

SEAFARERS LOG



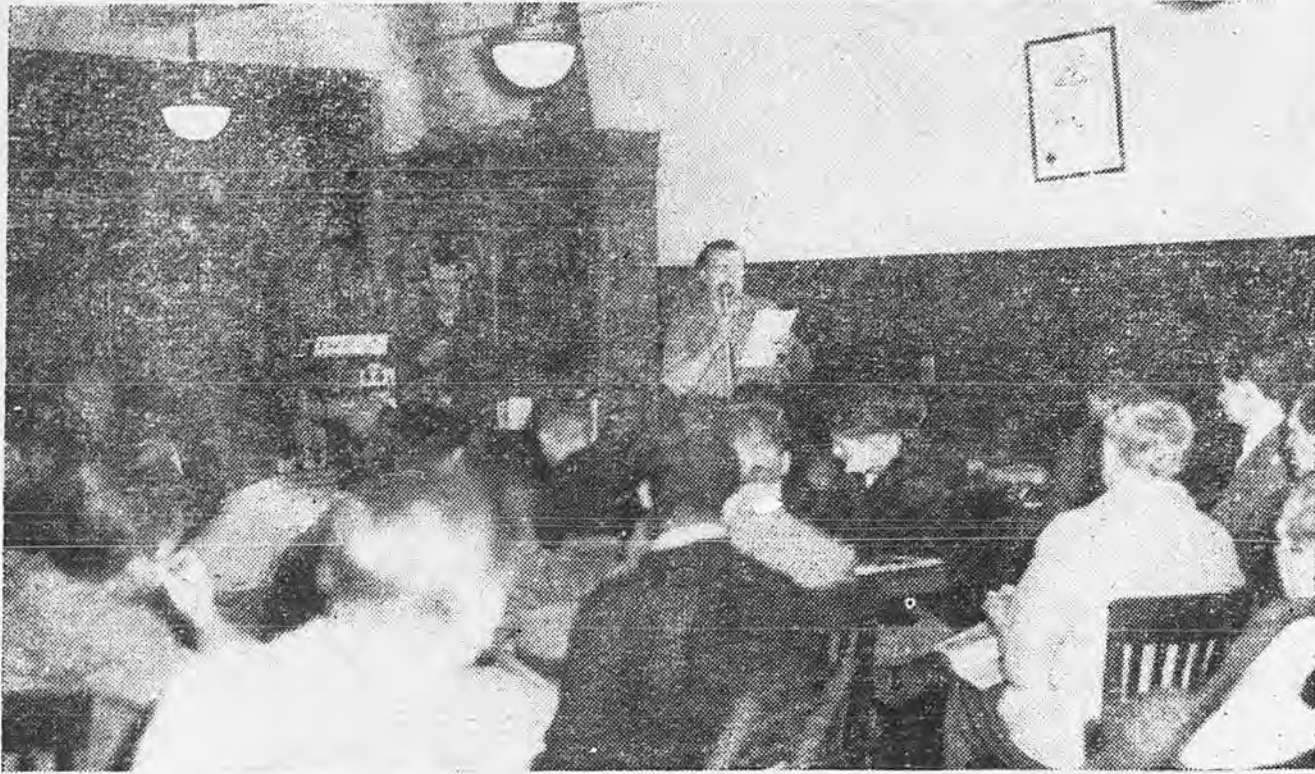
Official Organ of the Atlantic and Gulf District, Seafarers International Union of North America

Vol. VIII.

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No. 52

SUPPORT FOR THE TUGBOATMEN



Paul Hall, SIU New York Port Agent, reads the resolution pledging SIU support to the Tugboatmen in their fight for higher wages and better working conditions. Following this, the resolution was unanimously adopted by all present at the special meeting.

Curran Resigns As Co-Chairman Of CMU; Charges It With Disunity And Raiding

NEW YORK — A showdown fight in the National Maritime Union, initiated a few months ago when Joseph Curran, President of the NMU, attacked some of the officials of that union as being communists and working against the best interests of the membership, again flared into the open Tuesday when Curran resigned as co-Chairman of the communist-dominated Committee for Maritime Unity.

Charging that the activities of the CMU had been to "promote warfare on the waterfront with the AFL and independent unions," and that the strategy of the CMU had prolonged strikes which were later settled without any gains being made by the CMU membership, Curran publicly withdrew from the CIO Maritime group, and announced that he was prepared to defend his views to the membership of the NMU.

Although no place in his 4000 word prepared blast against the CMU did he mention the other Co-Chairman, Harry Bridges, President of the International Longshoremen's and Warehousemen's Union, CIO, or Joseph Stack, red-tinged NMU Vice-President, nevertheless he made reference to them when he stated that "the CMU, as it now stands, is designed as an instrument to build up certain people as a means of giving them control over our union and carrying on

warfare with the American Federation of Labor sea unions."

ANOTHER BLOW

Curran's resignation from the CMU does not necessarily mean that the NMU will follow the lead. When questioned on this score, Curran said that he would recommend such action, but that it would be up to the membership to vote such a move.

