Rocky Benson who's dreaming of the North and to Bosun Luke Collins who's dreaming of the South.

~ ~ ~

Meet Eddie Kelly: A fisherman at heart and a Navy veteran of many years, this Seafarer told us about how he went fishing aboard a ship anchored off Gibraltar. Eddie and the Old Man, who also loved the sport, went on the fan-tail for a few hours of doing the kill. There were no gamblers hanging around their hooks so the Old Man got disgusted and hit his good old bunk. Eddie waited and landed a foot-long sucker. He woke the Old Man up, showed him the prize, and the Old Man rushed down with his gear. The Old Man finally blew his cork when nothing showed up and screamed at Eddie: "The next fish you catch don't tell me about it," and rushed topside for some agonizing sleep.

~ ~ ~

Attention Brother Adam Karpowich: Your little pal, Benny Rabinowitz has left your papers, etc., in safekeeping on the Fourth Floor Baggage Room here in New York. Pick it up . . . Here's some oldtimers in various ports: in New Orleans—Louis Bollinger, Andreas Swenson, C. Lowe, Carand Hansen, Thomas Pluunkett, Joseph Pullen, Gregory Morejon, A. E. Zielinski, Harry Halbot and Joseph Ancona.

# THE MEMBERSHIP SPEAKS



## BELLYROBBER HAS HEADACHES AND IS LOSING HIS HAIR

Dear Editor:

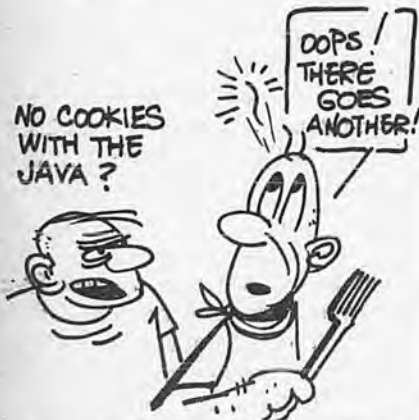
I suppose it is quite a rare incident getting a beef from a bellyrobber, but here is one that should have been aired some-time ago. This is not an unusual occurrence, since I have had this same beef before. Here is the set-up:

The new crop of roast beef and brown gravy Chief Cooks we are getting on our SIU ships these days seem to come aboard with one idea—"I am the chief cook and I give the orders in the galley." This is all well and good, because it would sure take a helluva lot of worry off this bellyrobber's mind if he could get a cook to run the galley as it should be run, and be able to cook as well.

These youngsters are fairly passive for the few days in port, but as soon as the wheel starts turning, this is just about the score on what we poor despondent souls are in for: "Steward, I don't want you fooling around in my galley, and don't stick your nose in my pots."

He appoints the second cook to take care of his cold meats, the galley range and anything else that doesn't come under the heading of roasting meat, making gravy or soup. So much for what we have to contend with from that angle.

Now from another angle we have the rest of the crew breathing down my neck simply because the last ship they were on the Steward had their laundry and lava soap and washing powder. Well, on this tub, each department head has these articles for his crew. You know it seems like some fellows hate to



wake up the First Assistant or the First Mate, but don't mind knocking on your door at three a.m. to inform you the night lunch has run out. Why, no later than today I had one Brother interpret the paragraph pertaining to the dinner hour as from 11:30 to 1 p.m., while he was reading the thing right at the time. Another wants cookies for coffee time, and I thought the 2nd Cook and Baker had too much work to do as it is. Such headaches.

Well, Ed, in closing I would like to hope the Union will come through with an itemized list of each man's work in the Stewards department to be placed aboard each ship, and I do hope it will arrive in time to save this scant supply of hair I do have left.

