

SEAFARERS LOG



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No. 36

SIU-SUP Strike Against Bureaucracy Ties Up All Shipping Throughout Country

INFORMAL MEETING



Here is what a strategy meeting looks like on the eve of a walkout. Ready for anything, and with well laid plans.

NEW YORK, Sept. 6—In every port of the United States shipping came to a stop today as the 72,000 members of the Seafarers International Union and the Sailors Union of the Pacific, plus uncounted thousands of other waterfront workers walked off their ships in protest against the autocratic ruling of the Wage Stabilization Board which deprived AFL seamen of the

Strike Preparations Began Day WSB Acted

NEW YORK — The announcement that the National Wage Stabilization Board had turned down the wage increases for seamen sailing on ships under the jurisdiction of the War Shipping Administration was a signal for a burst of activity in the New York Hall that is even yet

wage gains won by them in free, honest negotiations with the ship operators.

While the Administration frantically cast about for a means by which the walkout might be averted, militant seamen in all ports along three coasts walked off their ships and established picketlines which were respected by all unions connected in any way with the waterfront. At the time the strike started, the Wage Stabilization Board was under strong pressure from the White House and the shipowners to settle the controversy in favor of the SIU-SUP.

SIU And Shipowners Rapidly Nearing Agreement In Working Rules Negotiations

NEW YORK—While the Seafarers International Union fought against the autocratic refusal of the Wage Stabilization Board to honor the contracts entered into between the Union and the companies, negotiations to set up a permanent agreement progressed admirably.

When the latest meeting, on Wednesday, September 4, came to an end, only a few points were

left for further clarification. All companies were aware that Government dictatorship would be causing a nationwide tie-up of the marine industry, but all showed a desire to straighten out the General and Working Rules which were not entirely set when the interim agreement was signed on August 5.

The operators give every indication of bargaining in good

faith, and they, like the Union, are anxious to consummate an agreement which will be equitable to both the SIU and the operators.

In no small measure the operators' cooperativeness is due to the overwhelming strike vote which the SIU has authorized John Hawk, Chairman of the Negotiating Committee, to use in the event that negotiations break down.

This prerogative is being exercised in the present strike action which is tying up the nation's shipping, but the operators realize that the move is not directed against them, and they are therefore continuing to negotiate honestly.

At the present time the General and Working Rules in effect between the Union and the South Atlantic Shipping Company are being observed by all companies. However, every effort is being made to succeed these rules with an agreement that is more up to date.

The following eight companies are involved in the negotiations: American Liberty Lines; A. H. Bull Steamship Company; Seas Shipping Company; Smith and Johnson; South Atlantic Steamship Company; Baltimore Insular Lines; Alcoa Steamship Company; and Eastern Steamship Lines.

At the negotiations the Seafarers is represented by Brothers John Hawk, J. P. Shuler, and Robert Matthews.

It is a habit of the Seafarers International Union and the Sailors Union of the Pacific to prepare for an emergency long before the time comes to use such emergency measures. For that reason, the SIU in New York Harbor, had already set up the apparatus which could be called into play when the time came to use strike action.

Throughout the ports of the SIU, a strike ballot had already been taken in preparation for any

(Continued on Page 5)

Thousands of West Coast seamen jumped the gun as early as the afternoon of Wednesday, September 4. In Los Angeles, Seattle, Portland, and San Francisco, AFL seamen left their vessels and as a result, all waterfront traffic in the area was completely stalled.

ON THE MOVE

In Frisco, 2000 seamen took their gear off the ships and began setting up soup kitchens and organizing picket squads. This

(Continued on Page 6)

New Changes In Draft Regulations Affecting Seamen Are Announced

Another change in draft regulations as they affect merchant seamen has just come through from Selective Service and the War Shipping Administration.

Effective immediately, the War Shipping Administration will issue Certificates to all seamen who have 24 months of substantially continuous service in the Merchant Marine since the start of the war. The WSA will also recommend to the Local Draft Board that the Certificate holder be placed in a draft exempt classification.

The 24 months is a minimum requirement regardless of when the service terminated, as long as it commenced after the war began, but 75 percent of this time must be accounted for as active seafaring, maritime school time, or legitimate hospitalization.

Seamen who left the sea prior to November 15, 1945 may obtain

Certificates from the WSA with the recommendation that the Selective Service Local Board place the seamen in draft exempt classifications.

However, the WSA cannot appeal any Local Board decisions in these cases. The individual seaman may appeal his own case. In most instances, the Local Draft Boards honor the WSA Certificates and follow their recommendation regarding draft status.

After October 1, 1946, the minimum requirement for Certificates is to be lowered to 18 months of substantially continuous service.

If you are in New York, any further information regarding your draft status may be obtained by calling Mr. Schleik of the WSA at Whitehall 3-8000. In other cities, information may be obtained from the nearest WSA office.

AFL President Tells Labor Day Gathering, "Clean Out Congress"

In his Labor Day speech in Tulsa, Oklahoma, President William Green of the American Federation of Labor struck out at conditions both at home and abroad.

He lashed out at the enemies of Labor who, after suffering defeat with the veto of the Case Bill, are now plotting a campaign to destroy the National Labor Relations Act.

Green called upon American Labor to fight with every ounce of strength to preserve pro-labor laws now on the books, and to kill state and federal laws that would demolish the gains won by unions over the past 25 years.

Deploing the division in the ranks of American Labor, Green said that threats to Labor's rights showed that today organized Labor needs strength and unity more than ever before.

The unrest in Labor's ranks led President Green to predict that the disintegration of the CIO will gain momentum during the

coming months and some of the more firmly established affiliates of the CIO will return to the AFL.

He singled out Russia for attack when he said "We want a hard-and-fast agreement by every nation to abjure territorial aggrandisement, whether on the pretext of self-defense or on a frankly imperialistic basis."

"Every nation," Green said, "must commit itself to guarantee elementary freedoms to their people, that slave labor be outlawed everywhere, and that the UNO veto provision be dropped."

Returning to the domestic scene, the AFL President warned of inflation and the middle Congress has made of the nation's affairs. He warned that Americans are losing confidence in their government and it is time to clean house in Congress and the state legislatures of lawmakers who are the creatures of political bosses and who ignore the welfare of the great masses of the people.

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267

SIU In Action

The entire strength of the Seafarers International Union and the Sailors Union of the Pacific has been mobilized to overthrow the arbitrary and dictatorial ruling by which the Wage Stabilization Board stole part of the wage gains won by our Unions in free and fair negotiations with the employers.

Not only has the strength of the two seamen's unions been mobilized, but practically all sections of organized labor have also rallied to the fight which directly affects them. Seldom in the history of the labor movement has so much pressure ever been built up concerning any dispute.

In the last few hours preceding the strike deadline, the WSB tried to avert the tie-up of the nation's shipping. With weasel words and half promises, they called upon the two unions to postpone or call off the action. But the answer to this was simple—no settlement or postponement until the Board reversed itself and reinstated the negotiated wage scales.

And now that the strike has started, the same determination to fight it through to a successful conclusion still exists. From the hardest oldtimer to the newest trip-carder, there is a spirit that bodes ill for the Government agency.

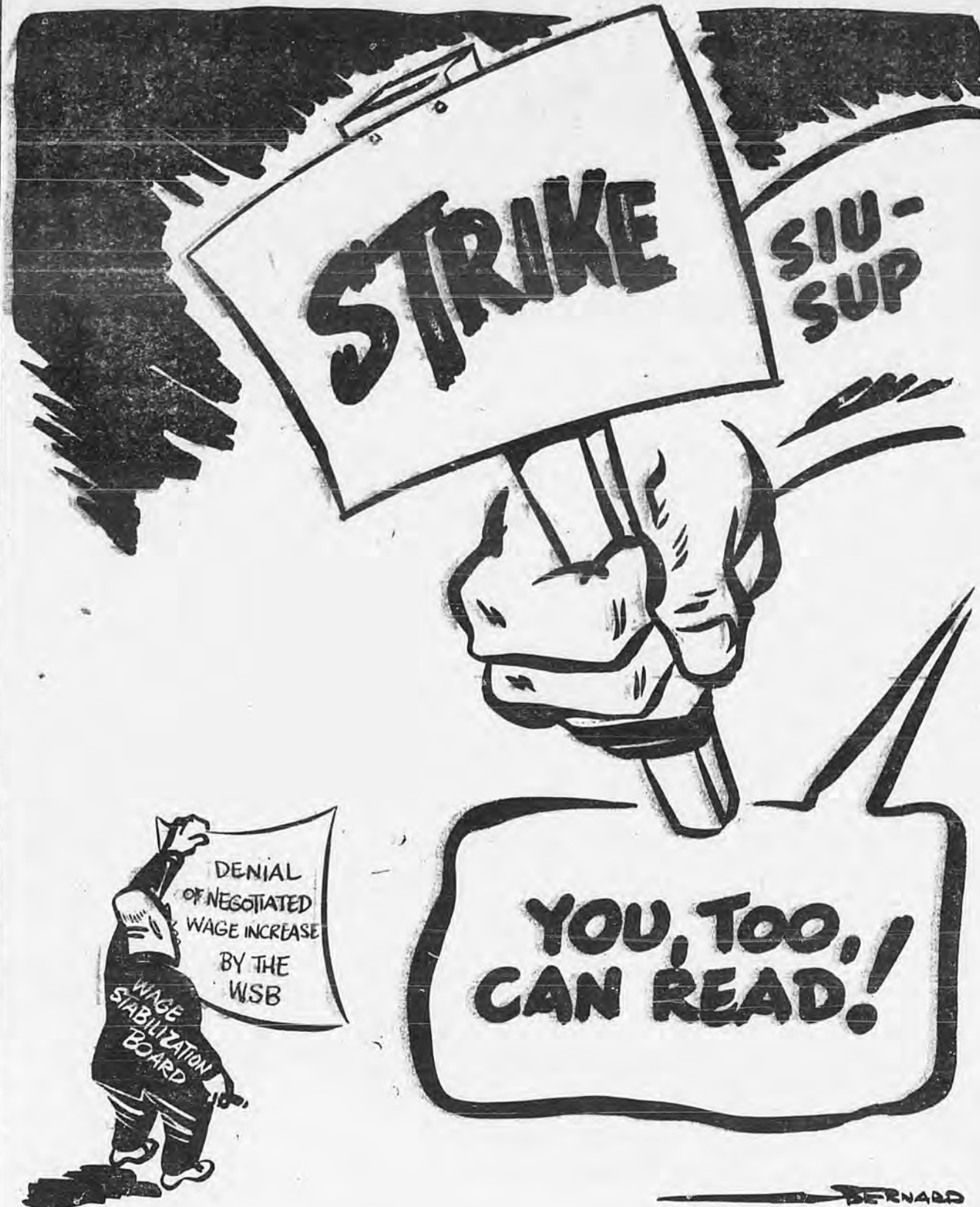
The 62,000 members of the AFL seamen's unions did not ask for this fight. Our negotiations were freely and fairly carried on with the ship operators, in traditional Seafarers style. We did not ask for Government interference or meddling, and we will not allow the bureaucratic red tape artists to burglarize us without an almighty fight on our part.

It is obvious that the WSB did not give adequate consideration to the arguments and opinions of the Unions and ship operators involved. If they had, it is certain that they would have approved the wage scales without any further ado. Now they are in the position of having to reverse themselves, and this does not please them at all.

The preparations that the Union made in the past few months have stood us in good stead in this emergency. With a minimum of fuss, and without halting or delaying the routine business of the organization, we have been able to switch our apparatus over to the job of conducting a nationwide waterfront strike. This is in no small measure due to the smooth functioning of the rank-and-file members of the Strike Committee, plus the assistance of the elected officials.

Credit should also be extended to the AFL Maritime Trades Department. This young organization, formed last month in Chicago, met its first problem in mature fashion. Instructions were quickly flashed to all ports where AFL Maritime Councils exist, and these instructions were specific and to the point—respect the picketlines and do everything possible to bring the strike to a quick and victorious conclusion.

With this type of support, together with the militancy and solidarity of the Seafarers International Union and the Sailors Union of the Pacific, there is no doubt that we will win. This will put another notch in our victory column.



Men Now In The Marine Hospitals

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

STATEN ISLAND HOSPITAL

- W. HUNT
- S. J. SOLSKI
- L. L. OWENS
- P. R. DEADY
- C. G. SMITH
- L. A. CORNWALL
- W. B. MUIR
- J. L. WEEKS
- R. J. TURNER
- R. YOUNG
- J. S. SEELEY JR.
- F. TOKORCHUK
- D. A. WARD
- T. L. KEITH
- T. J. DAWES
- J. E. VILLAFANA
- T. L. SIMONDS
- N. TSOAUSKIS
- R. G. MOSELLER
- E. ORTIZ
- C. W. SMITH
- F. GAMBICKI
- R. LUFLIN
- L. L. MOODY
- M. C. BROOKS
- M. H. ROBB
- R. PIERCE
- C. KUPLICKI
- J. FAIRCLOTH
- G. GRAHNE

- T. WADSWORTH
- H. PETERSON
- L. LANG

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BOSTON HOSPITAL

- H. STONE
- P. KOGOY
- P. CASALINUOVO
- A. CHASE
- E. JOHNSTON
- T. DINEEN
- E. DORMADY
- E. DACEY
- K. HOOPER
- S. GILLIS

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BALTIMORE HOSPITAL

- ARMAND PERRON
- JACINTO FIGUERA
- LONNIE TICKLE
- HENRY WILLETT
- JAMES KELLY
- PETER LOPEZ
- E. J. DELLAMANO
- WM. SILVERTHORNE
- WM. KEMMERER
- WM. HAHN
- WM. REEVES
- MOSES MORRIS
- ARTHUR KING

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.)

- NICK MORVICH
- HARRY CORNIN
- FRANK NICHOLSON

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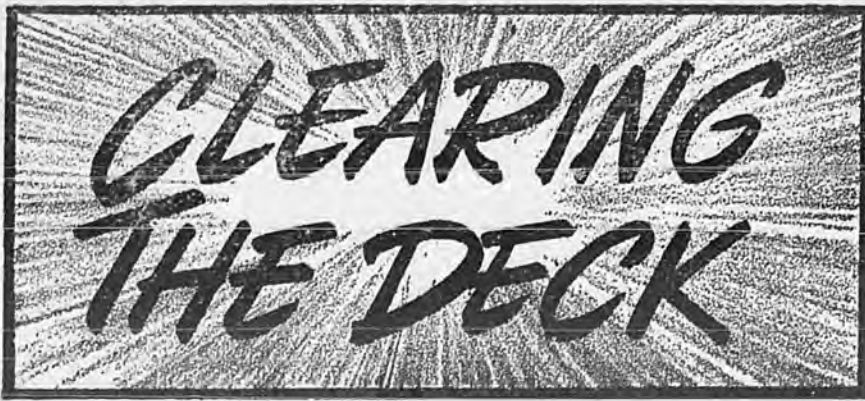
GALVESTON HOSPITAL

- GEO. RIGGENS
- J. P. FOUGHT
- J. LONGTEMPS
- W. E. PATTERSON
- K. A. PUGH
- D. FAULK

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NEW ORLEANS HOSPITAL

- JOSEPH WALSH
- H. SAVIBI
- GLEN DOWELL
- JOHN R. GOMEZ
- EDWARD F. MAHL
- KEITH WINSLEY
- THOMAS COMPTON
- J. W. DENNIS
- R. M. NOLAN
- JOE SCHMUK
- W. H. OSBORNE
- R. L. FRENCH
- WILBUR MANNING
- EDWARD CUSTER
- W. BROCE, Jr.



By PAUL HALL

The chips are down and this is it.

When this is real, unless the WSB restores our wage cut, we will be out on a general strike. This strike will be one more in the cavalcade of the Seafarers International Union and the Sailors Union of the Pacific fights to secure better wages and conditions on the waterfronts of America. In this case we are having to fight for our rightful gains, not once, but twice.