Following as it does on the heels of the decision taken by the members of the Marine Firemen, Oilers, Watertenders, and Wipers, an independent union, not to affiliate with the CMU, Curran's blast strikes another blow at this group of waterfront unions whose only apparent purpose has been to spread disunity

and to carry out raids against the AFL Maritime Unions.

Curran admits that certain tactics of the CMU have led to jurisdictional disputes such as the one which caused the AFL Waterfront Unions to freeze Coos Bay until the CMU was forced to allow the SUP to crew ships with which they had a contract.

COMMIES ANGRY

No official action has yet been taken against Curran's remarks, but communist officials in the NMU are already openly talking about bringing him up on charges and ousting him from his \$7,800 a year post.

In a press interview following announcement of his resignation, Curran expressed doubt that his statement would be published in the *Pilot*, the official organ of the NMU. "I'm going to try to get the *Pilot* to tell our membership why I resigned," he declared. "If they don't print it, I'll get my version to the rank-and-file even if I have to print 100,000 pamphlets and pay for them myself."

The complete text of Curran's reasons for resigning as co-Chairman of the CMU starts on Page 3.

A general membership meeting of the NMU will be held in Manhattan Center on Monday evening, December 30, at which time it is expected that the Curran statement will be debated. The National Council of the NMU has also been called upon to meet on January 6 to consider the same question.

N.Y. MEETING

The regular bi-weekly Wednesday night membership meeting of the New York Branch, originally scheduled for Jan. 1 will be held the following night because of the New Year's holiday.

All members in the Port of New York are urged to attend the meeting. Remember:

The time—Thursday, Jan. 2 at 7 p.m.

The place—Webster Hall, 119 East 11th Street, New York City.

N.Y. Maritime Council Pledges Full Support To AFL Tugboatmen

NEW YORK—The solidarity of the Greater New AFL Maritime Port Council, already a proven factor in bringing about quick settlements of disputes between waterfront unions and employers, is once more in evidence. The Tugboatmen, members of Local 333, ILA, Marine Division, who are now in the middle of negotiations with the companies, were pledged the support of this powerful body on Monday, Dec. 23.

This action came on the heels of a pledge of support from the SIU and the SUP, and was embodied in the resolution passed at a joint special membership meeting of the two Unions.

Here is the resolution, as it was proposed by Paul Hall, SIU New York Port Agent and Chairman of the Council:

WHEREAS: The Marine Division of the ILA (Tugboatmen of Greater New York Harbor) have supported the SIU-SUP in every one of their many beefs and strikes and

WHEREAS: Through this support of the Tugboatmen, it has aided the SIU-SUP membership greatly in bettering conditions and wages for our membership, and

WHEREAS: At the present time, these same Tugboatmen are now fighting for a raise in wages and reduction in hours against their employers in the Port of New York, and

WHEREAS: It is possible that these men will need our assistance in many ways if they are to successfully carry out this fight,

SO, THEREFORE, BE IT RESOLVED: That we, the SIU-SUP membership, gathered at this joint special meeting go on record as notifying Capt. W. Bradley, President of the Marine Division of the ILA, that we stand behind his Organization solidly 100 percent and will assist them in any manner possible or necessary to guarantee that they win their demands, and

BE IT FINALLY RESOLVED: That we notify also the AFL Maritime Port Council of Greater New York of our action and request that Body to take similar action so that all AFL Maritime Unions will be solidly back of the ILA Tugboatmen in their beef.

Morris Weisberger, SUP
Paul Hall, SIU

PASSED UNANIMOUSLY
Following the unanimous adoption of the above resolution, the other affiliates of the Council

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SIU Demands Snug Harbor Investigation

NEW YORK, December 27—Having sent two unproductive letters to Snug Harbor officials regarding sub-standard conditions reported by various inmates, the SIU today took further steps leading to personal investigation of actual Snug Harbor conditions by two Seafarers representatives. In the latest SIU letter to Snug Harbor Governor Howard A. Flynn, Special Services Representative Joseph H. Volpian demanded such an investigation to substantiate or refute SIU charges and Snug Harbor denials.

Two completely unsatisfactory letters have been received by the SIU in reply to letters sent on December 4 to Snug Harbor Governor Flynn, and on December 16 to the Snug Harbor Trustees. Dated December 18, the first letter is from Governor Flynn. Asserting that SIU information regarding Snug Harbor conditions "is undoubtedly from the same unreliable sources as like propaganda that is brought to our attention from time to time," Mr. Flynn's complete letter read:

December 18, 1946

Mr. Joseph H. Volpian
Special Services Representative
Seafarers Int'l Union of N.A.
51 Beaver Street
New York 4, N.Y.

Dear Sir:

This will acknowledge receipt of your letter of December fourth.

The information which inspired your communication is undoubtedly from the same unreliable source as like propaganda that is brought to our attention from time to time.