I wish to take this opportunity to thank all our Brothers for the wonderful way our raise was handled. Also wish to say hello to Brothers Stone, Fisher, Hart and last but no ways least, to my

Harold Du Cloux  
SS Bienville (at sea)

## SCENES FROM THE INLAND WATERWAYS

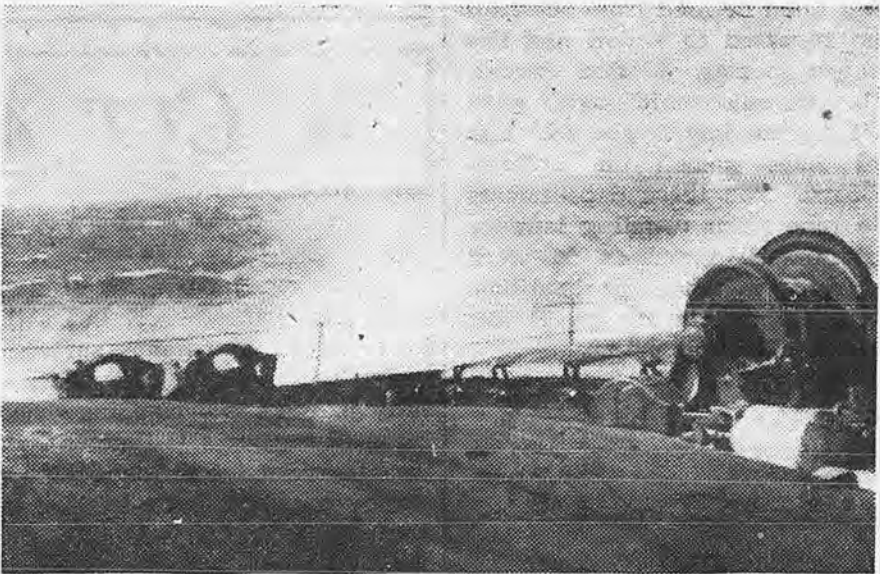
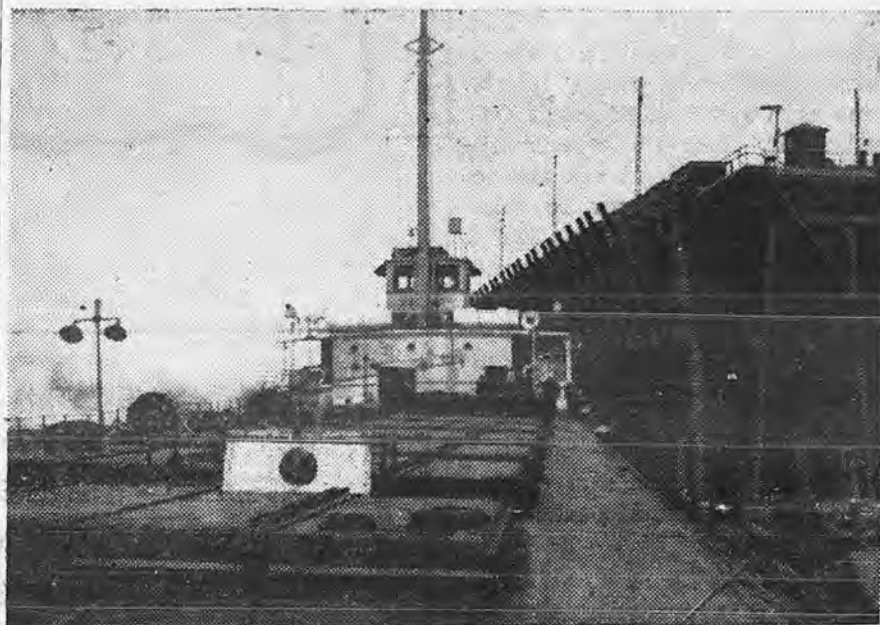


Photo at upper left shows one of the ore carriers that ply the Great Lakes as she was entering a coal dock at Detroit. Directly above is the SS Alabama, a Lake's passenger steamer, coming through the "Soo" (Sault Ste. Marie) locks while out on a cruise.

Picture at left was taken from starboard side of an ore carrier as the spray came up on her portside. Herb Jansen sent them in.