We have been given the business in the past by the shipowners. This time it is the government bureaucrats in Washington, who never sailed a ship, of for that matter, even seen one, who have decided we don't deserve the raise we won.

We Have The Experience

Well, we are ready for them. Our strike apparatus is functioning already in the manner set up and ironed out by previous job actions. Each one has taught us valuable lessons which we are applying now and we are confident of the outcome.

We have pulled job actions before. The longshore beef in 1945, the WSA medical program and this year the work stoppage in June and only lately the Coos Bay beef. Each one has made us stronger, more united to undertake this, the greatest, of all beefs upon ourselves.

The SIU-SUP is taking on a task never before attempted in Maritime history. We are determined to show our complete strength to these would-be dictators of American labor and we will as we tie up every ship in every harbor on all coasts.

This is no small job and the SIU-SUP realizes the magnitude of its task, but this is a time for action. This is a time for the flexing of the giant SIU's muscles. We are pulling a strike in a matter of days that would take any other union months of planning to undertake. Of course, we will commit errors and make mistakes. These are to be expected as no strike is perfect. The important thing is to get those ships hung up and the sooner we pull the action the better. We want to get this thing over quick and there is only one way to do it.

Labor Dictatorship

Organized seamen everywhere must unite with us in this struggle to rid ourselves of the government bureaucrats. There is no other path for us to follow, but to fight with our complete strength this machine.

The SIU is the first to strike out against this life sucking man-made device called the Wage Stabilization Board, and we must and will defeat it. The dangers of this board cannot be underestimated. Contracts negotiated in good faith in conformity with all collective bargaining procedures are not worth the paper they're written on if this board decides otherwise.

What is this dictatorship over American labor. Is it something we voted for? NO. It is a six man board appointed by the President. These men whom we have no control over are to dictate our contracts to us. **Not to this Union.**

If such decisions are allowed to hold good all of labor can expect itself to be engulfed by government orders, edicts and decrees. The Coast Guard will look like a blessing next to it. If these things are left to go unchallenged it will mean the quick death of collective bargaining and the labor movement in America will die with it. This is not an overstatement. It cannot be driven deep enough into the heads of people who have blind trust in the government. Seamen are awake constantly to the dangers of government bureaucrats and we are proud to launch the drive to break this agency. We will be doing a job not only for ourselves but one all of American labor can thank us for.

Issue Is Clear

When the word got around that we were talking strike, we soon began to receive overtures from Washington asking us to reconsider our position and come to Washington to talk things over. Our answer to all bids and invitations is very simple. They know what we want. The issue is crystal clear. We want the pork chops we earned that were stolen from us returned, and returned immediately. We have nothing to talk over with the bureaucratic finks, we intend to keep the hook hung until we receive everything we won through our negotiations and collective bargaining.

ATTENTION, MEMBERS!

SEAFARERS SAILING AS ENGINEERS

All members—retired members and former members—of the Seafarers International Union who are now sailing as licensed Engineers: Please report as soon as possible to the Seafarers Hall at 51 Beaver Street, New York City. Your presence is necessary in a matter of great importance.

How Unemployment Insurance Act Affects U. S. Merchant Seamen

The subject of unemployment compensation for jobless merchant seamen is a subject which has aroused quite a bit of controversy since the Social Security Act was first passed. Until recently merchant seamen were among the groups of workers not covered by any of the provisions of the law.

However, at the present time many states have passed laws which extend the benefits to seamen, and the Federal Government has also made arrangements to insure merchant seamen against unemployment under the laws of certain states.

To clarify this subject, the Log herewith prints the latest information on the subject put out by the New York State Dept. of Labor. The first installment appears this week, with the balance scheduled for next week. As further changes or amendments are made, the Log, in conjunction with the SIU Special Services Department will make the new sections available to the members of the SIU.

UNEMPLOYMENT INSURANCE FOR SEAMEN (Officers and Members of Crews)

What seamen are covered?

Seamen employed on vessels operated by private companies, including vessels time-chartered to WSA, are now insured against unemployment under the laws of certain States.

Seamen are covered irrespective of their citizenship but cannot claim benefits for unemployment that occurs outside the

United States, Alaska, Hawaii and Canada.

Seamen can learn whether the company they are employed by, and the particular ship they are employed on, are registered under the unemployment insurance laws and in which State they are registered, by consulting the ship's bulletin board. New York employers are required to post in a conspicuous place on each covered vessel a notice to employees giving this information. If no such notice is posted, seamen, or their Union acting for them, should address an inquiry to the ship company and may also notify the State unemployment insurance administration in the State in which they believe the company and the ship should be registered.

In which State is a seaman covered?

Every worker covered by unemployment insurance has a record of "wage credits," that is, earnings in covered employment, on which his benefit right will be based. The shipping companies by which he has been employed have reported the amount of his earnings (that is, his wage credits) and have paid taxes to the State or States of which the vessel or vessels he works on are controlled and directed. Such States are the States in which he is covered and will pay him benefits when he is unemployed.

However, a seaman may file a claim in any State, or in Alaska, Hawaii, or Canada, if he is unemployed and available for work. He may apply for benefits at the

nearest local office. Under the interstate benefit payment procedure, his claim will be sent to the State or States in which he was covered and if he is eligible, payment will be made by those States. For example, if a seaman is unemployed in Kansas, and formerly worked on vessels covered under the New York Law, he may file a claim in Kansas and payment will be made to him by mail according to the New York Law. Further information about this system may be



obtained at the local unemployment insurance offices throughout the country.

It will facilitate payment of claims if an unemployed seaman has the following information with him when he calls at a local office to file a claim:

1. Name of vessel or vessels on which he was employed during the past two years (during his "base period" — see below).
2. Name of company or companies which owned or operated the vessels.
3. His Social Security Account Number.

How does a seaman go about filing a claim?

In each important inland or deep-sea port there will be one or more claims offices operated by the State unemployment insurance administration. The seamen should secure from the union hiring hall, the local telephone directory, or other source, the address of the office at which it will be most convenient for him to file his claim and to report weekly for unemployment benefits. He must report regularly or lose his benefits.

In New York State, when a seaman applies for benefits, he signs a form entitled "Registration for Work and Claim for Benefits." On this form he prints his name, address, last employer's name and address, and reason for leaving or losing his job. He is then given a "Claimant's Record and Identification" booklet which he keeps permanently and in which he enters all periods of unemployment. This booklet he shows each week when he reports for benefits. The day and hour for union seamen to report to the unemployment insurance office weekly will be arranged so as not to conflict with hiring time or union meetings.

How is maritime employment in the several States covered?

The following nine States have entered into an Interstate Arrangement for payment of seamen's unemployment benefits:

California, New York, Texas, Pennsylvania, New Jersey, Alabama, Virginia, Washington,

(Continued on Page 14)

Says Log Stories Made Life Easier For Hospitalized

By WILLIAM BAUSE

Already the power of the press, namely the Log, has succeeded in improving the lot of many Brothers in the various Marine Hospitals and has earned the gratitude and confidence of our hospitalized brothers everywhere. We are not content to rest. As John Paul Jones said, we have only begun to fight.

In the August 23 issue of the Log we mentioned that many of the hospitals did not know that the 60 day rule had been extended to 90 days. This has been found to be true. However, even 90 days cannot satisfy the actual needs of a seaman who served his country during the war, because too many cases require out patient attention months, and in some cases years, after being discharged from the hospital.

Under present regulations once a seaman is bona fide discharged and unable to return to sea because of disabilities, he loses all rights of hospitalization.

UNFAIR RULING

This ruling is one of the most unfair ever enacted, and is a slap in the face to the men who gave up secure and well paying berths ashore; many of them never to return again. Thousands of seamen are asleep in the deep, a silent testimonial to the valiant spirit of the American seamen, who regardless of consequences offered, and gave their lives so

that our great nation could carry on.

It seems only fair and just that the privilege of unlimited hospitalization, enjoyed by disabled servicemen, be extended to the seamen who received their injuries and disabilities in the same battles as the army and navy veterans.

It is my earnest appeal to all brother Seafarers to push this vital issue before Congressmen and the general public. Don't forget to explain it to your families and to make resolutions at your ships meeting, and send them to the Log.

LOOK AHEAD

The importance of this issue may not be so obvious today, but in five or ten years there will be many a young man who sailed through the war who will be a nervous wreck unable to carry on in his calling as a seaman, not to speak of the damaged old timers, long discarded by then.

That will be the time, fellow Seafarers, that you will fully appreciate this fight for the seaman to be granted hospitalization without time limits and strings attached.

Seamen, as well as the armed forces, have earned this right through the deeds performed by every fighting man, seaman or serviceman, and last but not least, through the silent testimony of the men lost in action.

Seafarers Have Gained Great Deal From Isthmian Drive Experience

By EARL SHEPPARD

The Seafarers' organizational campaign to bring the Isthmian fleet under the SIU banner rapidly approaches the finish line. 86 of the vessels already have been voted, and the results indicate a sweeping victory for the SIU.

According to SIU observers and ships organizers aboard the vessels, Isthmian men have expressed a better than two-to-one preference for the Union which has won consistently for its membership the best wages and working conditions in the maritime industry.

Aside from the organizational strength which the SIU will gain from winning this fleet, there have been other advantages picked up during the long, hard task — advantages which will serve us all well in future operations. Confidence and education are two of the more outstanding assets with which the SIU membership are coming out of the Isthmian drive.

The men are now confident that they are able to carry out successfully an operation of major proportions—a fact which later will prove to be a great morale builder.

HAVE "KNOW-HOW"

The membership has also come out of this campaign with an education of great value to themselves and to the Union. They now have the "know-how" which is so necessary to efficient organizational expansion. They have learned the hard way. But the "school of hard knocks" is a sound one and productive—we can point to the results as evidence of that.

Most important of all, Seafarers members are coming out of this drive with unlimited enthusiasm. They are now determined more than ever to organize all the unorganized seamen under the SIU banner. There is no let-up in their activities. After finishing on one job, they report immediately to the organizers for further organizational assignments.

I should like to point out even though the membership books are now closed, many trip-carders and unorganized seamen have been given membership books for their work. This is the only way to get a membership book at the present time.

While on the subject of enthusiasm and how it works in relation to good Union activity, we

cannot ignore the very important moment at hand.

The spirit of all Seafarers in entering this general strike is also one of great enthusiasm. They are all convinced that their fight is just and correct. The members are reporting for registration and for the picket lines by the thousands. They come pouring off the ships, and from the beach, to lend their strength in this very crucial — perhaps the most crucial—beef.

MEMBERSHIP KNOWS

But we are hitting the bricks with confidence. We are confi-

dent that the unified rank-and-file membership knows the score in this beef, and that they are ready to fight up and down the line until victory is theirs. And with the 100 per cent support of our affiliated maritime workers in the AFL, the membership of the Masters, Mates, and Pilots; the Longshoremen; the Teamsters; Radio Operators, and Staff Officers unions, as well as the unaffiliated unions which have promised to back our strike and respect our picketlines, we know that we will be fighting a winning battle, and that victory will be ours.



QUESTION—What action do you think the SIU should take to force the Wage Stabilization Board to okay the wage increases which we have won through free, collective bargaining.

ALBERT DAMP; OS:

There is only one thing to do. Those bureaucrats don't understand anything but action, so we ought to give them what they are asking for. We should go out on strike and tie up every port in the United States until they give us back the money they stole from us. We fight to win concession from the ship operators, and then the WSB calmly takes our money away from us. We are not a bunch of bums, and we deserve consideration. We have to earn a living—it is damn hard to live on air.



SAMUEL J. CALISTE,
Chief Baker:

I can't see any justification for their refusal to grant our increases. Prices are going up sky-high, and those men try to tell us that we don't deserve the money that we negotiated from shipowners by honest methods of collective bargaining. I guess the only way you can keep money nowadays is if you steal it. Of course, it is natural for me to feel that if these men won't listen to reason, we will have to go out on strike. Maybe that will wake them up.

EARL LARSON, AB:

I don't care what we do just as long as we do something. We should throw our entire resources and manpower into this beef. If we lose now, then the entire labor movement will suffer a defeat—any time that a union wins wage increases, the Government can just take it away from them. The money that we won is coming to us. Even the shipowners admit that, but does that mean anything to the Washington red-tape artists? No, it doesn't. They are interested only in keeping their jobs.



JOHN BLUITT, Wiper:

We have always had higher wages than the NMU. Wages that we fought and bargained for. And what the NMU could not do, the Government has done for them. If we don't get the wages we bargained for, then we should hit the bricks and stay out until we win. That is the way the militant SIU should win its beefs when all other means fail, and it is obvious that all other means have failed at this time. Collective bargaining is here to stay, and the Government agencies better get used to that idea.



MEET THE SEAFARERS



James Fisher

One day last winter a slight, red-haired man came walking into the New York Hall and asked to see the organizers who were working on the Isthmian Drive. He was sent up to see Bull Sheppard, and that is the way James "Red" Fisher, AB, became a volunteer organizer in the drive to make Isthmian SIU.

Red is an oldtimer, both as a seaman and as a member of the SIU. He has been sailing since 1927, and since 1935 he has been a member of either the SUP or the SIU.

Fisher says he didn't have any trouble talking SIU to the men of the Sea Lynx, the ship on which he did such a good job. During the course of the six-month voyage, Red was successful in turning an almost solid NMU crew into a 50/50 split between the NMU and the SIU. And all this in the face of free NMU books for the asking.

"We sure had hectic days on the Sea Lynx," he recalls. "The NMU really wanted to make a big showing on this one, and they threw everything into it. But we had the best arguments about democratic control and no interference in our Union affairs by the commies of anyone else. The NMU just couldn't beat that."

The hard work of organizing seems to have agreed with Fisher, because, after a short rest he wants to go right back sailing on any unorganized ship as a volunteer organizer.

Red has not confined his mili-



tancy to this latest fight against the Isthmian open-shoppers. He has a long record of union militancy, and was an active participant in the 1936 Strike, and the 1941 Bonus Strike. Jimmy has always been a prime mover in job action when it became necessary to resort to this type of pressure, and in the current beef against the Wage Stabilization Board, he is heartily in favor of tying up the ships from coast to coast.

During the war, Fisher sailed steadily. Steadily, that is, except for the time it took him to recover from the wounds suffered when his ship, the SS Washingtonian, was torpedoed and sunk 350 miles off the coast of Ceylon, India. He and the other survivors drifted for 22 hours in an open lifeboat, with the hot sun beating down on them unmercifully.

If that wasn't enough, he also had the good(?) fortune to be present in Antwerp during the height of the buzz bomb attacks, and he and his shipmates were under fire for 35 days.

This type of existence hasn't given Red much time for a personal life. He is not married, so far, but his eyes light up when he is questioned about this, because as he puts it, he has "great plans for the future."

As everyone knows, Isthmian is going SIU in a big way, and it is due in no small part to the hard work and self sacrifice of volunteer workers like James Fisher. When the results are announced, the Seafarers International Union will owe a great debt to the volunteers who did the job.

SEA LYNX CREW



This group of Isthmian seamen from the Sea Lynx were snapped at Pier A, Erie Basin, Brooklyn, shortly before their ship pulled out. Sorry, fellows, that we can't print your names, but the Log photographer misplaced them.

Preparations Began Day WSB Acted

(Continued from Page 1)

delaying tactics on the part of the ship operators, or stalling on the part of the Government. The members of the SIU had taken these matters into consideration and had overwhelmingly voted to empower the Secretary-Treasurer of the Union to call a strike if it became necessary at any time. And in accordance with the Smith-Connally Act, 30 days notice was given the Department of Labor.