You may rest assured that in the future as in the past the Trustees of the Sailor's Snug Harbor and the Administration will continue to make every possible

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SEAFARERS LOG

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JOHN HAWK - - - - - Secy-Treas.
P. O. Box 25, Station P, New York City

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The Best To Come

The year 1946 shapes up as having been the best year in the history of the Seafarers International Union. During this past year the Union withstood raiding attempts by the commie-dominated Committee for Maritime Unity, and has decisively licked the Wage Stabilization Board, and won the highest wages and best conditions in the history of maritime. And with all this activity, our organization of unorganized seamen has not been neglected.

It would be fine if we could announce at this time that the Isthmian election was over, and that the SIU had been declared the bargaining agent for the Isthmian seamen. Although we have gained the overwhelming majority of the votes, NMU disruptionist tactics are stalling the certification of the SIU, and Isthmian seamen are being deprived of the representation they want.

The coming year should see even more gains on the part of the SIU. Our organization is tighter than it has ever been, and our organizing campaign in the tanker field is gaining new recruits every day. Building on the already firm foundation of the Union, we will go on to better contracts and more and more members in our Union.

The AFL Maritime Trades Department can also look forward to 1947 as a year of growth and strength. The great strides made by this grouping during the first six months of its existence show that the organization has become the most powerful combination of waterfront unions in the United States. Using its terrific power for good purposes, the resultant solidarity will be a decisive factor in dealing with employers.

1946 was good, but 1947 looks like it will be even better. It should be because all the members of the SIU will be working damn hard to make it so.

Thieves Fall Out

The many articles written in the Log which have pointed out the basic weaknesses of the Committee for Maritime Unity were substantiated recently by one who should know what he is talking about. When Joe Curran blasts his bed partners and says that they are not really working for maritime unity, but actually to dominate the maritime industry, it is well to pause and take note of his words.

Joe is the President of the National Maritime Union, and was until his recent resignation, the co-Chairman of the CMU. His frank statement, in which he accuses the CMU of raiding the AFL seamen's unions, and of spreading disruption along the waterfront, are printed on other pages of this edition of the Log

But Joe, while his words go quite a bit to break off his relations with the communists in the NMU, still does not tell the complete truth. He makes certain statements about the power-mad leaders of the CMU and the unions that are part of the CMU, but he does not take the final

(Continued on Page 3)



HERE WE COME!



Men Now In The Marine Hospitals

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

NEW ORLEANS HOSPITAL

- H. G. DARNELL
- THOMAS BAIER
- K. PETERSSON
- W. F. LEWIS
- F. BERGLAND
- SCOTTY ATKINS
- W. QUARLES
- CENTRAL MASON
- R. M. NOLAN
- MEL CONTANT
- JACINTO NAVARRO
- LIONEL ROTHERHAM
- J. W. DENNIS
- W. BROCE JR.
- H. GRAY
- R. E. FRINK
- MAX SEIDEL
- EDWARD CUSTER
- JOHN HANES
- S. BROTHERS

~ ~ ~

STATEN ISLAND HOSPITAL

- M. TROCHA
- C. OLIVER
- T. WADSWORTH
- C. KUPLIKI
- G. A. LUETH
- E. F. SPEAR
- R. G. MOSELLER
- W. G. H. BAUSE
- W. B. MUIR

- L. L. MOODY
- H. BELCHER
- C. RASMUSSEN
- L. A. CORNWALL
- E. N. DuPONT
- C. KOLSTE
- C. R. POTTER
- E. J. BONNER

~ ~ ~

BALTIMORE HOSPITAL

- PETER LOPEZ
- EMILIO DI PIETRO
- LEO RHODES
- FRANCIS O'BRIEN
- HARRY WALSH
- OLIVER HEADDLEY
- JOHN AMENTA
- MICHAEL LUCAS
- JAMES DAVIS
- MANUEL ROMERO

~ ~ ~

GALVESTON HOSPITAL

- LONGKEMPT
- PAURGASON—SUP
- ALDERHOLDS
- KING
- MITCHELL
- DOWELL
- DEETRECH
- SWENSON
- CASTAGNERE—B.C.
- MULKE

Hospital Patients

When entering the hospital notify the delegate by postcard, 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.)

NEPONSET HOSPITAL

- LINDER CLARK
- J. FIGUEROA
- L. L. LEWIS
- H. SELBY
- H. BURKE
- J. S. COMPBELL
- B. BRYDER
- B. LUFLIN
- G. F. McCOMB
- E. FERRER
- R. BLAKE
- J. R. HENCHEY

~ ~ ~

BRIGHTON HOSPITAL

- H. SWIM
- E. JOHNSTON
- E. DUNPHY
- G. BONDI
- E. MAY
- E. DELLAMANO
- R. BAASNER
- G. VICKERY

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ELLIS ISLAND HOSPITAL

- D. McDONALD
- J. KOSLUSKY

Full Text Of Curran's Statement On His Resignation From CMU

Joe Curran's fears that his statement blasting the CMU, and resigning from the co-Chairmanship of that organization would not reach the rank-and-file due to opposition from his own officials, are groundless.