## Ropeyarn Paddling Bayous On Mad Mission For Orson

New Orleans, La.,  
September 30th  
(Special to the Log)

Dear Editor:

I know that you are going to accuse me of being one of these here 'Gumbo-Gallociker's' on account of me being situated all of these weeks right down here where gumbo is the national soup.

The other day Ed, I was out in a small village of Orleans Parish doing a little politicking for our friend and candidate, Mr. Orson Farfufnick and I really learned how important it is to know your gumbo. They say Ed, that the people down here in this Parish don't really have any names, each family is known to the other by the kind of gumbo they make, I mean by that Ed, some are shrimpers, crayfishers, catfishers, tad-polers and etc. In other words a general duker's mixture of everything that swims, crawls or creeps.

Well Ed, I sure got banged-up on this gumbo tradition. I was trying to get Orson in good with these Cajuns, and was telling

good friends Freddie and Bernard Stewart in the New York Hall.

Hope to grab a tub coming your way soon. It's always good to drop in for a glad hand shake and a drink at the nearest gin mill.

Yours for a bigger SIU and better meat burners.

them how much he was going to do for everybody when he got down to Washington. Of course, Ed, I remembered not to mention that Orson 'wasn't labah's friend.' That smart remark didn't do much good Ed, for these folk's aren't interested in much work anyway. About the hardest work they do is paddling a pirogue (Bato-Boat) up some bayou looking for whiskey or fish.

One old Cajun got really interested Ed, and he say to me,



"is thees fellah Orason the Farfufnick, beeg mans. I said, Oh, shore feller, he is a very big man, he is nine foot tall. Well Ed, you orta heard the come-back on this one from that old man. "Ah thees mans the Or-a-sens the fur-neck, must be a strange creature, having the legs of the kangaroo, and the neck of the giraffe, I no vote for such a one who has the looks so strange."

Our friend and candidate the Honorable Orson Farfufnick has arrived down here in New Orleans Ed, but thus far hasn't

## Thanks Brothers On Geo. Washington

Dear Editor:

I wish to express my appreciation to the Brothers on the SS George Washington. The help and concern which they demonstrated during the accident I sustained in the Port of Bermuda brings home to me very clearly that we are Brothers indeed.

My thanks to them all.

Roberto Hannibal

scheduled any meetings and I think he must be figuring out one of them 2 x 4's to be nailed in his platform for us seamen. I shor hope old Orson don't do like the average run of politicos in selecting timber for seamen. You know most of them Ed, instead of nailing in a plank for a seamen they just skip over the allotted space where the plank orta go and leave a GREAT BIG CRACK—BLANK\*\*\*.

Ed, I suggested the other day to Orson that a good piece of timber to go into his platform might be a clean-up campaign on the Marine Hospitals scattered throughout the Ports, and fix it so that a seaman could get in and get a bed before some WPA worker kicked the bucket. I need say Ed, that Orson, according to the rule of most politicos, said he would take it under consideration. Well, that is something anyway Ed, even if such is only considered it shows that the SIU membership is not going to give these aspiring politicians any rest until they get on the ball.

Ropeyarn

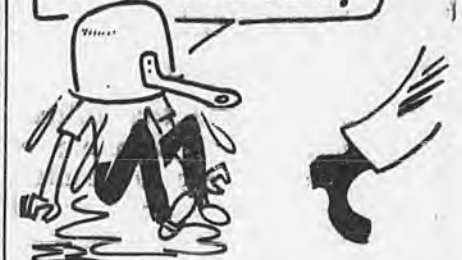
## Log-A-Rhythms

### A Seaman's Dream

By MARVIN BOULDIN

The Master is signing on a new crew,  
On a beautiful ship shiny and new;  
Galley in marble white and clean,  
Doors and ports of silver screen;  
Revolving ranges—cooks sit still,  
Self-balancing pots that never spill.

YOU WON'T DO THIS WHEN WE GET THE AUTOMATIC SELF-BALANCING POTS!