STRIKE CALL

The decision to strike to force the WSB to reverse its ruling was made at regular meetings of the SIU and the SUP. Also authorized was a telegram to be sent to Dr John Steelman and W. Willard Wirtz, both ranking members of the Wage Stabilization Board. This wire called upon the Board to reconsider the action taken, and pointed out that the turn down by the WSB "abrogated the right of free collective bargaining between unions and industry."

On Thursday, August 29, the first meeting of the Joint SIU-SUP Strike Committee was held at the SIU New York Hall. This is a rank-and-file committee, elected in open sessions by the respective Unions. A Permanent Chairman was picked in the person of Brother Max Korenblatt, and the other members of the committee were assigned other duties and sub-committees. Here is the breakdown on the division of responsibility:

Recording Secretary:

B. Goodman

Finance Chairman:

J. Weir

Legal Aid & Hospitalization:

H. A. Thompson

Strike Picket Chairman:

J. Greenhaw

Publicity and Propaganda:

B. Goodman

Food and Housing:

M. Pappadakas

Transportation:

F. Lovell

Officials of both Unions were also called upon to assist the Permanent Chairman of the various sub-committees.

ARRANGEMENTS

In the following days, meetings were held regularly, and the many details that have to be ironed out to make an action successful were discussed. One prime matter of importance was the question of food and lodging. In the capable hands of Michael Pappadakas even this obstacle was overcome and arrangements were set up to feed three hot meals to the picketers stationed near the Hall, and two hot meals to those stationed too far away from the Hall to return for all three meals. In addition, these Brothers will be provided with lunch money and carfare. Arrangements also were made to provide lodging in various parts of Brooklyn and Manhattan.

SET TO GO

And so, when registration for pickets started on Wednesday morning, September 4, all was in readiness for the biggest beef that the SIU-SUP had ever taken part in. Leaflets by the thousands had already been distributed up and down the waterfront. To members of the SIU-SUP a bulletin explaining the action was circulating, and other AFL Maritime Unions were given the score in leaflets addressed to the Longshoremen and the Teamsters.

Other broadsides were directed at the marine unions not affiliated with the AFL, and it was made explicit that the establishment of picketlines was not aimed at any union or individual, but rather as a defense against Government interference and control of free collective bargaining.

In preparation for the general strike, a large hall was rented

for a gigantic mass meeting on Thursday, September 5. At this meeting, which came just before the deadline, the enthusiasm was contagious, and there is no doubt that the men of the SIU-SUP have their minds made up that they are in this fight until it is won.

Two More To Go In Isthmian; SIU Leads By 2 To 1

With only two more Isthmian ships remaining to be voted in the NLRB-conducted election aboard the Isthmian Fleet, the Seafarers International Union is still far out in front of the combined NMU and company votes by the lopsided margin of better than 2 to 1.

The two last ships which have not as yet recorded the choice of their crews are the Atlanta City and the Pere Marquette. Rumors have it that the Pere Marquette may not return to this country. She may be sold in the Philippine Islands. In any case these two ships have until September 18 to be voted. That's the final deadline, after that date the counting of ballots will start.

REVIEWING THE SCORE

In recapitulating the election results up to date, 86 Isthmian ships' crews have been balloted in various ports in this country, with a couple of these vessels being voted in Honolulu. Out of this total, the Seafarers definitely lost 8 ships to the NMU; 10 ships were placed in the doubtful column due to the fact that the vot-

(Continued on Page 9)

SET FOR ACTION!



The rank-and-file Strike Committee met regularly, and decisions were arrived at only after thorough discussion of all angles. And then, when everything was set, and the well-oiled machinery already in motion, the Press was called in for a conference. All New York City papers were represented, and the wire services also made sure that they had coverage. The questioning by reporters, the popping of flash bulbs, all this added to the already mounting tension.

There was no hedging on questions. The Chairmen of the Strike sub-committees gave full and sincere answers to all questions. It was apparent to the reporters that the Union had no intention of backing down, and the only acceptable decision would be reversal of the WSB ruling. This sentiment was reflected in the stories carried by all newspapers.

In the above picture, from left to right, are Paul Hall, SIU Director of Organization; Morris Weissberger, SUP New York Port Agent; Max Korenblatt, Chairman of the Strike Committee; John Hawk, Secretary-Treasurer of the SIU; and Michael Pappadakas and James DeVito, members of the Strike Committee. Standing, left to right, are Jack Greenhaw and John Weir, Strike Committee members, and between them, J. P. Shuler, Assistant Secretary-Treasurer of the SIU. In the foreground are the reporters, busily engaged in asking questions and noting down the replies.

AFL Longshoremen, Teamsters

We, the Seafarers International Union and the Sailors Union of the Pacific, AFL, have a beef against an agency of the United States Government—the Wage Stabilization Board (WSB).

We have always fought for higher wages and better working conditions. The contracts which we recently won on August 5 are no exception, and the provisions of this agreement give the merchant seamen the highest wages ever seen on the waterfront. When this contract was submitted to the WSB for approval, this finky agency had the nerve to turn down our increases and try to force us to accept lower wages than those we won through fair and square bargaining with the shipowners. WE WILL NEVER STAND FOR THAT. We do our bargaining with the ship operators and we do not intend to let phony bureaucrats rob us of our gains.

WE WILL FIGHT AS WE HAVE BEFORE! In the past, when the shipowners or Government refused to negotiate, we fought them and we won. In every one of our fights we have had the active help and backing of the AFL Longshoremen and Teamsters. And in this case, if the WSB won't reconsider its steal of our wages, we are asking for your assistance again.

Remember, what the WSB did to us, they could do to you. They didn't pick on us because they don't like us—it's just the opening gun in the battle to break down the collective bargaining system between Unions and employers, and substitute instead Government control. YOU don't want that and neither do we.

IF THE WSB HOLDS FAST, WE WILL TIE UP THE ENTIRE WATERFRONT!

We will have to do this to stop the Government finks from loading cargo on other ships, or from reallocating our ships to other Unions.

This fight CAN be WON, and WON fast if all Seamen, Longshoremen and Teamsters stand firm. Show the Government dictators that AFL Unions stand together for common aims. Show them that you realize the threat to collective bargaining of all Unions that is concealed in the attack on the SIU and the SUP.

When we win this beef, it will go down in history as a solid win, not only for the seamen, but for all free Americans who work for a living.

STAND FIRM AND WIN A BIG ONE
Seafarers International Union of North America
Sailors Union of the Pacific

Members Of NMU, MGS, MFOWW

The SIU and the SUP have just received an underhand blow from the War Stabilization Board (WSB). It is a two-edged blow—one at us—and one edge directed at the principle of free collective bargaining without Government interference and control. If we, as seamen, and as organized workers, allow this dictatorial decision of the WSB to stand, we are opening the doors to even worse actions by this agency and other Government agencies.

Through economic action, the SIU and the SUP have won the highest wages and best conditions ever won by any Union of merchant seamen. This was a hard won victory. The WSB is now trying to rob us of our gains by refusing to honor certain of the wage increases.

To force the WSB to reconsider its action, it may be necessary for the SIU-SUP to tie up every pier in every port. THIS CAN BE DONE. IT WILL BE DONE!

In the event this is done, the purpose of our action will be twofold:

1. To prevent "reallocation" of ships and cargo.
2. To demonstrate to the Government bureaus in Washington that Maritime Workers will not tolerate hijacking of their legitimate gains. This action will force settlement of the beef as soon as possible.

TO ALL SEAMEN, WE SAY:

THESE PICKETS, IF ESTABLISHED, WILL NOT BE DIRECTED AGAINST YOU. THEY ARE, INSTEAD, AN INSTRUMENT OF PROTECTION FOR THE RIGHTS OF ALL SEAMEN.

Aid in this fight by passing this information on to your shipmates. Discuss this in your meetings.

Seafarers International Union of North America
Sailors Union of the Pacific

SIU-SUP Strike Ties Up All Shipping

(Continued from Page 1)

same scene was enacted in all other SIU-SUP ports within the next 24 hours, and when the deadline rolled around, all federal and private shipping in and out of every United States port was paralyzed.

Leaders of the two unions involved stated that the paralysis would continue until the WSB reverses itself and approves the wage increases won by the Unions in negotiations.

Preparations for the strike started as soon as the text of the WSB ruling, turning down the salary increases of the SIU-SUP, was made public. In coastwise meetings held on Wednesday, August 28, the strike action was decided upon, and a rank-and-file strike committee from each Union was elected from the floor. The two committees met jointly, and their decisions and recommendations were issued to both Unions involved.

FIRST NOTICE

The first bulletin to the SIU-SUP, which gave the background of the beef and the action to be taken, is as follows:

The Seafarers International Union and the Sailors Union of the Pacific recently negotiated contracts in good faith with various shipping companies which established wage scales never before seen in the Maritime Industry. In accordance with the law, these agreements were then submitted to the Wage Stabilization Board (WSB) for review of the increases granted on ships of the War Shipping Administration (WSB).

The WSB has dictatorially refused to grant these increases and therefore, our members who sail under WSA jurisdiction will be cheated out of money that is rightfully theirs. This is a definite plot to break down the system of collective bargaining, and substitute instead Government-dictated wage scales.

What happened to the SIU and SUP could easily have happened to any other Union. The actions being taken by us is therefore in defense of all labor, as well as in defense of the seamen.

WHAT HAS BEEN DONE

It may be necessary to take strike action to save our dough. We have already taken a Strike Vote, and the results are overwhelmingly in favor of strike actions to force reasonable concessions from the bosses and the Government. An SIU-SUP Strike Committee has been set up, and plans are well under way for smooth concerted action when if the time comes.

Other AFL Unions connected in any way with the waterfront are being called on for assistance, and their replies to our requests show that they are with us in this all-out fight against bureaucratic control of collective bargaining machinery. In line with this, the rank and file members of other seamen's unions have also been asked to refuse to work or move "hot" cargo or reallocated ships. And finally, the WSB has been notified that unless the wages we fought for are reinstated by Thursday, September 5, the United States faces the most complete tie-up of the Maritime Industry in its history.

WHAT YOU ARE TO DO

When and if it is necessary to pull the pin, we will tie up the

entire waterfront in all harbors. This means all ships in all ports.

Be prompt in notifying all Seamen, Longshoremen, and Teamsters of our actions—what caused them—and what we intend to do. Each SIU and SUP member is to take the responsibility of telling the score to the whole waterfront. You know why YOU are fighting, **TELL THOSE WHO DON'T KNOW.**

As in every other beef, the SIU and SUP will fight with every force at our disposal. **WE FIGHT TO WIN AND WE WIN OUR FIGHTS.** The action of the WSB abrogates the existing agreements between the Union and companies.

SUPPORT REQUESTED

The Joint Strike Committee met regularly, and their deliberations covered any and all aspects of the contemplated action. One of the first moves undertaken was to send a telegram to all affiliates of the AFL, explaining the events leading up to the controversy, and asking for support in the ensuing action. This wire read as follows:

The Seafarers International Union and the Sailors Union of the Pacific negotiated contracts covering wages, working hours, and certain collateral issues in good faith with the ship operators and through free collective bargaining as guaranteed by The Wagner Act. Although the agreements were approved by the War Shipping Administration, the National Wage Stabilization Board saw fit to arbitrarily disapprove of some provisions of these agreements.

The WSB is attempting to use agreements negotiated by the Committee for Maritime Unity-CIO as a ceiling for the entire maritime industry. This action by the WSB abrogates the principles of free collective bargaining.

The SIU-SUP will not tolerate this bureaucratic bungling and meddling in our negotiations with the ship operators, and we are declaring a general strike of all American shipping in all ports on all coasts as a protest against the action of the Wage Stabilization Board.

We are calling upon the entire American Federation of Labor and its affiliates to assist us in our struggle to gain decent wages, hours and working conditions. Any additional support which you can supply such as telegrams and verbal pressure upon the WSB to rescind its action will also be appreciated.

JOHN HAWK,
Secretary-Treasurer, SIU.
MAX KORENBLATT,
Chairman, Joint SIU-SUP
Strike Committee
51 Beaver St., New York.

The wire was addressed to the individuals and organizations listed below:

Norwegian Seamen's Union; Swedish Seamen's Union; Danish Seamen's Union; Yugoslav Seamen's Union; Greek Seamen's Union; International Transport Federation Workers Union; William Green, President, AFL; Joseph Ryan, President, ILA; John Owens, Executive Secretary, AFL Maritime Trades Dept.; Martin Lacey, President, N. Y. Central Trades and Labor Council; John Strong, President, Local 807; Intl. Brotherhood Teamsters, Chauff. & Warehouse-

men; Captain Harry Martin, Pres., MM&P; J. C. Quinn, Secretary, New York Central Trades & Labor Council; Fred Howe, Representative, Commercial Telegraphers Union; William Allen, President, CTU; Captain William Bradley, President, Marine Division ILA; Harry Lundeberg, President, SIU; George F. Anderson, Secy-Treas., AMMSOA; Thomas Hill, N. Y. Representative, AMMSOA; Michael Cashal, Vice-Pres., Regional Director ILA; John L. Lewis, President, UMW.

Responses to this appeal came in immediately, and all were unanimous in pledging complete support to the program adopted by the SIU-SUP.

MORE SUPPORT

Next, a telegram was sent off to the other unions, not affiliated with the AFL, which are also connected with the waterfront. These unions, both CIO and unaffiliated, were apprised of the facts and advised that the picketlines, to be established starting midnight, Thursday, September 5, were solely to protect the right of labor to bargain freely with the employers.

The complete text of the message is as follows:

The Seafarers International Union of North America and the Sailors Union of the Pacific are declaring a General Strike on all ships commencing with

Keep in touch with the Union Hall at all times. Do not listen to rumors, or stories in the daily press. All official union announcements will come through the hall and official Union Committees.

a walk out at 12 noon, Thursday, September 5, 1946, with official picket lines being established on all docks in all ports starting midnight, Thursday, September 5, 1946.

This General Strike is being directed against the National Wage Stabilization Board and their autocratic infringement of the rights of free labor to bargain collectively with the operators for wages, hours and working conditions.

These picket lines are not directed at any union or individual, but are solely for the purpose of forcing the WSB to rescind its dictatorial action, and to protect the rights of all labor to negotiate freely with the employers.

JOHN HAWK,
Secretary-Treasurer, SIU
MAX KORENBLATT,
Chairman, Joint SIU-SUP
Strike Committee
51 Beaver St., New York

This wire was sent to the following unions, and addressed to these individuals:

Joseph Curran, President, NMU; Samuel Hogan, President, MEBA; E. P. Trainer, Business Manager, MEBA; E. G. Ramsey, N. Y. Port Agent, MFOWW; Sidney Kaufman, N. Y. Agent, MCS; Walter Reuther, President, UAW; Jack Winacour, Vice President, ACA; Philip Murray, President, CIO.

QUICK RESPONSE

Immediate promises of support were received. From the American Communications Association came this message:

"Support such action as may be taken by your organization

toward reversing WSB ruling denying increases to your membership."

The MEBA had this to say;

"Members of MEBA will respect picketlines of SIU and SUP."

And finally the NMU came through with this telegram;

"If these picketlines are established, they should receive full respect of our union. The picketlines should be respected and the strike supported."

Meanwhile the activities necessary to set up and run an efficient strike apparatus went on at a steadily increasing pace. The Joint Strike Committee, under the Chairmanship of Max Korenblatt, continued to meet daily, and all problems pertaining to the projected action were thoroughly discussed. The scope of the strike was decided upon, and literature for SIU-SUP members was drafted.

ACTION GROWS

In conjunction with this activity, leaflets directed at the other AFL and non-AFL maritime unions were also turned out and distributed. It is worthy of note that the rank-and-file of the seamen's unions known to be dominated by the Communist Party were very receptive to the information which was distributed by the Seafarers.

The registration of pickets in all ports started on Wednesday morning, September 4, and all day long seamen queued up to receive assignment to picket duty. Arrangements for food and housing has already been made, and the other sub-committees of the Joint Strike Committee were functioning smoothly.