It is extremely possible that the pro-communist members of the NMU Executive Board may be able to prevent publication of the statement in the Pilot, or they may be able to only quote certain sections which would spoil the effect Mr. Curran wanted to create, but if that is done, seamen and waterfront workers are not going to be deprived of the report which lays bare the inner workings of the Committee for Maritime Unity.

For the first time, from an official who helped to form the CMU, the true story of how the CMU helped to spread disruption on the waterfront is set down in black and white.

This is of prime importance to the members of the NMU, and to all other waterfront workers, whether they are affiliated to the CMU or to the AFL Maritime Unions. For the record, here is the complete text of Joe Curran's statement:

Statement of

JOSEPH CURRAN, President NATIONAL MARITIME UNION in connection with resignation as Co-Chairman of CMU.

December 24, 1946

Members of the National Executive Committee, CMU and

Members and Officers of all CMU affiliated Unions:

I have submitted my resignation as Co-Chairman of CMU, effective at once, by wire to Union leaders on the National Executive Committee of CMU.

I have taken this action in order to bring sharply to the attention of our membership the intolerable situation that now exists in CMU.

As President of the National Maritime Union, I am constitutionally bound to inform our membership any time I am aware of any dangers to our Union, and I am required to take all necessary measures to safeguard our Union, the interests of our membership and the maritime workers generally.

NMU MISLED

It is for these reasons that I have submitted this resignation: first, because I believe the present situation in CMU endangers our Union; and second, because the seamen, particularly the membership of our Union, are being misled into believing that the unity which gained much for seamen in the June 15th negotiations is still the same strong unity, and that the CMU is creating unity among all seamen, while the truth is that this is not so, and has not been so since the conclusion of our victories in June.

Now as to the dangers to our Union that I see:

1. We are a Union of approximately 90,000 members. The four other CMU seamen's Unions have a combined membership of not more than 25,000. Under the voting arrangement on the CMU Executive Committee, all Unions have one vote each. Thus four of the six CMU Unions, with a

total membership of less than one-third of our membership, are able to dictate the policies of our Union, and we have no alternative, or even veto, but must follow this type of "majority" rule.

ILWU DICTATORSHIP

The net result of this has been that these four craft Unions, located 3000 miles away, together with the fifth Union, a shoreside organization, the ILWU, have been dictating all policies of CMU, and have made our great industrial Union virtually a stooge for their shot-gun "unity," so to speak. Under this setup, the NMU leadership, elected by the rank and file, cannot decide our Union's policies, or fulfill its constitutional duties and responsibilities to our membership.

2. Decisions are made by what is termed the "West Coast Section" of the CMU, and in many cases, after these decisions are in effect, we are asked to approve them, without the benefit of proper information or discussion. This has resulted in our Union being made responsible for many decisions in which we were not or should not have been involved, such as being made a party to the jurisdictional dispute between the MCS and MFOWW craft

unions and the SIU-AFL over who was to man ships of a west coast company.

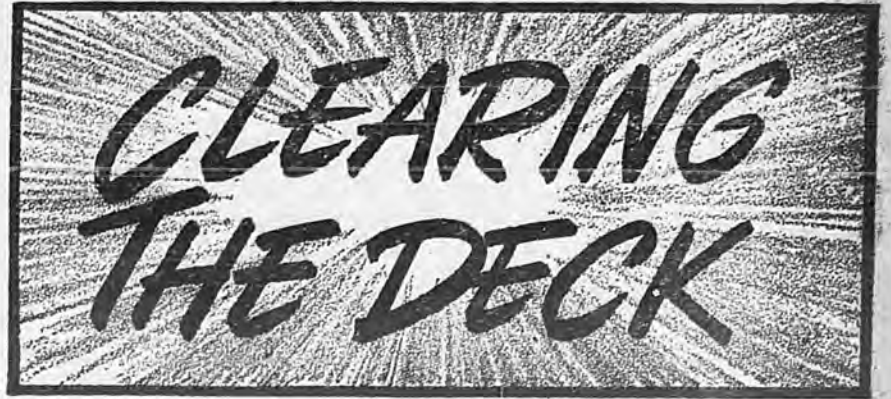
Another decision, made by the West Coast Section of CMU in the recent strike was to issue an ultimatum to the Masters, Mates & Pilots, one of the unions on strike, to remove their picket lines within twenty-four hours or have them smashed by CMU. The MMP required 48 hours in which to vote on their agreements, and this ultimatum was looked upon as open strike-breaking. Neither our Union, nor I as its President, would have wanted to be a party to crashing legitimate picket lines of any Union, but without our agreement, we were made a part of this.

STRIKEBREAKING

This type of decision, and the manner in which they are made, are certainly not in the interests of our Union and creating maritime unity. Under this setup, the good name of our Union can be dragged in the mud; without our consent, our Union can be used for strike-breaking.