Crews mess of manogany and cedar, too,  
Leather-backed chairs on swivel and screws;  
Fo'c'sles lined with easy chairs  
Portable bars in refreshing pairs;  
St. Peter is the Patrolman aboard  
With books stamped paid in the name of our Lord.

The engine room is gold and green,  
Untarnishable bright work always clean;  
Golden bearings and other such,  
Refrigerated steam pipes you love to touch;  
Water lines filled with beer and ale,  
With whiskey and soda by the pail;  
She's loaded with stores and slops so true,  
And everything is free for her able crew.

Her bridge and pilothouse is a grand affair  
You stand the watch sitting in a comfortable chair;  
The Mate will bring you a foot stool, too,  
And play cribbage all watch with you.

Friends and comrades we know so well,  
Taken from us by war's inhuman hell;  
We've stood our watch, our bell has rung,  
A berth from the Master we have won,  
On His celestial ship, the SS Seaman's Dream,  
Manned by the unsung heroes of the Merchant Marine.

## His Folks Like The Seafarers Log, Too

Dear Editor:

After having brought the Log home from the Hall several times, I found that my folks are greatly interested in each issue. Therefore, I would like to have it sent to me at home.

Hope that we may be sailing again soon.

Charles B. Wallace  
Cambridge, Mass.

# Seafarers Tops The Field In Gains Made For Seamen

Dear Editor:

The maritime world has seen great things happen during the past few months. While many of these are now a component of history, some promise to become legend wherever seamen may henceforth gather to swap yarns.

Most important in the latter group, of course, is the maturity and prestige that has come to the Seafarers through its absolute victory over the Wage Stabilization Board. Most sickening of the lot, and worthy of the chocolate-coated marbles, was the NMU's kowtowing to the Government last June, for the paltry total of \$17.50. That sell-out sired two results. Directly, it undermined NMU chances for higher wages; indirectly, it forced the SIU-SUP hand, an action which culminated in the vindication of all who earn their bread on ships.

But let's examine the case. Last June, the Corals were hopping all over the reservation and threatening to go on the war-path if wage demands at that time under progress, were turned down. Victory would have been theirs had better blood coursed through their veins, but somehow, the operators closed in on top CIO officials in Washington. Just what the marripe magnates told the CIO bigwigs is a matter of conjecture, but common information has it, that they succeeded in forcing the CIO high command to back-water. The NMU, was in turn cued to fall in line and accept the \$17.50 being offered, lest all negotiations find a resting place down a reluctant scupper. Once this advice was heeded, the Federals promptly decreed the recalcitrants the meager amount already mentioned.

It was rank appeasement, but despite the fact that it was only a drop in the bucket, and intended solely to pacify an unruly mob, Joe Curran and his henchmen thought it sufficient reward

for their efforts. The crumbs were hurriedly gobbled up and everything was once more hotsytotsy, as they say in the night habitats along Broadway. It was the most deplorable, and certainly the most stupid bungling of the seamen's rights. Curran's move, becomes much more odious, when one remembers that it was this same character who had previously promising his followers a flat \$200 per month.

We now look this way— Just about the time when the unsuspecting dopes from 17th Street were sold down the river, we of Beaver Street were also on the market for higher wages. For a time, the NMU deal proved a bitter pill to swallow, but undaunted, the SIU-SUP continued bickering with the operators. Seafarer obstinacy finally won the long tug o' war but unfortunately the \$17.50 that had attracted a final settlement. Because the WSB was of the opinion that NMU "gains" be upheld as standard for the entire industry, the SIU-SUP increases were twice denied.

But the Government arbiters were up against a different gang this time. The seamen that now faced them, were a determined and fanatical bunch. No intimidation, no threats, no denials, in fact, nothing that had succeeded in silencing the NMU could now be used as an effective deterrent. The new dispute centered around gains that had been garnered over a fair counter, and, as far as the Seafarers and the Sailor's Union were concerned, it was either put up, or shut up. What happened has made history. The International chose the strike weapon and disgraced the WSB publicly.