TENSION MOUNTS

As the deadline approached, the tension mounted. On Wednesday afternoon a meeting was held with the top officials of the International Longshoremen's Association, AFL, and the SIU-SUP representatives came away from this conference with the knowledge that the longshoremen would back the seamen until victory had been won.

Press conferences were held, and the score was given to the newspapers. The radio commentators broadcast full accounts of impending strike, and on the whole, publicity was fairly favorable.

In a last ditch attempt to postpone or completely avert the strike, the National Wage Stabilization Board sent the following telegram to the SIU and the SUP, and to the ship operators:

To all parties concerned

At the request of the parties the National Wage Stabilization Board has decided relative to Case No. 1394-47-2 to schedule a hearing for the purpose of permitting the parties to place before the board the additional relevant information referred to in the parties request for re hearing and reconsideration. The hearing will be held on Tuesday September 10 at 2:30 room 5406 Department of Labor Building, Washington, D. C.

(Signed) W. Willard Wirtz
Chairman, National WSB

NO EFFECT

This double talk had no effect, since it was the opinion of the Strike Committee that a promise

by the WSB to "reconsider" would not be sufficient, and the only acceptable decision would be for the WSB to agree to reverse itself and reinstate the negotiated wage rates.

In New York and Philadelphia alone over 400 vessels were tied up, and a spokesman for the War Shipping Administration admitted that the walkout was a "complete shutdown, nationwide."

The AFL Marine Trades Department, set up recently in Chicago, pledged its aid to the AFL seamen several weeks ago. This position was reiterated in a press release given out by John Owens, acting Executive Secretary of the National Council. The release follows

At a meeting held today (September 4), between affiliated unions of the newly formed AFL Maritime Trades Department, all unions, ILA, SIU, MM&P, CTU, and IBFO, went on record to support the current dispute in which the SIU and the SUP are engaged in with Wage Stabilization Board to the extent of their ability.

This means that the immediate result will be, that where the SIU and SUP form picketlines, they will be respected by the affiliated unions.

This in effect means a complete tie-up of all American Coastal ports. The point to be brought out is that if the SIU and SUP follow their announced program of picketing all piers in all ports, that regardless of a ship's crews affiliation, and because of AFL affiliation of the Longshoremen and Teamsters, that this would mean that all marine traffic comes to a halt.

All AFL port Maritime Councils have been instructed to cooperate 100 per cent in all local areas in a successful prosecution of the dispute.

MORE ACTION

To implement this stand, instructions were wired to all AFL Maritime Councils in every port on the East, West, and Gulf Coasts of the United States. The telegram follows:

At an executive meeting of the AFL Maritime Trades Department, held in New York on Wednesday, September 4, all affiliates of the Maritime Trades Department went on record to support SIU-SUP 100 per cent in its current dispute with Wage Stabilization Board. You are hereby instructed to comply.

John Owens

WELL PLANNED

In the preparations that preceded the strike, and in the activity which followed close on the heels of the walkout, the members of the SIU-SUP have been kept well informed. The Publicity and Propaganda Committee issued regular Strike Bulletins outlining the days activities, and as the walkout was taking place, a packed mass meeting was held at New York's Manhattan Center. This meeting was attended by AFL seamen, longshoremen, teamsters, tugboatmen, harbor workers, and all other organized workers who wished to attend.

The outports have also been in constant communication with the nerve center of the action, and the Joint Strike Committee, plus the officials of the Union, is directing all strategy and planning.

AROUND THE PORTS

No Payoffs, But Other Business Keeps Port Savannah On Its Toes

By ARTHUR THOMPSON

SAVANNAH—Business in Savannah is very poor, although shipping has not been too bad. We haven't had a payoff since July 10th although quite a few ships have hit this port. We dispatched 45 men during the last week and have only 12 full book members and 14 permits registered. If we had another ship to crew up we'd be out on a limb. The Falsmouth, which sailed last week, was only one man short, which was quite a surprise. When that scow hit this port I thought she'd be here for an indefinite period. She needed so many repairs it looked pretty hopeless. The Eastern Steamship Company, however, should be given credit for what it did on this case. They bent over backwards to meet the crew's requests.

The Deck Gang and Steward's Department are all oldtimers and used to old ships and as long as they were fairly comfortable they were willing to sail her anywhere. They came from the old school which believes a ship is what the crew makes it.

GOOD CREW

The Skipper and the Chief are both okay and the Steward, Sam Bayne, is an oldtimer and expiecard so I don't believe there will be any trouble at the payoff.

The SS Zachary Taylor came in from Charleston last week with a list of beefs a mile long. Since they were all legitimate



beefs, we went to town and got her squared away to the satisfaction of the crew. She sailed this morning and may be gone for a couple of months.

We also crewed up the SS Jefferson City this morning; managed to get a full crew with the exception of four men. We'll probably get them by next week.

The SS Julius Olsen stopped by to top off, but we hardly knew she was in port. There were no beefs and no replacements.

The SS John Howland, an SUP ship, has been in port since the first of August and is still waiting for orders. Usually when a ship is in port that long, a string of petty beefs comes in from time to time, but we haven't had a single beef on her; except one from the Old Man.

I mentioned in a previous report that he used to be a SUP member. Capt. 'Whitey' Benson was highly indignant when he read this and told his crew to lose no time in informing me that he is still a member of the SUP,

and proud of it. Please except my apologies, Captain.

LOCAL ITEMS

There has been a lot of talk and newspaper reports about the amount of cattle to be shipped through Savannah, and there's a hell of a lot of horses waiting to be shipped, but we still lack ships. Quite a few horses died either from lack of water or the heat and although the situation is a little better they're still dying off pretty rapidly. If something isn't done soon we'll have enough dead horses around here to start a glue factory.

We've had quite a few tripcarders who were far behind in their obligations and when they were told about the resolution concerning suspended members we had quite a lot of alibis and sob-stories.

It seems most of the delinquent members had a hell of a lot of sickness in the family lately or they didn't know what the Union's Constitution was all about, etc. But, these same characters aboard ship seem to know all the agreements inside out.

NMU Spoils Sweet Breezes

By HERBERT JANSEN

CHICAGO — Now that the Lakes Strike is over, the breezes blowing in off Lake Michigan are sweet and untainted once more. Some of the stuff that was passed out during the strike really fouled things up a bit.

The phony propaganda the commies passed out during their political strike made them tops as organizers for the SIU. One of their phony statements appeared in the Pilot to the effect that the SIU crew of the Milwaukee Clipper had walked off their ship in Milwaukee with the support of the longshoremen. This the commies would have liked to see, but it was a complete lie. They must really take us for a bunch of suckers.

FOOLED NOBODY

The statements that the NMU issued to the press may have fooled John Q. Public, but they didn't fool the seamen and that's who the NMU should have concerned itself with. It was very easy for the seamen to check up on anything Curran or his boys said as most of it was strictly bunk. Maybe they'll wake up some day to the fact that it only takes one misstatement and the confidence of a seaman is lost.

Shipping has been very good in this Windy City during the past week. The passenger ships are on their last legs now. The North American and South American are on a two week all-lakes cruise that will end up September 15. They will then tie up at Holland, Michigan, for the winter. This is one trip that the boys and girls have waited for all year.

NO NEWS??

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

- SAN FRANCISCO
- HOUSTON
- CHARLESTON
- MOBILE
- GALVESTON
- NORFOLK
- NEW ORLEANS
- SAN JUAN
- PORT ARTHUR

Patrolman On Marine Hospitals And Unfair Withholding Taxes

By LOUIS GOFFIN

Much has been written recently on the mismanagement and phony rules enforced by red tape regulations in Marine Hospitals. I can remember when Marine Hospitals were for the most part solely for merchant seamen; now, the only thing marine about them is the name. Any government or civil service worker and his family have first access to the hospital and the seamen have to go through a mass of red tape to receive any treatment or care.

The solution to this problem is for new hospitals to be built for seamen and their families exclusively, and as long as a man has been a bonafide seaman at one time or another he should be eligible for free medical treatment whenever necessary.

CARE FOR ALL

We have nothing against government and civil service workers receiving medical aid—as a matter of fact free medical treatment should be accessible to all people who cannot afford to pay. Seamen are among those people who are not in a position to pay high medical fees, due to the fact that the average seaman works only seven or eight months a year, and even with the increased wages finds it pretty difficult to pay large hospital and doctor bills.

In short, as long as a man is a seaman and in need of medical treatment, he should be given this treatment without being treated like a bum. Throw out the red tape, give immediate treatment and cease immediately that old phony 60 day rule.



Non-Union Braggart Backs Down Fast When Showdown Time Comes

By SONNY SIMMONS

TAMPA — Things are rocking along okay in this port with quite a few ships coming in but still no payoffs. There are lots of jobs available and plenty of men totake them. Right now we have two ships in port with the promise of two more later in the week.

I hear that the Florida will start running again the first of December and the P & O stiffies are sure flocking around waiting for her to get ready.

The other night, after a hard day at the office I was cooling my tonsils at a local spot where none of the customers know me, when I overheard a conversation between the bartender and one of the customers.

The guy drinking says "My

home, the Florida, will start running in December. Yes sir, I sailed on her all during the war and I have first preference on a job when she starts sailing again."

Imagine his embarrassment when the barkeep tells him that I was the SIU agent in the port. This donkey then started trying to square himself with me.



Said he was willing to come by and square his book and ship through the SIU again. A real sad case if I ever saw one.

SOME CHANGES

Hudgins, the former Port Captain for Bull Line, has retired and his place has been taken by a guy named Haslitt. So far our relations with him have been good, and from the looks of things they will continue that way.

Alcoa hasn't had a ship in on their Island run yet. They were to start up on August 12th, but to date we've had no word on them. Lykes Brothers are agents for Alcoa in this Port and their Port Captain says that he hasn't heard from them either.

We are taking an active part in the Central Trades Group; the Teamsters and Chauffeurs, Longshoremen, Fishermen and our organization are well up in local affairs. We manage to get our men on all committees, and things are opening up now. When we started taking an active part the first of the year, things were in a rut, but we have built fires under their tails and now things are humming along.

And that's all from Tampa for this week.

Dispatcher Airs Beefs Collected Around The New York Hall

By PAUL GONSORCHIK

For the information of men stopping off at the New York Hall there is a public telephone on the third floor. It is important that all personal calls in or out be made through this phone and not over the business telephones. The traffic over the Union telephones is terrific normally and cannot stand the additional strain of personal calls.

Recently this was demonstrated when a Union brother carried on an extended conversation with a girl over the dispatcher's telephone. When the call was finished a shipping company called and told me that they had been trying to contact me as they needed a man in a hurry, but it was already too late and the ship had sailed a man short. So fellas, cooperate and things will run smoothly all around.

Benny Gonzales, on the second floor at the Registration window, tells me that he answers approximately 300 questions every day. He says two-thirds of them do not pertain to the Union and half of the rest should be handled on the fifth floor. Poor, overworked Benny—he is knocking his head against the wall down there. Let's save him from the happy house and in turn spare ourselves receiving a blast of hot profanity by smiling at him and just sauntering by.

It's beginning to sound as though all I do is crab and lecture about one thing or another. I never throw any orchids to anyone, and I do throw barbs aplenty, but constructive criticism is always welcome, I believe, and it never killed anyone. So if I throw one your way, it is not personal, but for the good of the Union and the membership.

Strike Action Comes Just As Business And Shipping Pick Up

By JOE ALGINA

NEW YORK—All through the dog days we looked forward to the time when business would pick up so that we could ship as many men as wanted to leave the fair town of New York. Well, this turn of events recently came about, and now we are unable to ship men due to the beef against the Wage Stabilization Board.

It seems a shame that the wages we fought for are being withheld by a lot of men who have no idea of the problems of seamen or other workingmen. They set up a lot of rules and try to make them apply even if it is impossible to do so. The members of these red tape bureaus can't make an independent decision and so they have to rely on rules and regulations that might not fit the problem in question.

That is what happened to us. We negotiated wages that are far in advance of those being paid to other seamen. So the WSB tries to roll back our wages in the hopes that the other seamen's unions will therefore keep quiet about more money. That kind of reasoning leads directly to chaos—as it has in this case.

Saulte Ste. Marie Makes Progress

By S. R. BOULANGER

SAULT STE. MARIE—Here on this most vital line in America, where the iron ore from Minnesota, Michigan and Wisconsin goes through the locks everything is going swell.

The strike is not bothering us and we are making more ships than we ever made before. We hope to have every one of the shipping companies realize what the SIU means to a sailor. We trust that they will come to a full appreciation of what better living conditions, improved employee-employer relations will mean in better service rendered, and they will come to know that the human element is the most important item in the category.

The commies tried to stop me from putting our literature on board ships, but your truly is the only one who can deliver the goods aboard ship. From the procession of boats thru the locks it looks as though our message is carrying weight. They are starting to see the light.

QUIZZICAL QUESTIONS



I don't see how those birds could have expected us to agree to the burglary of money that we fought for. Any time a man puts his hand in my money pocket, you can bet that he is asking for trouble. And this time is no exception.

The members of the SIU-SUP are on the bricks through no fault of their own. Strike action is not entered into lightly, and the Seafarers does not undertake a responsibility like this unless the Union is sure that it is right, and sure that it can win. In this case we are sure on both counts.

Reports coming in from all other ports indicate that the action is complete all over. There is never any reluctance on the part of Seafarers to fight for what is rightfully theirs. They know that this beef is more than just for the seamen; that it is a battle for all labor.

GOOD MIXTURE

To get back to news of the port of New York, it sure takes a big beef to bring the oldtimers rallying around the Hall. In the past few days I have seen many of the men who played a big part in the establishment and growth of our Union. Seeing them around brings back old memories, and it is good to have the steady hands mixed in with the newer members in time of trouble.

Of course, even while the preparations for the strike were going on, the Patrolmen still had to carry on their routine duties. This was in addition to the special work they took on in connection with the strike. So most of the piccards are pretty well worn out, but they seem to thrive on work and I guess they will come out of this okay.

Joint Action Works Well

By J. S. WILLIAMS

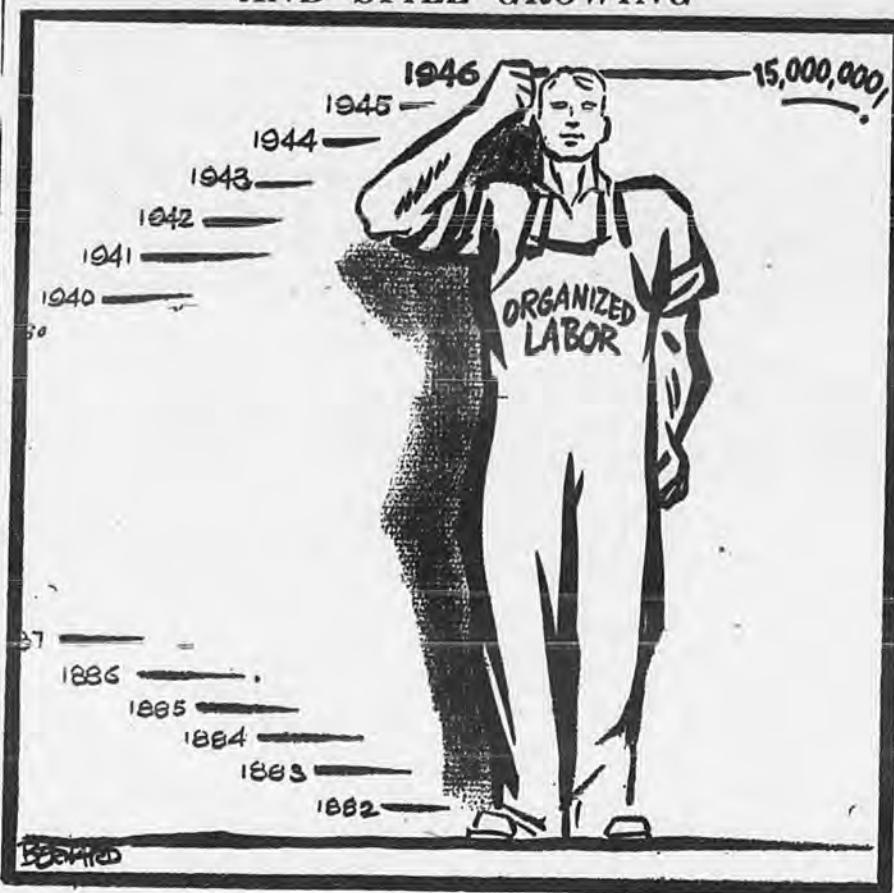
CORPUS CHRISTI — We had a little joint Union action down here this past week. The International Union of Operating Engineers, Local 450, AFL, pulled a strike on the Nueces Navigation Commission here last Tuesday evening asking for recognition of their Union. The Engineers refused to open the draw bridge to ships other than emergency or government jobs.