3. Financially, our Union has contributed \$30,000 to CMU, in advance, while, aside from the ILWU, the four other Unions,

(Continued on Page 14)



By PAUL HALL

The New York Branch in a special meeting held jointly with the SUP this last Monday unanimously voted all-out support to the AFL Tugboatmen, who are now taking a vote on whether to strike or submit their demands to arbitration. Whatever their decision these Tugboatmen, members of Local 333 of the ILA, now know that the entire apparatus of the New York Branch of the Seafarers is behind them in their beef.

This action of the membership is not surprising if for no other reason than that the Tugboatmen were squarely behind us in all our beefs, and the Seafarers does not forget who its friends are. But more than that, it is the normal action for one AFL maritime union to take whenever another of its Maritime Trades Council affiliates takes economic action. And it should be noted here that the SIU was not alone in its decision. A meeting of the Greater New York AFL Maritime Council placed the moral, physical and economic resources of the combined organizations at the disposal of the Tugboatmen.

Here To Stay

By this time the operators should know that when they tangle with one of the AFL waterfront unions they are also tangling with every other AFL union that is connected with the maritime industry, and that the old days when they could isolate the weakest union and attempt to smash it is gone.

The AFL Maritime Council, which started going at the time of the SIU-SUP successful strike against the bureaucrats of the Wage Stabilization Board, is no longer an experimental outfit. By this time it has reached its full growth, knows its way around, and knows how to use all of its potential strength—, and, Brother, it has plenty of that—just ask the WSB, the shipowners and the finky union-raiding CMU of Harry Bridges.

The Four Watch System

One of the demands of the Tugboatmen is for a 40-hour week. That this should be fought so bitterly by the operators is just one more example of their placing profits above everything else. In practically every other major industry, the 40-hour week is commonplace; in some the 37- and 35-hour week has been established. The American Federation of Labor is about to start a campaign for the 30-hour week which, according to the economists, can be absorbed by industry without decreasing wages or raising prices. Only in maritime, the last great industry to escape from economic slavery, are skilled workers to be found putting in such long hours.

From time to time the Seafarers has put forth the demand for a four watch system. Unfortunately, the time was not yet ripe, but the goal has not been forgotten. So the Seafarers looks with just more than plain curiosity at the Tugboatmen's demand for the 40-hour week. The time will come, and it won't be long, when the four watch system will be a reality; and when it does it will be because the Seafarers seized the right time to throw its entire strength into the beef.

Still On The March

Although the active part of the Isthmian campaign was over with the end of the voting—what remains now is the consolidation of our strength in the fleet to protect ourselves during future contract negotiations—it is not to be thought that the Seafarers has finished with its organizing drive. The Seafarers is not standing still; we have many irons in the fire in the general dry cargo and tanker fields. It is true that Isthmian was the largest unorganized line, but there are many smaller outfits that are getting our attention. You'll hear more about these later. Watch the Log.

In connection with this, the Agents Conference next year, which will meet directly after the new officials are installed, will have as one of its major jobs the question of further tightening the organization. Much progress was made during the past two years, organizationally, and the streamlined Seafarers is running much more efficiently. However, the beefs we were in the past year have shown a few defects that must be straightened out before we can get the maximum efficiency. Nobody can deny that we did okay—our records speaks for itself—but we can do better than that. And we will!

Thieves Fall Out

(Continued from Page 2)

step to show that they are all working under certain orders, and for purposes far removed from the labor movement.

Joe Curran knows that the CMU was set up on orders of the communist party. He knows that the CP dictates every move, and he has business to tell what he knows, so that the American labor movement can rid itself of the Moscow-directed traitors, and save itself from dictatorship by the red fascists.

Eyewitness Answers Soviet Charge Of American, British Cowardice

The following letter by William H. Harrison, a member in good standing of the MM&P, Book number 3158, is in answer to Captain Andreyev's article in the New York Times December 14, when he accused American seamen of showing cowardice and abandoning their ships during an attack by German Torpedo planes off the Norwegian coast.

Captain Andreyev of the Soviet Navy made his charges in the newspaper Red Fleet, October 12 and 15, and was reprinted in the New York Times. Harrison, a crewmember of the convoy, gives his eyewitness account of what actually took place during the attack:

HARRISON'S REPLY

In his "Lessons of One Convoy" the subject of which is the fate of the 37 merchant vessels and their escort that left Reykjavik, Iceland, for the northern ports of the Soviet Union on June 27, 1942, Captain Andreyev of the Soviet Navy charges in the newspaper Red Fleet October 12 and 15:

"... the crew of the Allied transports did not fight stubbornly for the lives of their ships. Nothing else could explain the fact that the transports Navarino, William Hooper and others that remained afloat were deserted by their crews and sunk by the fire of the escort."

On the afternoon of July 4, 1942, when the British vessel Navarino, the American freighter William Hooper and the Russian tanker Donbass were torpedoed, the writer was a seaman aboard the American freighter Peter Kerr, one of the vessels of the convoy.

FOUR GUNS

As the gunners of the Peter Kerr could bring only their four

machineguns into play in this attack, my assistance was not needed; also I was off watch, and so with a group of shipmates was able to witness the entire action from the ship's stern.