Today, the waterfront is a much cozier place to live in. Today, the seaman stands on the threshold to better things.

E. Cintron

## MATE REPLIES TO CHARGE MADE BY CREWMEMBERS

Dear Editor:

In your October fourth issue of the Seafarers Log I came across a very interesting article, "Donald delegates give lowdown on their departments."

I was Chief Mate of the John A. Donald on the trip mentioned in the article and after the present strike is settled I expect to go back to the same ship, in the same capacity.

My comments have only to do with the paragraph concerning the Deck department. There is nothing personal in my remarks against the Brother who served as Deck Delegate, it's merely that I want to help straighten him out on a few points as he still believes he was done injustice.

The Deck Delegate in his report referred to me as a "Bucko Mate". Well, now, that is really funny. With the exception of the Deck Delegate and two Ordinary Seaman the whole deck department wanted to make another trip and they would have made it if the strike hadn't come along. Some of these men have made three and four trips on the Donald and there must be something they like about the Deck Department or they wouldn't be returning.

The Deck Delegate mentioned that this was no ship for an old-timer. By that he must have meant someone who growls everytime he is told to do something—work when you feel like it—consider all officers as "Captain Bligh's"—don't speak to officers, and consider it a crime to make more than one trip.

So, to you seamen who read this letter (if it is printed), I'm not covering up for myself, I'm only giving the facts of what really happened, and incidentally if you want to go through the trouble of verifying my letter ask the crew of the SS John A. Donald.

Henry Ziobro, Chief Mate  
SS John A. Donald



## MEN AT SEA DURING BIG BEEF WILL GET STRIKE CLEARANCE

Perhaps you can clarify a matter that has been in the minds of many men who were out at sea during the General Strike, and were, therefore, unable to perform picket duty and otherwise take part in the prosecution of the strike.

We would like to know what our status is in regard to strike clearance. What provision has been made to consider those of us who unavoidably were out at sea at the time, although we were anxious to be right at the scene of the big beef? Will we get clearance?

—JOE GRIMES

Answer: Those who were out at sea during the General Strike and who have discharge papers as evidence will be able to get strike clearance. When you pull into the States go to the Strike Clearance Committee in the port where you tie up, present your discharge papers, and you will be issued a Strike clearance Card.

## SS EVELYN CREW THANKS TILLEY FOR GOOD JOB

Dear Editor:

The crew of the Bull Line ship SS Evelyn wishes to go on record in the Seafarers Log extending our best wishes and thanks to Brother Ernest Tilley. While he was aboard the Evelyn as Ships Delegate, Brother Tilley helped us in adjusting and ironing out all our beefs. The settlements were made to the satisfaction of all concerned.

One of our main beefs was fresh milk. We were given one pint a day for three days; through his action we now receive one quart and a half a day for all five days of our run. Fresh

vegetables and ice cream are also abundant now.

Well, the strike came along and all of us piled off to do our share, but somehow we feel that Brother Tilley did more than his share. He was chosen picket dispatcher in the port of Baltimore where we were tied up. Tilley's work was 20 hours a day from the time the strike started until it ended. Even when his voice began troubling him he kept on plugging away catching what sleep he could in the Hall.

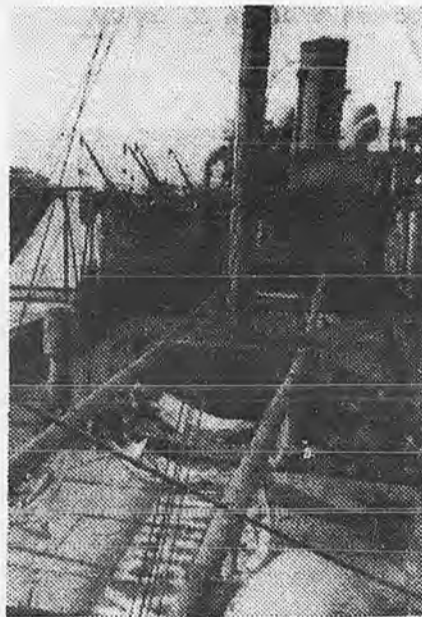
Our lines in Baltimore were 100 per cent effective by having our men at all times around the entire port. The strike is over, and we won. Thanks again Tilley, we saw you work and we appreciate it.