The Commission thought they could beat them out of it easily as there were only six men involved. Well, these six men with the support of the SIU, ILA and the rest of the organized men on the waterfront soon tied up the whole port. By the next evening the Commission was more than ready to recognize their union. There was a total of 500 men out in support of their demands and their picket lines were respected 100 per cent.

Business and shipping has been slow for the past week. We had the Capital Reef and The Fort Lane in. We covered these ships and settled the few beefs in the crew's favor.

Well, fellows, the sun is still shining bright and the Mexican gals are still beautiful, so when you start feeling the cold breath of winter come on down here and enjoy life to its fullest.

AND STILL GROWING



Port Boston Has Plenty Of Beefs, Mostly About Ship's Officers

By JOHN MOGAN

BOSTON — For the port of Boston shipping and business were rather slow during the past week. There are always a number of arrivals scheduled, but somehow they all seem to be diverted just before reaching port. It may be a vicious rumor, but it is being bruited about that some of these diversions are now tying up at Salt Lake City. However, there does seem to be more work than ever for the Patrolmen.

This oddity may be accounted for by the fact that five out of seven ships that were handled by this branch recently all had major beefs. All of them concerning the licensed officers. It is getting so that one can almost expect that the crew of the next vessel to dock here will present demands that the Skipper and Mates, the Chief and Assistants, must get off. Of course this business can be carried to the point of absurdity.

JUST BEEFS

There are plenty of justifiable beefs of this nature, everyone knows, and where justice is on the side of the crew, it is always possible to get some favorable action. However, there are also other cases where some members wax indignant because they had to work during the voyage.

I have been wondering of late just how much the articles in the Log, which detail just how this Skipper or that Engineer was forced off a ship through Union action, contribute to the increasing frequency of such beefs.

The NMU goons had an active night last week. About 30 of them surrounded an Isthmian ship and the berth where she was docked about midnight to catch up with that part of the crew which would be returning at that hour, for they could be sure there was an SIU crew aboard the way things are going with Isthmian. They probably figured to express their disappointment and chagrin by giving one of our boys (one who figured to have a few drinks in him, at that) a going over.

Anyway, this display of courage on the part of the dirty 30 resulted in three of our members getting nailed — fortunately no

great harm was done. But the next day our boys visited a few pubs. Result the NMU goon squad hasn't been heard of since.

NEW HALL

We are now set up in the new building in Boston. Address: 276 State Street; Telephone: Bowdoin 4057 (Agent), Bowdoin 4455 (Dispatcher). The difference in working conditions is really a treat—and the members on the beach have an attractive Hall in which to spend some leisure hours.

The outlook for the coming



week, insofar as shipping is concerned is very poor, but things should get a lot better soon—somehow they always do.

Knowledge Of Law Is Very Important For Merchant Seamen

By JIMMY HANNERS

JACKSONVILLE—I have just finished reading Bob Matthews column "Lets Look At The Law." Something of this nature has been needed for a long time and serves a valuable purpose.

I would like to suggest that the Log run an article every week on sections of Maritime Law that cause the most disputes and beefs. I, like Brother Matthews, do not believe that all seamen should be sea lawyers, but all seamen should have some idea of the laws that govern them.

I know for a fact many cases when seamen had no knowledge of the law and were beaten out of legitimate claims.

SHOULD KNOW

In a specific case, the delegate of a ship approached the Skipper with a beef and were told that according to the law, he the



Skipper was right in his stand. If the Delegates in this case had known a little of the law the Skipper was referring to, they could have shown where there were two interpretations of the law.

I might also suggest that the Seafarers put out a small handbook covering certain sections of the law that are dealt with on almost every voyage. This handbook should be given to the delegates of every department along with a copy of the agreement. I am sure something of this nature would clear up a lot of misunderstanding and make for a more informed membership.

Baltimore Gives To Hospitalized

By WILLIAM RENTZ

BALTIMORE — Crews of the following ships remembered their Brothers in the marine hospital by donating funds for their incidental expenses: SS Venore, \$15.00; SS Cubore, \$6.00; SS Philip Thomas, \$14.00; SS Mayo Brothers, \$18.00; and the SS Selma Victory \$17.00.

The money was divided equally among the following Seafarers now recuperating: A. Rioux, Hart Brown, R. Johnson, J. Lawler, Moses Morris, Morse Ellsworth, T. Carroll, W. Silverthorne, J. Kelly, P. Lopez, E. J. Dellamano, L. R. Lickes, Harry Cronin, S. Puzalewski, B. Thomas, J. Wagner, R. Klemm and M. Little.

John Taurin of the Baltimore Hospital Committee reports that the men in the hospital wish to convey their thanks to the Brothers who, by their donations are

making their stay in the hospital more pleasant.

BALTIMORE — Seafarers in this port from the SS George Gershwin, Robin Adair, Golden Fleece and John Blair donated a total of \$78.00 to their fellow union brothers in the marine hospital here. The SS White Cloud also donated \$30.00 to the hospitalized men.

The brothers who received the money were: Hart G. Brown, William Reeves, Charles Kasparian, Nick Marovich, J. R. Wagner, George Lendermann, Horse Ellsworth, W. Silverthorne, James E. Kelly, E. J. Dellaman, M. H. Nelson Jr., Peter Lopez, L. R. Tickle, H. J. Cronin, M. Little, T. M. Richardson, Jacinto Figueroa, Henry Willett, Arthur L. King, William R. Hahn, Moses Morris and William Conner.

Here's A Record To Shoot At: He Sailed Three Isthmian Ships

Bob "Red" Huykman, Wiper, is another Seafarer who has done his share of sailing Isthmian ships and trying to organize that company's seamen into the SIU. He was on the Eastpoint Victory, Red Rover, and Steel Inventor, all of which voted strongly for the Seafarers. The net result so far, with the SIU leading better than 2 to 1 and only three more ships left to vote, shows how well SIU members sailing Isthmian have done their job.



BOB HUYKMAN

Red spent around four months on the Eastpoint Victory, and was very much impressed by the job done aboard that ship in the earlier days of the Isthmian drive by Mike Hook and Jack Parker. He left the Eastpoint after completing one voyage, and signed on the Red Rover last March. Red paid off the Red Rover in Ceylon, returning to the U. S. on the Steel Inventor.

VOTED ON INVENTOR

When the Inventor voted at New York on August 28, Red voted with the rest of the crew, giving the SIU a top heavy vote of better than 80 percent. Inci-

Two More To Go In Isthmian; SIU Leads By 2 To 1

(Continued from Page 5)

ding on them ranged between 48 to 52 percent for the SIU; and the other 68 ships were definitely in the Seafarers column.

These figures are based on estimates of the results on each ship made by official observers, Isthmian crewmembers, and volunteer ships organizers aboard each of these ships. SIU ballots on the 68 ships which are considered as Seafarers ships ranged from 53 percent to 100 percent. In estimating the total votes cast for the SIU, unofficial tabulations place the Seafarers margin at approximately 70 percent, or slightly better than 2 to 1!

WSB BEEF

Of special interest to all Isthmian seamen should be the determined battle which the SIU-SUP are putting up against the arbitrary decision of the War Stabilization Board in cutting SIU-SUP wages down to the NMU level. The complete details regarding the WSB beef are in another section of the Log, and all Isthmian men are urged to read this story.

The Seafarers has never lost a beef of this kind, and all hands fully expect to win this beef just like the others. When any government bureau or agency steps into the picture and nullifies the best wages and working conditions in the Maritime Industry which the SIU-SUP won from the operators as a result of free collective bargaining, then it's time to call a halt. And that's just what the Seafarers did.

When this beef against the WSB is won, it will be a victory for all labor. It will mean that the Union can once again bargain collectively with the shipowner free from government interference and meddling. And it will mean that the Isthmian seamen will be able to bargain as Seafarers with the Isthmian Lines for the kind of a contract that all Isthmian men want.

dentally, Red praised the work done aboard the Steel Inventor by volunteer organizer Bob Hutchinson.

According to Red, "I found a swell bunch of guys aboard the Steel Inventor. They treated me swell, as did the guys on the Red Rover and the Eastpoint Victory. I'm really glad that these boys are going to be in the SIU as soon as the votes are tabulated and the SIU is certified by the National Labor Relations Board."

Incidentally, take a look at that magnificent bunch of spinach on Red in the picture accompanying this article. When he first went aboard an Isthmian vessel, Red made a bet to let that beard grow until Isthmian went SIU. To make a long story short, he's getting a shave this week!

SIU Men Offer Aid To MM&P

The solidarity of the AFL maritime unions was clearly illustrated recently in San Francisco, when the Masters, Mates and Pilots received the cooperation of the SIU in a dispute with non-union ships' officers.

The SS Eben H. Linnell of the South Atlantic SS Company was recently delivered to the Korean Government. The crew was repatriated and paid off in full with full bargaining rights in San Francisco.

A representative of the MM&P, Local 90, contacted the deck officers, who were all non-union, and asked them to join the union. He pointed out to them that they had received many benefits from the contract won by union men.

The Captain agreed to sign up, but the mates refused. The Second Mate was arrogant and threatening. He only laughed when told his overtime could be attached.

ASSISTANCE OFFERED

The 100 percent SIU crew showed its solidarity, when, at the payoff they volunteered to give the MM&P any assistance needed. When the Second Mate saw that the representative of the MM&P was not alone he changed his tune entirely and apologized. He then said he would join the Master, Mates and Pilots in Savannah, Georgia.

No final action has been taken on this case, but the militancy of the SIU working with the MM&P proved to one more non-union group the true meaning of solidarity.

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.

Why Seamen Dislike Coast Guard: If You Need Any More Reasons

By STEAMBOAT O'DOYLE

Believe it or not, I've heard that the Coast Guard brasshats can't understand why we resent them handling us. Well, if any of them read the Log here's why one seaman hates their guts:

Because when seamen were ready to go out on strike for a living wage, the Coast Guard volunteered to break the strike, and even halted all their discharges. (These are the men who are going to administer justice to us.)

Because when my buddy used a boat tiller to defend himself against a drunk coming at him with a knife, they sentenced him to six months unemployment "for using lifeboat equipment without authority." (These are the men who are going to look out for our welfare.)

Because I saw them take one of the finest men I ever knew, an oldtimer and a builder of this Union, and ruin him by telling him he could not go to sea, which was his life, so now he is rotting away in the ginmills of Embar-

cadero. (These are the men who "understand" us.)

NO RIGHT

Because I was told personally by one of them that "You guys are going to be taught discipline." (And to them that means the works — saluting, sir-ing, courts martial—that we've got now, Captain's mast, and all the rest of it.)

These gilt-cuffed commissars have no more right to govern us



than the army has to be governing, issuing directives and giving "hearings" to Local 12 of the Garbage Workers' Union. They are not sailors, most of them never having been out of the United States or even on a ship, but only law class grinds.

Yet they will come on your ship and glibly tell white-haired oldtimers how to do their work. They are sneaks, trying to set officers and crew against each other with sniveling questions around each other's backs, as the more trouble they stir up, the more drastic regulations they can rivet on us.

They are petty despots, little Napoleons of the waterfront, with the military mind that can understand only the relationship of masters and slaves.

UNION BUSTERS

The CG was given the job of breaking the maritime unions by Harry S. Truman when he failed to bluff the sailors like he bluffed the railroad workers. Their goal is the reduction of seamen to a uniformed auxiliary of the navy, a la the Maritime Service.

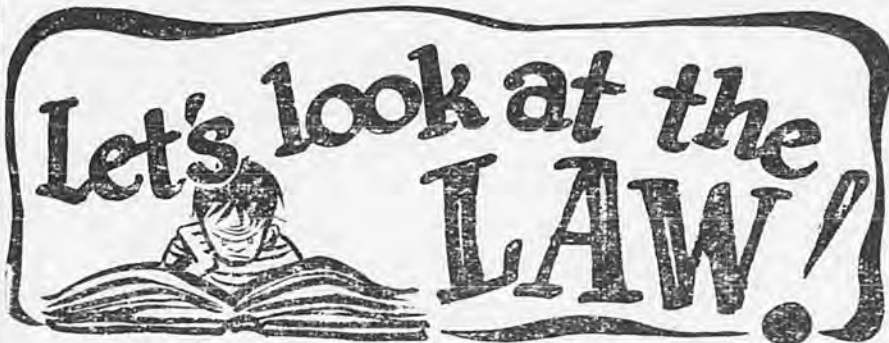
Look at the Helen, where the eight Seafarers were given a total of four years on the beach for daring to demand American conditions on American ships.

But these bathtub commodores are only straw men. Their only strength is our weakness. The only way they can survive is through our timidity and fear of them. They are only a few bell-bottomed bureaucrats; they aren't tough. One punch, one puff, and they will be flat as a hatch cover. Go after them, and you will be amazed at how quickly they fold.

These bugaters have been standing a death watch over maritime freedom for four years now, but eight bells are about to strike for them. Pretty soon they'll be back on lifeguard duty



at Coney Island and we're the guys who'll put them there.



By ROBERT MATTHEWS

Last week this column dealt with "logging" and entry of the offense in the log book. The whole subject of logging is a long one that is of prime importance to merchant seamen because each log that stands up constitutes a fine, and that means less take home pay at the end of a voyage.

Practically every part of the law regarding logs has been submitted to courts for final test, and so the precedents are already established. Here are some of the rulings which are enacted as fact at law:

1. The logbook of a vessel is not proof per se of the facts therein stated, except in certain cases provided for by statute.

This means that the word of the logbook is not conclusive unless witnesses can be found to testify as to the truth of the entry.

2. To make the log of any value as evidence, the entries should be made at the time of the transactions referred to.

Therefore, failure to follow this ruling may be enough to overthrow a log if it is not entered at the time of the alleged violation.

3. Where a sailor was fined a portion of his wages for disobedience of orders, but the Master of the ship did not make an entry of the offense in the ship's logbook on the day the offense was committed, such fine was no defense to an action by the sailor against the ship to recover the wages.

In the event that you are logged for failing to carry out orders, and the Skipper fails, for any reason, to enter the offense in the logbook, the fact that the fine was paid does not stop a seaman from an action at law to recover the amount of wages

which has already been deducted from his pay.

So, from these few examples, you can see that there are many loopholes to the law regarding seamen. The interpretation of the law is as important as the written law itself. No seaman can really expect to become an authority, but it is for the good of all if we learn a little about the laws which govern us and control our actions at sea.

Philly Awaits Strike Call

By W. REIDY

PHILADELPHIA—We expected a nice quiet Labor Day here in the city of Brotherly Love, and it was a peaceful day for all Seafarers. There was one ship in on Labor Day and so we kept the Hall open, otherwise all of us would have taken the day off and enjoyed the last days of summer at a nearby beach.