As I was uneducated as yet in Captain Andreyev's "lessons," the firepower of the convoy, in united action, appeared to my untutored eyes as devastating.

As the enemy aircraft slowly circled the convoy, the escorts and ack-ack vessels firing intermittently made them keep their distance.

We counted 34 planes; there (Continued on Page 15)

What A Difference 50 Years Have Made In Lives Of Seamen

From Mobile, dated December 18, 1896, a clipping has been sent to the Log showing the difference in the lives of seamen then and now. At that time some half a hundred seamen were on strike for higher wages, but their demands were certainly moderate.

They demanded wages of \$20.00 per month, as opposed to the going wage of \$14.00 monthly.

But then, as now, the businessmen of the town, and especially the owners of rooming houses near the waterfront, lined up with the shipowners. They claimed that most of the men on strike were not seamen at all, but were actually hoboes, and that the real seafaring men were not on strike.

The clipping does not give the results of the action, so if there are any oldtimers around who know what happened, how about writing to the Log so that the information can be given to the membership.

We just wonder whether or not they ever got their \$20.00.

HERE'S WHAT I THINK...



NMU Decides On Silence On Isthmian

Further proof that the NMU's charges of collusion between the SIU and the Isthmian Steamship Company rest on a shaky foundation was brought out this week by a statement in the *Pilot*, official organ of the NMU, that further evidence would be withheld until a more opportune time.

After starting out the series on so-called collusive practices with a loud fanfare, the stories have now fizzled out without proving anything more than that the SIU was able to do a much better organizing job among Isthmian seamen than the NMU.

The *Pilot's* stories were received apathetically by practically all seamen and waterfront workers. No evidence was presented that bore out in the slightest detail the wild charges made when it became apparent that the NMU was suffering a decisive licking in the Isthmian election.

REPORT READY

Now, with the findings of the National Labor Relations Board Field Examiner about ready for presentation to Mr. Howard LeBarron, Regional Director of the NLRB, the NMU and the *Pilot* have started to back water.

They know that the flimsy charges which they have made in an attempt to cover up their own inability to appeal to unorganized Isthmian seamen cannot possibly do them any good in a fair investigation by an impartial board.

The end is just about in sight, and soon Isthmian seamen will be represented by the Seafarers International Union—a Union not under the influence of the communist party, and a Union in which the elected leaders are not fighting for personal power.

Seafarers Crew To The Rescue

MONT JOLI, Qué., Dec. 27—The Seafarer crew of the SS Colabee was reported battling its way through the ice floes of the St. Lawrence River today on a life-or-death rescue mission.

The men are searching for two, and possibly, three, survivors of the Quebec Airways plane which was forced down on the river early this week. The victims are believed to be drifting seaward on floes.

Four of the plane's seven occupants have already been brought to shore. The fourth man was rescued Wednesday night after he climbed into a dinghy dropped from a plane.

He said the two men with him were too weak to get into the dinghy, and that he believed that the third man unaccounted for may have drowned.

TANKERMEN

If you are on coastwise articles, give the head of your Department 24 hours notice before arriving in port if you wish to payoff. This will prevent any trouble when the ship reaches port.

HERE'S WHAT I THINK...

QUESTION — In what port would you like to spend New Years Eve?



ROGER SWANSON, Wiper:
I'm a New Yorker and I'm used to the way people carry on in this town. If I had my way I'd spend this New Years Eve in Rio. That's one of the prettiest places in the whole world, and just as clean as it can be. The celebration there is colorful, and a fellow can have a fine time. I've been forced to spend many New Years Eve celebrations in slow ports, but Rio is a fine, fast moving port, and that's the one for me. Not this year of course, but next year I hope to make it.

ALPHONSO PARKER, Utility:
I'm going to spend this New Years Eve in New York, and that's the way I like it. My family lives here and so does my girl friend. The best way to start off the New Year is with people you like, so I'll spend the evening with my girl and my friends in some night club and the next day we'll go to a show. I spent one New Years Eve in New Orleans and I was very unhappy. Of course, that was during the war, but I still prefer to be home with my loved ones.



JOHN ECOCK, Wiper:
I know it's impossible this year, but my ambition is to spend one New Years Eve in Rio De Janeiro. I've never been there, and I guess I might even be disappointed, but still and all I want to be there for the celebration. Friends have told me of what goes on down there, but I want to see for myself. A real hot time is a good way to start off the New Year. Since I can't spend New Years Eve in Rio, I'll have to have my hot time in some New York bar. Well, that should be fun.



WILLIAM ABERCROMBIE, OS:
I'd just as soon pass the time at sea as any other place. I usually take it easy on New Years Eve. As far as I'm concerned it's just like any other night, and I don't see any sense in blowing a bankroll in a night club. If things go okay with me, I'll get a ship and spend New Years Eve at sea the way I like to. People have the idea that all seamen like to drink and raise hell. Well, that's not true. I know plenty of guys who feel the way I do about New Years Eve.