Signed by 27 crewmembers  
of the SS Evelyn

# Retired SIU Seafarer Is Hankering Again For The Sea



(L. to r.) Seafarers Davis, Reha and Frank, who were aboard the Shickshinny with Brother Greenlee back in the rugged days of 1942.



A view of the Shickshinny's deck from aft looking forward.



Also aboard the vessel on a trip to India were (l. to r.) Brothers Kelly, Priest, Campbell and three gunners.

Dear Editor:

In going through some of the pictures I have here at home, I found some that you may like to use in the Log. Most of them are of the old SS Shickshinny, a South Atlantic rustbucket, although she wasn't a rustbucket then. That was in early 1942.

We had a very good crew, and we brought her into New York clean after six months around India. The Shickshinny, as you

know, was a Hog Islander. In my opinion, the "Hogs" were better than the Liberties are now.

I have just retired my book as I am working ashore now driving a yellow cab. It is a union outfit being contracted to the Teamsters and Chauffeurs, AFL. I have been a piccard in the SIU in New York. I also took part in several strikes—which we won. I am still for the SIU even though I have retired my book, and I would do anything I could

to help my seafaring friends and the Union.

This job won't last forever, and I'll be sailing again one of these days. You know the old saying: "Once a sailor, always a sailor."

Since when did John L. Lewis help us organize to fight the WSB? I read this in an article in a paper about his helping us in the strike, and making it possible for us to win against the WSB.

We have some very capable men in the SIU, as our progress

in the past five or six years will show.

(Editor's note: John L. Lewis, during the strike, sent a telegram to the Union supporting its stand, and expressing his belief in our ultimate victory. He offered cash support, if needed. It was not needed, however, as the Union was financially well able to handle the situation on its own.)

My wife, who is writing this for me, was also with the SIU, working as a secretary in the New

Orleans branch for a while in 1945. She, too, is a firm believer in the Union.

Oh yes, how about sending some Logs to the Teamsters and Chauffeurs, Local 505, Huntington, West Va. I would appreciate it if you would take care of this matter, as a Union paper like the Log always has articles of interest to every union man.

Best regards to all my old friends. Hope to be with them again soon.

H. W. Greenlee

# NLRB Begins Count In Isthmian Election

(Continued from Page 1)

Finally, the fateful day for the beginning of the voting by Isthmian crewmen rolled around—March 19—and what happened? When NLRB, SIU and NMU representatives attempted to board Isthmian ships, they were prevented from doing so by high-handed company guards acting on orders from high-up Isthmian officials. For ten days, Isthmian successfully prevented any NLRB, SIU, or NMU representatives from getting on board any of their ships.

Then on March 29, as a result of the militant action and pressure of the SIU, Isthmian finally capitulated. Isthmian finally conceded defeat in their attempt to prevent Isthmian seamen from selecting the union of their choice to represent them in collective bargaining proceedings with the company, and permitted the posting and voting of their ships in accordance with the NLRB directive.

First ship to vote in the long string of 86 was the Mobile City. She was voted in New Orleans on March 29, and her crew hung up a resounding 85 percent vote in favor of the Seafarers. This despite the fact that the NMU organized a regular parade down past the Mobile City with some crew members from an NMU ship docked near her, and with all of their usual razzle-dazzle and ballyhoo.

Mobile City crewmembers lined the side of their ship, laughing at the NMUers parading by their ship in vain. Finally, one lone Isthmian seaman from the Mobile City joined the ballyhoo parade. The NMUers, with the one poor Isthmian victim, lined up in front of the Mobile City and had their picture taken just as though they were Mobile crewmembers.