Now that the straw hats have been thrown away we can start looking forward to the boys hooking onto southbound ships. I don't blame them a bit. I'll stick around Philly and see it through with all the oldtimers who are contemplating holing up here for the season.

Not only did the boys have their noses to the wind for signs of winter, but also for signs of the strike that has boiled up in the last few days. We are all set for the big show when it breaks, and Philly will lock up with the rest of the ports.

Red Truesdale has been pretty busy getting things ready and will give out the dope to all next week.



Delegate Warns The Ambitious

A grim lesson learned by an overly ambitious Tripcarder who refused to heed the advice of his more experienced Union Brothers not to take on a job not covered by the duties of his rating, is revealed in a story attached to the ship's minutes by the Engine Delegate aboard the SS Hastings, a Waterman ship.

The Tripcarder, who was sailing as an Oiler, also took it upon himself to perform work alone which should have been done under supervision. The Delegate offers the sad tale of the Oiler as a warning and advises others not to follow in his tracks.

STORY UNFOLDS

But here's the Delegates story: It all began when the Oiler started pumping oil settlers (a task never undertaken by an oiler alone). He said he wanted to do it as he was learning something about the procedure. I tried to tell him that if he didn't stop he would be stuck with a job he couldn't get out of and sure enough, stuck he was.

If he had refused to do the job in the first place he wouldn't have gotten in as deep as he did, but he would not listen to reason. (Remember he was learning to pump settlers).

Gradually our ambitious student began to tire of his schooling and started looking to me for support. He cried and he bitched, and went to the First Assistant.

SHOULD BE SUPERVISED

The First said that it was an Oiler's job, but only when done under the supervision of the Engineer on watch. The Oiler hadn't told me that he was doing it all alone, but this consolation didn't help him much as he kept griping.

I finally told him to put in overtime for it, since he was doing the whole job alone. This seemed to ease his pain a little, as he said no more for a month.

Then one day the First asked to look at the overtime sheets. Our boy turned in overtime for about 150 hours for pumping settlers. I could see the First getting up pressure and he nearly burst when he saw the total. He blew his stack and almost blew the Oiler through the bulkhead as he laid into him verbally. I'll skip the unprintable stuff, but I caught a few of his words to the effect that if he wanted to play that way he would fix his wagon and if he ever caught him playing around or sitting down while on watch anymore he would send him out of the engine room.

TOO LATE

What does our boy do when he thinks it over but run back to the First and ask for his over-

HIGH SPOT IN THE LOW COUNTRY



Jimmie Beresford brought this picture back so he could sigh over memories of nights in Rotterdam. He was a crewmember aboard the SS Donald Wright, which pulled into New York last week, the first American Pacific freight ship to make that port.

Seafarer Sadly Relates How He Made Voyage From Curacao To New York In Seven Months

Melvin Hoy, Pumpman, took the long voyage home. But it wasn't by his own preference that he spent seven months plowing around the seas just to get back from Curacao, in the Dutch West Indies.

Brother Hoy sailed happily from the States in January of this year aboard the SS Fallen Timbers on what he thought would be a short run to the Caribbean port and back. Fate, however, in the form of a dislocated shoulder, which he sustained just 20 minutes before the Deconhill vessel was to leave Curacao, changed his course and calendar.

The injured Hoy was removed from the vessel and taken to the company doctor in the port. There his shoulder was set—but Hoy wasn't. The Fallen Timbers had sailed without him, and all his gear was still aboard. So he lay around in Curacao until he could get a ship heading back to the States.

MUST LEAVE

Finally, at the end of three weeks, the American consul called Hoy to his office and informed him that the local immigration authorities thought he

time sheets back. He said he wanted to forget the whole matter. The First replied that it was too late, and to get on the ball.

The Oiler then topped everything off by going to the Chief and telling him that the Engine Delegate was forcing him to put in overtime by threatening to pull his tripcard.

The whole matter is hanging fire until we see a Patrolman, but the moral of the story is: Stick to your own job. By doing as this man did he caused a lot of trouble and in the end he turned on his own Union to get himself out of a mess he could have easily avoided.

had been around long enough, and that it would be necessary for him to leave the island on the next American vessel.

There was a ship leaving that very day, the consul added. Her name was the Fort Cornwallis. "Ugh," replied Brother Hoy, "that's an NMU ship. You can't do this to me."

Of course they couldn't. But they did.

Where was the Cornwallis going, Hoy wanted to know.

The consul told him it was going down to Rio de Janeiro and Santos, then back to the States. Hoy shrugged his shoulders and boarded the ship.

SOMETHING FISHY

Evidently the consul didn't know the exact itinerary, or there was a change in routing, for things didn't work out exactly as Hoy was led to believe. The

SS Lindenwood Bucko Draws Crew's Fire

The Bucko Chief Mate of the SS Lindenwood Victory is in hot water. A sizzling resolution roundly denouncing him as an inhuman "trouble maker," and condemning him for his "phony tactics," was passed by the crewmembers at a recent shipboard meeting held at sea. Further, the crew instructed the SIU Port Agent in New Orleans to have the Bucko removed from the ship.

Close second to the Chief Mate in the race for honors as the vessel's phony was the Purser, who drew fire from the cattlemen aboard the Lindenwood Victory, for his "tardy and inadequate medical attention" to several of their members. The 32 cattle-handlers signed a detailed statement citing the Purser for his failings. They were supported in their charges in a motion carried by the SIU crew calling

for an investigation of his neglect of ailing cattlemen.

The text of the resolution dealing with the Chief Mate follows:

TEXT OF RESOLUTION

WHEREAS: The Chief Mate, is a trouble maker, and does not cater to him, and does all in his power to find wrong with the Stewards department—even to the extreme of having an inspection at 11:22 a. m., eight minutes before dinner, and then having another inspection two days later in the effort to turn Stewards into phonies; and

WHEREAS: The Chief Mate is inhuman because he hid port hole screens aboard this ship (a cattle wagon) when the galley, crew's mess, and cattlemen's mess and many of the crew's quarters had no screens.



Manure and flies have, therefore, been coming into these places for the past two trips. For two days after leaving the "Rock" on this return trip to the States, he did not put out port hole screens; and

WHEREAS: The Chief Mate is in charge of the ship's upkeep, he should see that these conditions do not exist, but on the contrary instigates them; therefore

BE IT RESOLVED: that we, the crew of the SS Lindenwood Victory go on record to condemn this mate for his phony tactics, and we instruct our SIU Agent in the Port of New Orleans to have him removed from this ship, and allow anyone to sign on articles until he is removed.

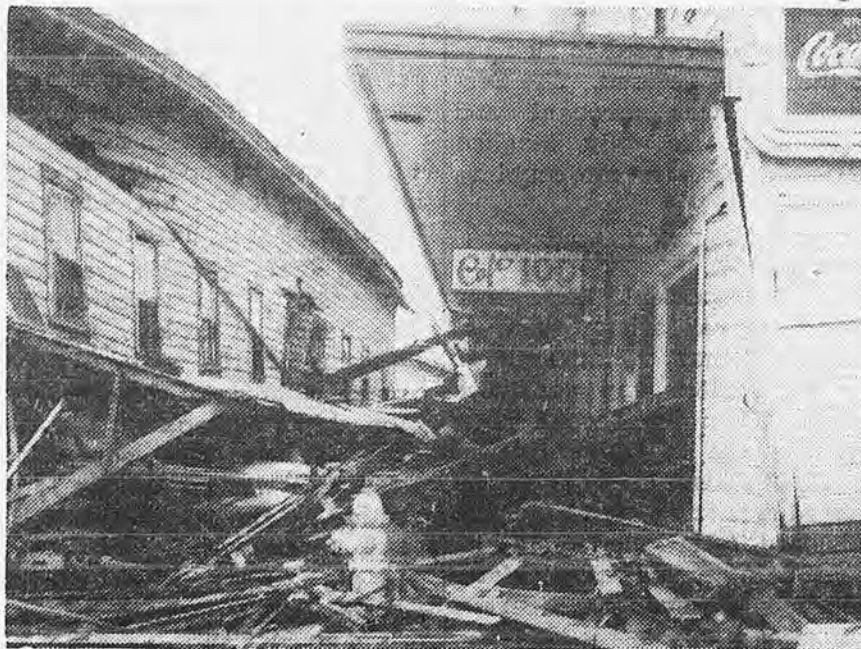
OVERTIME

The Chief Mate was also scored for his handling of the overtime aboard the ship, one of the members charged at the meeting. He revealed that the Bosun and Deck Delegate had asked the Mate to turn the men to on painting, and any other such necessary work, when the vessel left Norfolk.

The Mate refused, stating that there would be enough work on the return trip. He said, further, that the men would be given stevedore work in the holds on the way back to the States. But

(Continued on Page 11)

HELL IN HILO



Just a sample of the destruction wrought by the hurricane which recently swept the island of Hilo in the Hawaii's. Seafarer "Red" Fisher 'shot' this scene.

Digested Minutes Of SIU Ship Meetings

TULANE VICTORY, May 30—Chairman S. Grantham; Secretary F. Robinson. Motions carried: to give all trip-carders aboard a "clean bill of health;" A messman voted out of Union because of his dirty habits and generally poor union spirit. New Orleans Patrolman to be instructed to speak with Steward for his neglect of duty. The Purser was given a vote of thanks for his excellent cooperation with the crew. Good and Welfare: Delegates are to see proper authority about having dirty gear locker and the Steward dept's head and shower painted. Laundry to be removed to cooler place, and install awning on after deck.



OTIS E. HALL, Aug. 18—Chairman W. Chandler; Secretary C. A. Terry. New Business: Deck Delegate reported everything okay. Chief cook was reprimanded before all members for not doing his share of work. He accepted the reprimand and promised to do better. Steward Delegate stated that dry storeroom was in urgent need of fumigation and that the Captain had promised a copy of requisitions for the Patrolman to check. One minute of silence for departed brothers.



LYMAN HALL, June 23—Chairman Carl Lawson; Secretary Fidel Lukban. Motions carried: all wet towels to be between deck alleyways; that cold suppers be served twice a week during hot weather; that all glasses be put in empty box furnished by Utility; Engine Delegate see 3rd Asst. Engineer about fixing crew messroom and electric blower; that all books be returned to proper place after reading.

POWELTON SEAM, July 16—Chairman E. Tilley; Secretary C. Keretes. One minute of silence for Brothers lost at sea. Delegates reported all okay. Motions carried: to have Steward order stores daily, if not aboard within 24 hours not to turn to and Curly Rentz notified; have drinking fountain repaired. Good and Welfare: Night lunch to be put in ice box after using; crew to use aft tub when soaking clothes. Crew requests proper disposal of garbage if in port any length of time.

Bucko Draws Crew's Fire

(Continued from Page 10)

his statements were empty ones. The work was given to the cattle-men, and overtime was offered to only four men on one or two occasions. When overtime was offered, it was in the form of "blood money," it was charged.

Investigating the Bucko Mate's charges that the galley was dirty, the three Delegates made an inspection of the Stewards department on July 22. The Delegates reported to the meeting that the galley, meat, vegetables, dairy boxes, and all storerooms and messrooms were in "very good condition," and recommended that a vote of thanks be given to the Steward M. Burnstine, for keeping such a clean department. The membership readily responded.

Other matters which received the crewmen's attention at the meeting were the slopchest and several needed repairs and installations. Motions were carried calling for repairs to the brakes on winches; that proper drains be put around the stalls on deck, that the ship be well stocked with new paint brushes, shackles, rags, DDT bombs, disinfectant, and that a water cooler and some form of washing facility be installed aboard.

Food Line Low On SS Hatteras

The crew aboard the SS Cape Hatteras is beginning to have some doubts about the quantity of the food. The ship's minutes reported that the ship was supposed to be stored for a 30-day trip. But in three weeks the grub has slacked off almost to the vanishing point. The crew is of the belief that the Bull Line is up to some of their old tricks. They don't want to be aboard one of their infamous "Hunger" ships and therefore, want some action from the company.

It was decided to have a Steward Patrolman come aboard in New York and check the Steward's stores and requisitions.

FAIRPORT, Aug. 6—Chairman A. R. Hindeman; Secretary John Cobb. Motion carried that delegates ask Chief Engineer to have steam line in laundry repaired. Motion carried to fine anyone 25c for leaving cups on tables or making unnecessary mess in messroom, also for anyone throwing trash on deck. Motion carried that delegates check all books before next meeting, also that a meeting be held once a month.

FERDINAND R. HASSLER, Aug. 5—Chairman Frank Chalowitch; Secretary R. O. Ferrar. Delegates reported everything okay. Motion carried to abolish fines made at previous meeting and for each crewmember donate \$1.00 to the Log. Letter to be sent to the Log Editor regarding the splendid treatment accorded the crew by the Captain and ship's officers. One minute of silence for brothers lost at sea.



CAPE PILLAR, Aug. 12—Chairman Frank Bose; Secretary E. Paul. Paul Rios elected ship's delegate by acclamation. Chief Steward reported insufficient stores aboard and said he would check with company representative before sailing. Delegates to confer with Captain about Purser's arrogant attitude toward unlicensed personnel. To have slopchest checked for sufficient stores for a five month trip.

'Two Years Before The Mast,' Film Saga Of A Century Ago

The other night we got a preview peek at the soon-to-be-shown film, "Two Years Before The Mast." Hollywood has not outdone itself in this production, but has done as good a job as she is capable of in portraying the struggles of seamen to better themselves.

The story, adapted from the novel by Richard Henry Dana, concerns itself with the voyage of the brig "Pilgrim" on a trip from Boston to San Francisco in the year 1834.

SHOWS SEAMEN'S PLIGHT

The film attempts, with some success, to make felt the miserable plight of seamen. It scores well with its presentation of the small, damp, dirty foc'sle, the inedible food, the iron discipline and swift severe punishment to any many who dared to demand more decent treatment.

Of course there is a love interest. Hollywood can't even go to sea without the female—but it is minor in nature and can easily be dismissed. If anything is added by the presence of a woman aboard it is the fact that she presents a vivid contrast to the men and the life they lead.

The vast barrier between the foc'sle and the officer's quarters, in the difference in food, living conditions and social position is forcefully displayed, leaving no doubt of the glaring inequities which existed in those days. One fleeting scene brings out the dif-

ference in the civil liberties of seamen and citizens ashore. There was no trial by jury for men of the sea. They had to give obedience to the Captain's dictates.

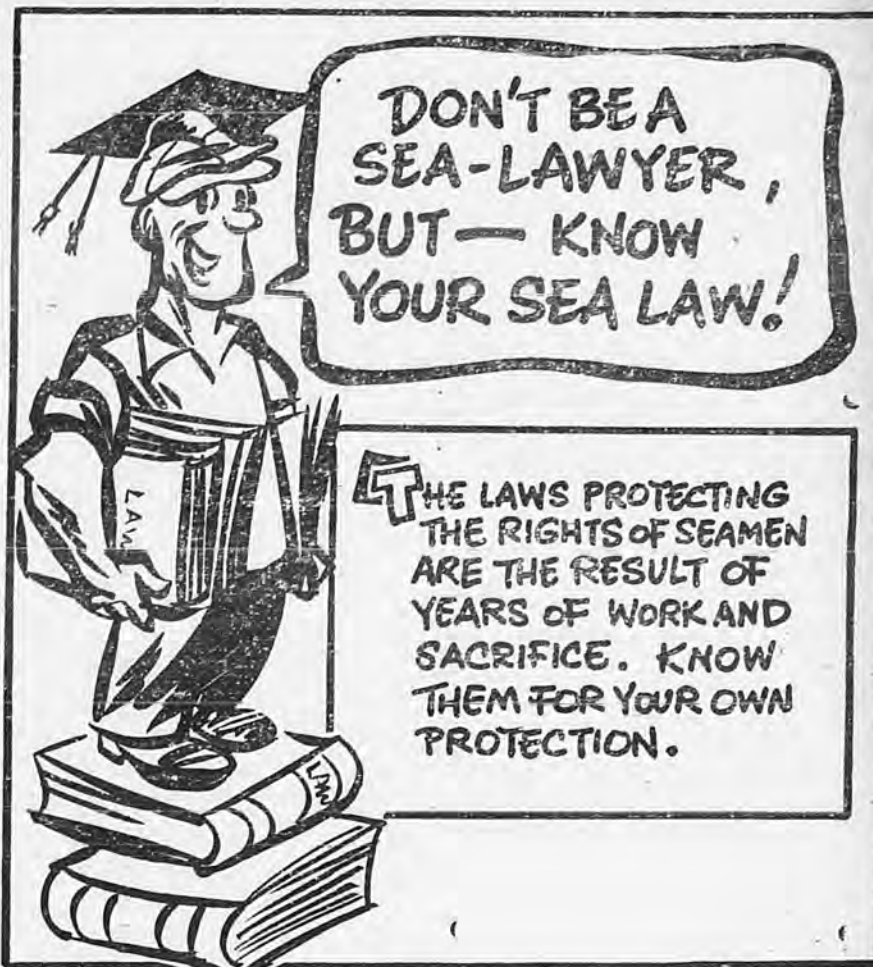
The picture is interestingly slanted to point up the seaman's position, and is a sympathetic portrayal. Hollywood has a rule that all who disobey the law must be punished in the end. However, in this case they not only excused the mutineers, but actually condoned their every action.