Multilith Machine Makes Copy Fly, As Seafarers Are Kept Informed

When the Union purchased a multilith offset printing machine in June 1946, it made one of the smartest investments an organization could make. Since that day, six months ago, the machine has paid for itself over again several times, and proved itself indispensable during beefs when leaflets and literature are needed in a hurry.

When the machine was delivered bright and shiny last June and installed on the 5th floor of the New York Hall, only one thing kept the machine from going into immediate action; there was no one who knew how to operate it.

OPERATOR FOUND

Immediately the call went out for a multilith operator, and just as someone once said, "You can find any trade you want around a Seafarers' hall," someone was found in the person of Hugh Eatherton.

Hugh, a Seafarer since 1944 when he received his baptism of fire at Normandy, proved immediately that he and a multilith machine were not strangers when he took over the operation and started things humming.

Hugh, hailing from St. Louis, Mo., had started operating the same type machine ten years ago when he worked for a steel company in St. Louis. After working with the machine for a number of years with various companies he developed his skill. Expert operators of this type machine

are difficult to find and the Union was fortunate to find one in its midst.

ULTRA-MODERN

The machine itself is one of the most modern means of printing clean, clear material at a minimum of cost and has the greatest adaptability of any machine of its kind. The machine with all attachments cost approximately \$2500 and is used to print interbranch material such as bulletins, pamphlets, leaflets, pledge cards, "social register" cards, and overtime sheets. Of the last mentioned over 100,000 copies have been run off.

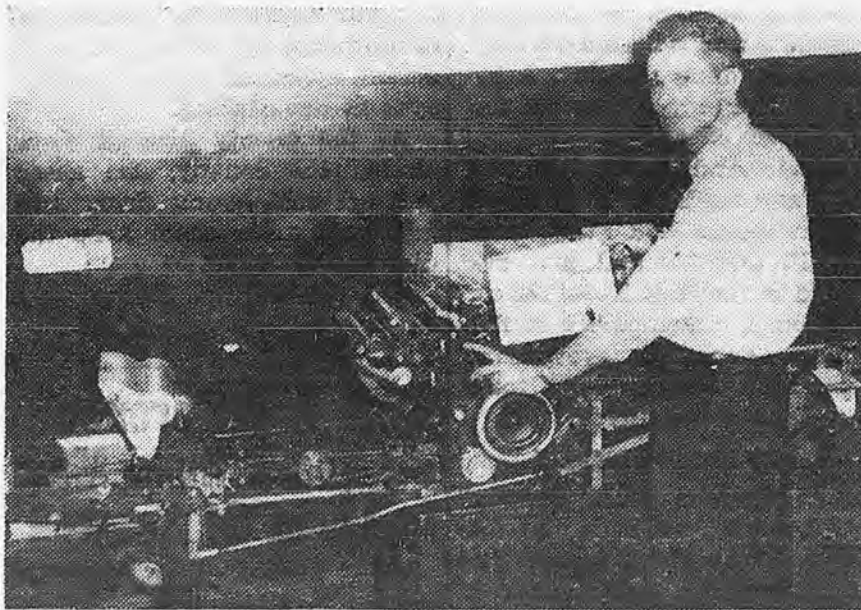
The machine has a run-off speed of 6000 copies per hour and among its features are: automatic suction feed; thermo-dryer, which casts infra-red rays on the print as it comes off the rollers; a jogger, which stacks the printed copies in neat piles; automatic counter; self-cleaning mats; automatic roller cleaner; and automatic inking.

Although everything on the machine sounds automatic it still needs someone to set the automatic processes up for every job and that is where Hugh comes in.

GREAT FLEXIBILITY

The machine has a great deal of flexibility for it will handle all types of paper from tissue to 3 ply card stock. In addition, the machine will reproduce anything typewritten, or sketched with either pencil or ink in designs of

LEAFLETS FOR THE SIU



Hugh Eatherton, SIU member and expert multilith operator, holds a sample of the leaflets prepared by the machine. Hugh is in charge of the multilith, and is experienced in turning out the material which has played a large part in keeping the SIU membership quickly informed on all actions of the Union.

any kind. The machine can also reproduce photographs of any type.

During the 1946 General Strike when literature of all kinds was necessary in a hurry, the machine really earned its spurs, when it operated day and night turning out literature for all ports at top speed.

During the strike alone the machine paid for itself through low cost of printing, (approximately 1/2 to 1/3, the regular cost) and the speed with which material was made available for distribution. During the General Strike, and the Masters, Mates,

and Pilots strike, over one-half million copies of material were turned out.

There is no way of determining the value of having a well informed membership during a critical period such as the General Strike, but the multilith machine did all that was possible to keep the membership up to date on the beef and that was the important thing.

At present, the SIU's machine is still running along its merry way saving money for the union and getting the necessary forms and leaflets out when necessary.

Calmar's Commandments For Making Seamen Scabs

By JAMES PURCELL and RAY GANZALES

We went aboard the SS William Pepperell of the Calmar Line for a sign-on and found the crew in an uproar.