In short order after the Mobile

City, the William N. Byers, Nicaragua Victory, Mandan Victory and the Thomas Cresap all voted. Aboard the Marine Fox, Isthmian's largest ship, the large crew followed the overwhelming SIU trend.

During the ensuing months, ship after ship voted for the SIU. Although an occasional crew chose the NMU, the overall average was maintained at around 2 to 1 in favor of the Seafarers International Union.

### SHIPS WHICH VOTED

Following is a complete list of the Isthmian ships, crews of which voted in the collective bargaining election: Alamo Victory, Anson Jones, Argonaut, Anniston City, Baton Rouge Victory, Beaver Victory, Cape Martin, Cape Orange, Cape Junction, Clyde L. Seavey, Carlton Victory, David D. Field, Eastpoint Victory, Edmund Fanning, Ensley City, and Francisco Morazan.

Francis Drake, Frank Wiggins, Golden West, Gabriel Franchere, George M. Bibb, George Reade, George Uhler, Grange Victory, Hawkins Fudske, Horace Mann, Horace Wells, Hubert Bancroft, J. Sterling Morton, James Ives, James McCosh, James L. Breck, Jeremiah S. Black, Joaquin Miller, John B. Payne, John Constantine, John Mosby, John Wanamaker, Kathleen Holmes, Kelso Victory, Kenyon Victory, and Lynn Victory.

Mandan Victory, Marine Fox, Mary A. Livermore, Memphis City, Michael Pupin, Monroe City, Montgomery City, Nicaragua Victory, Norman E. Mack, Ocean Telegraph, Peter V. Daniels, Red Rover, Robert C. Grier, St. Augustine Victory, Samuel McIntyre, Sea Hawk, Sea Hydra, Sea Lynx, Sea Phoenix, Sea Triton, Sea Fiddler, Sea Flasher, Sea Scorpion, Sea Stallion, Steel Electrician and Steel Inventor.

Sovereign of the Seas, Steel Engineer, Steel Mariner, Steel Ranger, Stephen Girard, Thomas Cresap, Thomas Kearns, William B. Ogden, William D. Hoard, William Eaton, William H. Allen, William N. Byers, William Glackens, William McCracken, Winthrop L. Marvin, William Whipple, and the Zane Grey.

With all of these ship's crews voted, only the Atlanta City and Pere Marquette were by-passed. Both of these vessels are still in the East, and although both are pro-SIU, their combined vote

would have little effect on the election's outcome. As a result, even though the SIU would have welcomed their votes, it is now much more important to get the counting over so that Isthmian will be forced to sit down across the bargaining table with the SIU.

Yes, the big task is over. The big task of organizing the largest dry cargo outfit in the U. S. is finally finished. Actual counting of the ballots, which started today, will take only a short time. Then, the certification of the SIU

as the sole bargaining agent for Isthmian unlicensed seamen will be a mere time consuming formality.

After that, comes contract negotiations, and that's the time when Isthmian seamen will begin to reap the harvest—a contract bringing to all Isthmian seamen the same high wages, overtime, working and living conditions as what the average Seafarer now enjoys. Complete, detailed figures will be printed in the pages of the Log as soon as they are released by the NLRB.

## AND THESE ARE SOME OF THE BOYS THAT DID IT



We wish we could print all the pictures: the organizers, shoreside and those who left Union conditions to ship under the finky Isthmian set-up; the crews who, given a chance to vote, chose the Seafarers as the union of their choice. And then again, after the vote has been announced and Isthmian is officially SIU, maybe we will. These men deserve all the honor we can give them.

Here, however, we have three crews who went Seafarers overwhelmingly. On top are seamen of the Marine Fox; at the right is the crew of the Mobile City; while below are the men of the William N. Byers.