When Dana's book was published it caused an immediate furore in political and maritime circles leading directly to action by Congress on behalf of seamen.

Hollywood, however had to get its punch line in. It attempts to assure the audience that all injustices to seamen are past history, done away with forever by the Seamen's Acts of 1835. It infers that a seaman today can only be tried in a civil court and is as free as any man ashore. Remember this was 1835. But a seaman could still be flogged for misdemeanors as late as 1915, and today Coast Guard hearing units are something only seamen have to contend with.

Despite its shortcomings, it's not bad fare. Movie goers could stand more of such films. They are a welcome relief to the long procession of "Whodunits" and wishy-washy musicals.

SEAFARER SAM SAYS



CUT AND RUN

By HANK

With Old Man Winter preparing to strike the New York beach with his icy winds and snowy blankets, the Hall is packed to sardine capacity with brothers trying to grab any kind of a ship for any kind of a trip. Meanwhile our officials are still going strong with negotiations (and headaches), big beefs, little beefs and emergency plans—stuff which makes this union of our's strong, confident, respected and the highest wage-paying, most honest and militant union beating through the life of the coast-to-coast waterfront scene! Don't forget it brother, that while you're in port or at sea, our officials are on the ball—because every day is a fighting day to them—and every victory not only benefits the brothers involved but sooner or later it benefits anyone in the membership, too.

Well, oldtimer Woody Tomlinson, just blew into town recently, probably from the West Coast, hoping to see his pal, Peg Leg Anderson, whom he hasn't seen in several salty years. "Andy" hasn't been around for over three weeks. Woody, so we don't know where he could be right now—whether Mobile, Baltimore or still here in New York . . . Say does anyone know this adventurous character called Kilroy? . . . A sense of humor is usually a life-buoy to any man, and especially to an Irishman of a sailor. However, to Bob Kennedy, a serious thing happened. The Chief Mate very cleverly and perhaps sadly, fired Bob off the ship. The next one will be better, eh, Bob?

Ozzie Kray and Bosun Roland Strom were cheerfully retasting their recent days ashore in France by telling Leo, Eddie and several other happy-eared shipmates all about last week. Hope you guys get a long trip either to the rice-farms of China or the boiler-rooms of India . . . Philip De Paz, the oldtimer, is in New York right now!

Savannah Items: E. Van der Vliet, whom most of you know as "Dutch," is in the hospital, and so is Skeets Musgrove. Robert Schmidt just was released after battling a seige of pneumonia. The trolley cars have gone to the boneyard. Savannah had her last trolley run last week . . . From now on, if you want to spare your legs, you'll have to take a bus or taxi.

Brother "Red" Fisher one of our voluntary organizers, wrote such a long and rather involved poem about his shipmates on the SS Sea Lynx that we had to chop out a few digestible items about crew and feed it to the Log in an unpoetic style: Somebody named McReynolds is losing his hair, which of course shouldn't be believed. After all look at Joe Gallagher, his hair is fallen back. If George Smith keeps losing all of his shirts and socks he'll buy out the Slop Chest, indeed. It seems everybody is losing something. The Junior Engineer by the name of Cates is supposed to be wilting away in poundage, while Michael M. Tully and Frank Madna are arguing away the time towards the day they sign off articles! The Second Electrician is the NMU organizer and get gets paid well according to his own knowledge. However he has promised himself one more thing: to leave the sea life to seagulls and sailors while he settles down to a landlubbing family.

THE MEMBERSHIP SPEAKS

Hank Shoots Holes In CG's Decision On Helen Crewmen

Dear Editor:

It seems to me that the Coast Guard rushed into a complete fog when they drastically punished the crewmembers of the SS Helen for their refusal to sail an unseaworthy vessel due to an insufficient crew. First of all the Guard should have remembered that the seamen are not criminals. Secondly, if they are caught doing something wrong they should be tried according to the Maritime laws (if it goes that far, and in most cases it emphatically shouldn't) just as the Commissioners did before the war—instead of being tried by the rushing and foggish minds of 1946 Landlubbing Supreme Court Coast Guard Judges, who, presumably, are positive that all seamen are always wrong. This enjoyable hobby started during the war and has survived legally again, to these peace-time days.

I hope the Coast Guard doesn't have secret maritime laws effecting merchant seamen on which they are basing their unmerciful decisions instead of using the maritime laws which have been known to the maritime industry since their passage. If a seaman misses a days work ashore or asea the Captain should log him a days pay, etc. The incident shouldn't stretch so far that it involves the Supreme Court, or to have the seaman treated like a mad criminal and then have his papers taken away so that he and/or his family can helplessly starve for awhile.

THE LAW SAYS

Here are several paragraphs which I have found in books containing the laws affecting merchant seamen and I hope the Gestapo Judges of the Coast Guard Supreme Court read it slowly and try understanding these paragraphs like simple American citizens would:

"And he (the merchant seaman) cannot be charged with contributory negligence for working on an unseaworthy vessel; and unseaworthiness includes unfitness in the hull, tackle, apparel, tools and appliances and may result from improper stowage or an insufficient or incompetent crew."

Naturally then, why shouldn't a seaman seriously consider the fact that he thinks the vessel unseaworthy and why shouldn't the Captain of the ship consider it also? If the law says that the ship must be seaworthy in so many ways more than one in the first place before she sails, then would a Captain imagine the possibility that if he did sail the ship in an unseaworthy state, he may lose some lives, the ship and the cargo because of this fact?

MORE ON LAW

"A seaman does not assume the risk of injury caused by the unseaworthiness of the ship or defective appliances even though known to him . . . The seaman is even protected against being over-reached or defrauded and the courts are very quick to set

aside any agreement which is unfair to him or was procured from the seaman under questionable circumstances . . .

"A penalty is provided against sailing without the full complement of crew, officers and men (Sec. 222 USCAR. S. 4463.)

" . . . it is against the law to send a ship to sea in unseaworthy condition, but the penalty imposed (Sec. 658) is only \$1,000 and imprisonment not exceeding five years. The violation is described as a misdemeanor. If the vessel is found unseaworthy the crew is entitled to a discharge. (The Luckenbach, 306 Fed., 2nd, p. 381)."

OBSERVE LAW, SAVE LIVES

They say that an ounce of prevention is better than a ton of cure. Well, is it not better for seaman, shipowner and everyone concerned to prevent an unseaworthy ship from sailing, thereby observing the law in the first place and also possibly saving seaman's lives, the ship and the cargo?

If the Coast Guard still thinks it has done justice based only on maritime laws describing the punishment for the crime, then I would, if I were one of the victims of this rushed-up unfair punishment, I would take advantage of the following maritime law:

"Sec 837 . . . Courts of the United States, including appellate courts, hereafter shall be open to seamen, without furnishing bonds or prepayment of or making deposit to secure fees or costs, for the purpose of entering and prosecuting suit or suits in their own name and for their own benefit for wages or salvage and to enforce laws made for their health and safety. (June 13, 1917, c. 27, Sec. 1, 40 Stat. 157; July 1, 1918, c. 113, Sec. 1, 40 Stat. 683.)"

"Cut and Run" Hank

DALTON MEN WISH SKIPPER A BON VOYAGE

Dear Editor:

The entire crew of the SS Tristram Dalton, A. H. Bull Line, would like to express its gratitude to the Master of this vessel, Captain Alexander K. Whiteside for a most pleasant trip.

Leaving from New Orleans, La., to Galveston, Texas and calling at Turku and Helsinki, Finland; the entire crew had a wonderful time. It has been a real pleasure to sail on a ship of which he is the Master. He always met us halfway.

We the crew of the SS Tristram Dalton wish him BON VOYAGE on his next trip.

HAPPY REUNION



Seafares John "Bananas" Zeiros (left) and "Short Splice" McAdoo.

'Short Splice' McAdoo Ties Up With SIU Oldtimers In Baltimore

Dear Editor:

Well I took four days and went to Baltimore and saw some of the old gang. Ran into a buddy there by the nickname of "Bananas" Zeiros, so we had our pictures taken. Last time I saw him was when I went to a meeting last year. Hadn't seen him for years before that, so we had a pretty good time together for the little while I was there.

Heard Matt Little was in the hospital, but didn't get a chance to see him. Hope he gets better soon and I get out of here too. Give him my best through the Log.

Saw old John Taurin and he is looking good. He was master-at-arms at the door and was making everyone show him his book before entering. Good idea as it

keeps out a lot of undesirables and stool pigeons.

Met Blackie LaPlant on Gay Street as I came out. Same old Blackie. Also saw Frank Holland, Jake and Pete DeGatte. Saw Lloyd Short who was a shipmate on the SS Dern when I got hurt and he had just shipped. Thanks to Charlie Starling for the favor he did for me.

Also saw Wilbur Dickie. Did me a hell of a lot of good to see everyone, but I sure missed Pat Fox and Al Stansbury. They used to rub it in but I liked it. Bill Macklin did the pinch hitting for them, Max Beck also helped out.

Well, no more at this time. Best wishes to both Unions of the Brotherhood of the Sea.

"Short Splice" McAdoo

JOBLESS PAY WAITS ON APPROPRIATION FROM CONGRESS

Dear Editor:

Both as a member of the SIU and Director of Social Insurance Activities of the American Federation of Labor, I have naturally been interested in the extension of unemployment insurance to seamen.

Understand, I am not criticizing the August 16 issue of the Log, but I wish your headline "Unemployment Insurance Now A Reality" were completely accurate. Actually, while Congress did pass a law to authorize payment of unemployment compensation benefits to seamen who have been technically employees of the War Shipping Administration, Congress neglected the sweet little item of appropriation to make the money available. Consequently, no actual benefits can be paid under this provision until Congress appropriates some funds.

I fear, also, that drawing unemployment compensation benefits under State laws is going to be quite complicated in many cases.

Let me take this occasion to say that I enjoy reading the Log, and wish to congratulate you on publishing what I think is one of the best Labor papers now being put out.

Nelson Cruikshank, Dir.
AFL Social Ins. Activities
Washington, D. C.

(Editor's note: — About that headline, we admit our enthusiasm over the progress made caused us to go overboard a bit. However, in the Log of last week the story on jobless pay clarifies the matter.)



Log-A-Rhythms

The Next Trip

By J. F. Wunderlich

My hair is full of red lead,
My eyes are sore and full of sweat,

My arms are tired and useless,
But your last dollar you can bet
THE NEXT TRIP WILL BE DIFFERENT!

The rosebox is full of coal,
The pump is on the blink,
This place is hot as Hell,
Just guess what I think:
THE NEXT TRIP WILL BE DIFFERENT!

The Second came to me last night;
He was feeling low and blue,
He opened up, and said in whispers
Just what I am telling you:
THE NEXT TRIP WILL BE DIFFERENT!

We stopped in port late one night,
The guys all went ashore,
They met the ladies of the streets,
Now they shout, "No More,"
THE NEXT TRIP WILL BE DIFFERENT!

The Purser is a busy man
With penicillin and sulfa pills,
He jabs the guys with shots,
Those he doesn't cure he kills.
THE NEXT TRIP WILL BE DIFFERENT!

But no matter how bad the ship we're on,
And no matter how bad the trip,
Every day, from morn til night
You'll hear it all over the ship:
THE NEXT TRIP WILL BE DIFFERENT!

Dear Editor:
I wrote this one night when I felt kind of disgusted after a hard day on deck.

J. F. Wunderlich
Ship's Delegate
SS Thomas Cresap

BROTHER LAUDS ALL HANDS ON SS RAWLE

Dear Editor:

After having sailed on the Bull line ship, SS William Rawle, for three months and 20 days, I must say that the SIU crewmembers, the Captain, W. W. Callis and the other officers, are one of the best outfits to sail the high seas with.

The Chief Steward was also tops, and the men will never forget him for the good work he has done in the Steward's department. It's too bad we don't have more men like Chief Steward Egbert Goulding on all ships that sail.

When the ship reached its final destination at Baltimore, there was not one beef at the payoff. Every one was happy. Keep up the good work "Gouldie," and more power to you.

Leo Bruce

ABOARD THE SS GEORGE WASHINGTON



Santos Pizarro (left) and Angel Romero are two Seafarers sailing on the Alcoa vessel, which has been making weekly runs to Bermuda.

WRIGHT CREW SAYS SKIPPER IS RIGHT GUY

Dear Editor:

We would appreciate it if you would print the following letter in the *Log*, as a testimonial that there are some real skippers in this business:

Capt. Philip F. Curran, Master
SS Donald S. Wright
Dear Sir:

At a recent meeting of the unlicensed personnel, consisting of members of the Seafarers International Union and the Sailors Union of the Pacific, I was instructed by a unanimous vote to write you relative to our appreciation for the many kindnesses and considerations shown us by you during the trip.

We wish to let you know that it has been a pleasure to have sailed with you as the Master. The courtesies and treatment accorded us was far greater than was necessary for you to extend us and we hope that you have enjoyed your trip with us as much as we have enjoyed making the trip with you.

Rest assured it will always be a pleasure to be a member of your crew at any future time and thanking you again may we say in closing, "Good Sailing" wherever you may be.

The crew of the SS
Donald S. Wright

BOYER DIFFERS ON WHAT MAKES A GOOD SKIPPER

Dear Editor:

In reading recent issues of the *Log* I see where the boys are sending in nice compliments about skippers they are with. I think that is mighty nice. It sort of makes a fellow feel good, especially after being out with a phony one as I am now.

It is only natural that we all have different opinions about different things. My opinion of a good skipper is not one who sits down and drinks his cup of tea with you or challenges you to a game of pinochle, but rather one who in all ports, when you take time off and come back late doesn't log you or pull you up on the carpet. Also he is a 'Joe' who gives you all the overtime you want during regular working hours.

Hold everything boys, after all that is one of the principle things we've been fighting for these many years.

This past Christmas I was with a skipper of that sort and life was really enjoyable, but good things don't last forever and after three trips we laid the ship up in Norfolk. The Master's name is James Musser and I think he's now on the Gervais, a Pacific Tanker. Look him up boys and make some overtime.

Percy Boyer

SEAFARER'S WIFE KEEPS UP WITH UNION'S ACTIVITIES

Dear Editor:

Please enter my name on the mailing list for the *Log* as I wish to keep up with the ship's beefs and all the Union activities. My husband is a member of the SIU, and holds Book No. 1435 (Atlantic).

Thank you for all the good work and information which your paper gives to seamen's wives.

Mrs. Pauline Gordano
Mansura, La.