### NORFOLK

#### INDIVIDUAL DONATIONS

D. Smith, \$10.00; J. D. McDaniel, \$50.00; B. M. Danner, \$10.00; C. T. Jones, \$11.00; N. A. Wynn, \$11.00; D. Visser, \$11.00; H. L. Brady, \$10.00; O. B. Wrenn, \$10.00; O. B. Wrenn, \$1.00; H. K. Barnes, \$10.00; W. A. Yahl, \$13.00; S. K. McFarland, \$12.00; J. L. Siblex, \$12.00; R. J. Paul, \$50.00; J. McRae, \$10.00.  
F. E. Cizewski, \$10.00; J. B. Baker, \$2.00; J. W. Lewis, \$50.00; P. O. B. Hager, \$10.00; W. L. Hammock, \$10.00; J. C. Casey, \$11.00; L. M. Beale, \$50.00; O. T. Roue, \$11.00; G. C. Hobbs, Jr., \$12.00; D. P. Meggs, \$45.00; W. Winslow, \$10.00; G. McGehee, \$10.00; R. N. Mahone, \$11.00; T. Foster, \$11.00; D. Perry, Jr., \$10.00; J. H. Gurganus, \$10.00; M. W. Ambrose, \$50.00; J. White, \$100.00; S. Hinton, \$10.00; W. LaChance, \$15.00.

### NEW YORK

#### SS COLOBEE

T. D. Cannon, \$2.00.  
SS AM MER MAR  
J. Hillary, \$2.00; J. Bergstrom, \$1.00; C. R. Bigley, \$1.00; William Ptak, \$2.00.  
SS G. PICKETT  
H. R. Welsh, \$1.00; P. S. Alonzo, \$1.00; R. C. Richardson, \$2.00; C. W. Wells, \$2.00; J. E. Nelson, \$4.00.  
SS SEA CARP  
L. C. Dixon, \$2.00; H. Culbertson, \$1.00; G. H. McGehee, \$2.00; W. A.

Yahl, \$3.00; J. T. Watt, \$1.00; C. Whitley, \$1.00; G. C. Hobbs, Jr., \$1.00; J. B. Thomassen, \$2.00; A. R. Dupree, \$1.00; H. Winston, \$2.00; H. L. Horton, Jr., \$1.00; S. B. Hinton, \$2.00; R. K. Barbee, \$1.00; L. W. Ange, \$1.00.

### SS HUTCHINSON

Allan P. Todd, \$2.00; Jos. H. Smith, \$2.00; James F. Lutes, \$1.00; E. Cottes, \$1.00; R. Bauer, \$2.00; V. Forniaschio, \$2.00; H. E. Miller, \$1.00.

### INDIVIDUAL DONATIONS

W. Kenny, \$2.00; M. McDonagh, \$2.00; H. Small, \$2.00; F. L. Verner, \$1.00; C. DeMarco, \$1.00; F. McGillicuddy, \$2.00; Thomas Keating, \$1.00; L. Durham, \$2.00; O. Price, \$2.00.  
Tony Muscat, \$1.00; Walter Swokla, \$2.00; R. Miers, \$2.00; T. W. Styron, \$2.00.

### PHILADELPHIA

#### INDIVIDUAL DONATIONS

Crew SS J. P. Mitchell—\$15.00.  
C. Shroeder, \$2.00.

### SAVANNAH

#### SS WEBB MILLER

A. Colon, \$1.00; C. Mautzakos, \$2.00; I. Galindez, \$1.00; R. Parady, \$1.00; A. Leuth, \$2.00; O. Fleet, \$1.00; L. Franken, \$2.00; J. Barker, \$1.00; J. Rivera, \$2.00; F. Miller, \$2.00; S. Har, \$1.00; T. Dzedzic, \$1.00; R. Nylande, \$2.00; H. Vingen, \$1.00; C. Suttles, \$1.00; C. Pye, \$1.00; W. Riley, \$2.00; G. Gunderson, \$1.00; E. Ortiz, \$1.00; A. Goldsmith, \$5.00.



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OF THE AFL MARITIME TRADES DEPT. !!!

..... THE MOST  
POWERFUL UNION  
GROUPING ON THE  
WATERFRONT .....



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