Finks Still Trying To Straddle Fence

Dear Editor:

After hearing the report of the Trial Committee with regard to the case of the member who took a job with one of the steamship companies, we, the undersigned, feel that all members of the Union who go to work for the various steamship companies should be denied the

CREW APPLAUDS GAINS MADE IN NEW CONTRACTS

Dear Editor:

In conformity with the motion recorded in our ship's meeting held at Sea, we wish to express the satisfaction of the crew at the gains made in the signing of the Waterman-Mississippi agreement; also in the interim agreement made with the other (and more recalcitrant) companies.

We wish to extend our warmest appreciation of the negotiations committees for their untiring efforts in securing their gains.

Also our regards to Brother John Hawk for his valiant if unsuccessful struggle to free us from the shackles and regimentation of the Coast Guard.

However, if we lost a battle it doesn't mean that we have lost a war so let's gird our loins and hitch up our belts for the day when we will again tackle the shoreside lawyers of the hooligan navy.

Yours for good unionism,

Tom Coyne, Chairman.
Steve Shack, Rec. Sec.
SS Alexander Iillington

BROKEN TOE KEEPS BROTHER FROM SHIPPING

Dear Editor:

Just a line from a Brother of the SIU, to tell you that I am very proud to be a member of the organization, and that I am sticking to it.

I was sitting at home recently reading the *Seafarers Log*, which I always enjoy reading, and thought that I would like to have it sent to my home in Tampa, so that my family can read it when I am at sea.

I have had a little hard luck of late. While at home, I broke my big toe, which keeps me from shipping out for the present. But I intend to ship out just as soon as I am able.

This proud SIU member thanks you one and all—and please send me the *Log*.

Edward P. Schuster

privilege of holding membership in the Seafarers International Union.

We know of a few members who are at present holding down jobs as Port Stewards with various steamship companies. When these men come aboard the vessels of the companies for which they are working, and you present with a beef, or with a requisition for some supplies that are needed on board, they immediately pull out of their pockets a Union book.

Then they have the nerve to tell you that they know the score because they have sailed on ships before. They even go so far as to say that they are as good Union men as anyone else.

Well, this is where we disagree with them. If they were such good Union men, they



would never take jobs with a steamship company as the shipowners' stooges.

We believe that men of this type are only carrying books for the purpose of job security, so that when the shipowner finds out he no longer needs these finks, they will come up to the Union hall and ship out.

That is where the trouble will start, because these so-called Union men will start to pull their phony tactics on any ship they sail on, so that they can still have a good name with the shipowners. Once a fink, always a fink.

We could go on telling you about these finks all day, but we know that the membership is wise to them. But as we stated above, we feel they don't deserve the privilege of SIU membership.

E. M. Bryant
O. Manning
J. L. Prevatt
O. Price



BROTHER WHO MISSED PICKET DUTY WANTS CHANCE TO EXPLAIN

I registered on June 13, and I had to register again on August 5 because I had no picket card. Reason for this was that I was under medical treatment at the time, and it was not possible physically to walk the picket line.

If necessary, I can prove that I was under treatment by a Dr. Hagstrom at the time. I should like to know why I cannot be given a chance to prove this, and retain my place on the shipping list.

H. Selly, Book No. 43259

The rule is that men absent from meetings, and from other specific union activities, such as strikes, etc., in which attendance is mandatory, are to lose their place on the shipping list.

However, we feel sure that your case, if properly explained to the Patrolman, could be ironed out satisfactorily.

POWELL LEAVES MARINE HOSPITAL; DEPLORES FOOD

Dear Editor:

I have been receiving the *Log* for the period of five months since I have been discharged from the Marine hospital in Staten Island as an out-patient.

I read the *Log* from the first to the last page, and enjoy it very much as I am not able to attend meetings. It keeps me informed as to what's cooking.

I have been going to sea off and on since 1929. I have retired my book until I am again fit for duty, and I most certainly will get it in order when that time comes.

I was one year in the Staten Island Hospital, and I can say truthfully that the food was nothing but garbage. I can appreciate what the SIU is doing to correct the situation for the other seamen who still have to put up with it.

Also, I want to give thanks to Joe Volpian, a most able and

BAYOU'S OFFICERS SAY UNION CAN BE PROUD OF CREW

Dear Editor:

We, the officers of the MV Bayou St. John, would like to inform you of the excellent behaviour of the deck crew of this vessel during our recent voyage to Japan.

They were all young fellows, fairly new to the game, and a more courteous group would be hard to find. At no time during the voyage was there any dissension or ill-feeling encountered, either by the ship's officers or among the men themselves.

In view of the fact that these men were trained by your Union, you can be proud of them.

William Stark, Master
K. Hawkins, Chief Mate
J. Grichuhin, 2nd Mate
H. Lipkowski, 3rd Mate

worthy delegate, who covers the Marine Hospital in Staten Island.

Robert Powell

LOG READERS GET THE LATEST



SIU members, in the recreation room of the New York Hall getting the score on late developments in the maritime situation.

How Unemployment Insurance Act Affects U. S. Merchant Seamen

(Continued from Page 3)
Nebraska.

In the first four of these States (California, New York, Texas and Pennsylvania) the Arrangement has been in effect long enough so that unemployment seamen now should be able to draw benefits if they have working on vessels directed or controlled by operating offices in any of these States.

Employment on vessels operating out of New Jersey began to count for wage credits on January 1, 1946. With the signing of H. H. 7037 on August 10, 1946, the Interstate Arrangement becomes automatically operative as of July 1, 1946 in Alabama, Virginia, Washington and Nebraska.

However, seamen who have been working on vessels whose operating office is in any of these five last-named States presumably have not yet accumulated enough wage credits to be entitled to benefits.

How are benefits paid?

Benefits are paid by check mailed directly to the address given by the seaman in his application.

What happens if seamen want to take shore leave between voyages.

Seamen may take as much shore leave between voyages as they wish, under union shipping rules or government regulations, without losing their rights to benefits. Periods of unemployment that count for waiting period and for which benefits are paid begin to accumulate, however, only when the men have registered as being able, willing, and ready to work.

To safeguard their claims, seamen should file their applications for benefits as soon as they register for work. If they ship out before the end of the waiting period, they have lost nothing by so filing and will have credit for this waiting period if they become unemployed later in the benefit year. If they have not obtained a ship by the time the waiting period ends, they become entitled to benefits after serving the waiting period.

All claimants for unemployment insurance benefits are



referred to the United States Employment Service (or to the State employment office when the U. S. E. S. is disbanded) for registration for employment. This is required by Federal and State laws. For union seamen in New York, after the first interview, arrangements to accept registrations for work at the union hiring hall are being made.

What effect will the requirements for unemployment insurance have on rotary hiring?

Rotary hiring systems established by unions in their hiring

halls will be recognized by New York. Seamen will not be disqualified for benefits for not accepting employment out of their turn in the rotary system.

On what is the amount of benefits based?

The amount of benefits is based on the total wages earned in covered employment during the base period. All wages earned



from covered employers are counted, that is, wages earned in shore employment are combined with wages earned in maritime work in calculating benefit rights.

What are the base period and benefit year?

The base period is the period used for calculating the benefit rights of a claimant. It precedes the "benefit year." The benefit year is a 12-month period during which benefits are payable at the weekly rate and for the duration of time fixed by referring to base period wages.

In the States listed below each benefit year for an individual claimant begins on the date when he files a valid claim and runs for a year. The base period is the first four of the last five completed calendar quarters preceding each benefit year:

Alabama, California, New Jersey, Pennsylvania, Texas.

Nebraska is omitted from the analysis since it is not a maritime State.

In the States listed below all claimants have the same benefit year and the same base period. Currently the benefit year and base period are as shown:

State	Claim filed during the benefit year:
New York	June 1946—May 1947
Virginia	May 1, 1946—April 30, 1947
Washington	July 1946—June 1947
Base period:	Calendar year 1945

What are qualifying wages?

A worker must have earned wages during the base period at least equal to the minimum amount fixed by law in order to draw benefits. The following States set a uniform amount of wages in the base period as the qualifying wages for all claimants, as shown:

California	\$300
New Jersey	150
Washington	300

In other States the minimum qualifying wages required depend on the weekly benefit amount of the individual. In New York and Pennsylvania, for example, wages must be at least 30 times his weekly benefit amount (and at least \$100 in one calendar quarter in New York), in Virginia 20 to 25 times his weekly benefit, and in Texas nine times his benefit amount for two weeks. In Alabama a worker must have earned 30 times his weekly benefit amount in covered employment during the base year, with wages of at least

\$75.00 in one quarter; and must also have worked less than 160 hours and earned less than \$120 during the three weeks immediately preceding his unemployment.

How is amount of benefits calculated?

The weekly benefit amount payable generally represents a fraction of earnings in the highest calendar quarter of the base period, varying from 1/20 to 1/26 of wages earned in the highest calendar quarter. Washington determines the weekly benefit by a schedule of total wages earned in the whole base period (not by quarter). Texas determines the amount payable in terms of a benefit amount for each two weeks of unemployment.

All State laws fix minimum and maximum weekly benefit amounts. These amounts are as follows:

State	Maximum weekly benefit	Minimum weekly benefit
Alabama	\$20	\$ 4
California	20	10
New Jersey	22	9
New York	21	10
Pennsylvania	20	8
Texas	18	5
Stated in the law as maximum of \$36 and minimum of \$10 for two weeks.		
Virginia	15	5
Washington	25	10

Partial unemployment.

The weekly benefit amounts described above are paid for full weeks (seven days) of total unemployment. All maritime States also pay benefits for partial unemployment, that is, unemployment less than a week in duration. In all States but New York partial unemployment is considered to exist when the week's earnings drop below a certain amount due to lack of work for part of the week. In New York, unemployment is counted by days instead of by amount of earnings, so that unemployment for a certain number of days each week is compensable for benefits.

(To Be Concluded Next Week)

UNION FIGHTS FOR SURVIVAL



The officials of the Corsicana Cotton Mills in Corsicana, Texas, have refused to bargain in good faith with the AFL United Textile Workers and have told the strikers they are out to break their union. The workers, shown above, have replied to this threat by doubling their picket lines and pledging themselves to stick it out until their demands are met.

Spanish Trade Unions Get Aid

The first shipment of \$5000 worth of medicines has been dispatched to the Spanish Trade Union (U. G. T.) Center in France by the Medical Aid Section of the International Solidarity Committee, located at Room 516, 303 Fourth Avenue, New York 10, N. Y. The medicines will help establish a new hospital for the Spanish exiles.

The shipment was sent on Tuesday, August 20, 1946, from the office of Dr. Bernard Schneider, 11 Vandam Street, New York City. Dr. Schneider is head of the Purchasing Committee of the Medical Aid Section.

Present at the send-off was Antonio Reina, Minister of Immigration of the Spanish Government in Exile; Dr. Leo Price, head of the Union Health Center and Co-Chairman of the Medical Aid Section; and Louis Nelson, Manager-Secretary of the Knit-Goods Workers' Union, AFL.

These medicines are being sent in direct response to the request of the Spanish Trade Unions, which stated "We have many sick and wounded, we have doctors to treat them free of charge, but we have no medicines."

The Medical Aid Section is headed by distinguished physicians, among them Dr. Evan W. Thomas, Dr. Leo Price, Dr. Howard C. Taylor, Dr. A. S. Goldwater and Dr. L. C. Hirning.

"Thousands of anti-fascists and trade unionists in desperate need have been 'adopted' through the work of the International Solidarity Committee and have received food packages from America," Phil Heller, Executive Director of the I. S. C., stated. "This shipment of medicines represents the first of many that the Committee plans to send to the Spanish and other trade union centers in Europe."

The International Solidarity Committee is sponsored by leading trade unionists and progressives such as Samuel Wolchok, President of the CIO Retail Workers Union, A; Philip Randolph, President of the AFL Sleeping Car Porters; George Baldanzi, John Haynes Holmes, Norman Thomas, Roger Baldwin, and many others. It is headed by Israel Feinberg, General Manager of the Cloak Joint Board and Vice President of the ILGWU, AFL.



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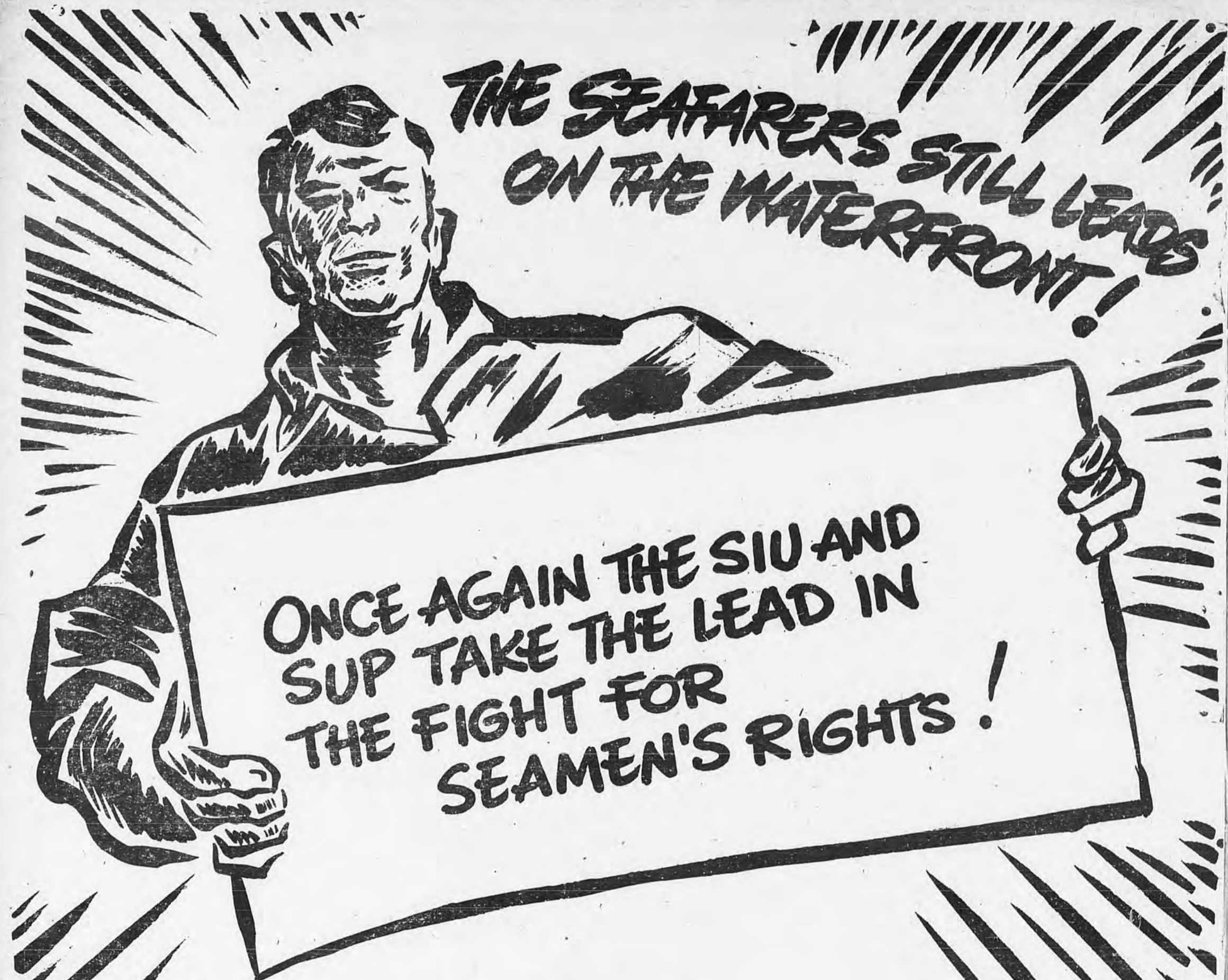
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