While trying to get our bearings we went into the saloon to see what was wrong. In there we found a company representative trying to high-pressure the men into signing the Articles with a phony set of rules attached.

These rules are without doubt the finkiest and the most obnoxious set of rules that we have ever laid our eyes on. Why, even the Holy Rollers would never attempt to saddle their membership with so many silly and dangerous "Thou Shalt Not's."

Here are the regulations that caused all the to-do:

It is understood that the wages payable under these articles shall be adjusted at the time of paying off in order to give effect to the following:

1. Crew to work until 5 p. m. on day of arrival at final port of discharge.
2. Crew to work cargo and/or ballast if requested by Master.
3. Crew to keep their respective quarters clean and sanitary under penalty of a fine.
4. No liberty granted other than by permission of the Master.
5. Any member of crew failing to report for duty at 7 a. m. on sailing day in a sober condition shall be discharged and substitute shipped in his stead.
6. Seamen to keep galley supplied with coal.
7. No smoking allowed on deck except at time and place designated by Master.
8. No overtime to be paid except if it is agreed to by Master.
9. You also agree that upon failure to return articles of bedding, issued to you on joining ship and life saving equipment and arctic clothing when issued to you, to reimburse the company and have cost of same deducted from your wage account.

That one about smoking is a rule that they don't even try to enforce in prisons, and here free men are asked to live up to such a phony command. And that one about the "crew to work cargo and/or ballast if required to by Master."

Shades of Chowderhead Cohen! Even that finkmaster would not ask that of his professional finks. Imagine the SIU agreeing to fink on longshoremen in case they have labor trouble in some port.

Calmar and Company must have underestimated the intelligence of this crew, or else they thought the signing on was being held in the loony ward of the Bellevue Hospital.

After much discussion with the company representative, the big-hearted guy, agreed to scratch off six of the Acts of Calmar. We refused to budge a single inch, so off he went to make a telephone call.

He came back soon, and the gall to say that Mr. Squiers had called the Union Hall, and had been told that the crew should sign-on without delay.

Needless to say, we told him what to do with that line of talk, and that we weren't going to move until the rider was changed

to read just like any other standard rider approved by the Union for intercoastal runs.

By this time he looked a sorry mess, and he pleaded with us to get his ship out. He told us that he ain't a bad guy at heart, and that we should play ball with him. Oh, Bellevue, where is thy wagon!

We called the Company this time and told them that in order to sail that ship they would have to reduce the time of the Articles from 12 months to six months; scrape the Nine Commandments; and insert the regular transportation rider. They hemmed and hawed, but they finally came through.

Now Brothers, let this be a warning to all hands not to sign-on unless a Patrolman is present to examine the Articles. This will protect you, and will prevent the company from trying to saddle you with phony "Thou Shall", or "Thou Shalt Not."

Members Must Be Self-Appointed Organizers To Keep SIU Growing

By LOUIS GOFFIN

With shipping on the upswing, our main thoughts now must be concerned with job security. Job security is the most important thing in any union, and the way we can maintain it is by going out and organizing all unorganized lines. That will mean more jobs, and higher standards in the industry.

It is therefore the personal duty of all of us to constitute ourselves as volunteer organizers. We must all feel that we alone can do the job, and if we work out like that, than all of us will talk and reason unorganized men.

We have the facts, and we can prove to any non-union seaman that sailing on union ships has many advantages. We have a good record to sell, and since our Union has been in the forefront of the fight for all seamen, we shouldn't have any trouble in selling SIU to all unorganized seamen.

STRENGTH IN UNION

More and more seamen are starting to realize that the only protection they can be sure of is union protection. If they rely on the shipowner or the Government, they usually wind up well behind the eight-ball, but when they put their faith in the Union, and put their strength behind the Union, they come out on top.

Union contracts are the best guarantee of wages and working conditions. Plenty of bosses will say that they are willing to give good conditions and high wages without "union interference." Well, if that is true, why didn't they do it before the unions became strong enough to force them to do so?

Sailing in peacetime is a lot different from sailing in wartime. During the war we were heroes in dungarees, but when the shooting stopped, the people went right back to thinking of us as wanderers and vagabonds.

FIGHT CONTINUES

We must think of ourselves as tradesmen, trying to make a living in our chosen profession. We

want to sell our services for the highest possible price, and our contracts assure us that no operator will force us to accept less money or poorer conditions to get a job.



Remember that a short while ago, within the past few years, we hit the bricks many times just to gain the conditions and wages that are now part of our contracts.

Now we have the job of bettering our conditions and wages, and the only way that can be done is by organizing all seamen, so that the operators cannot break our solid ranks.

Within our Union we must continue the same cooperation that has made us strong. All Departments must work together, and that makes for a clean ship, a well run ship, and a happy ship.

Let's make 1947 a good organizing year for our own benefit and for the benefit of all SIU Brothers. We believe in our Union, and we are proud of being the best maritime union in the world.

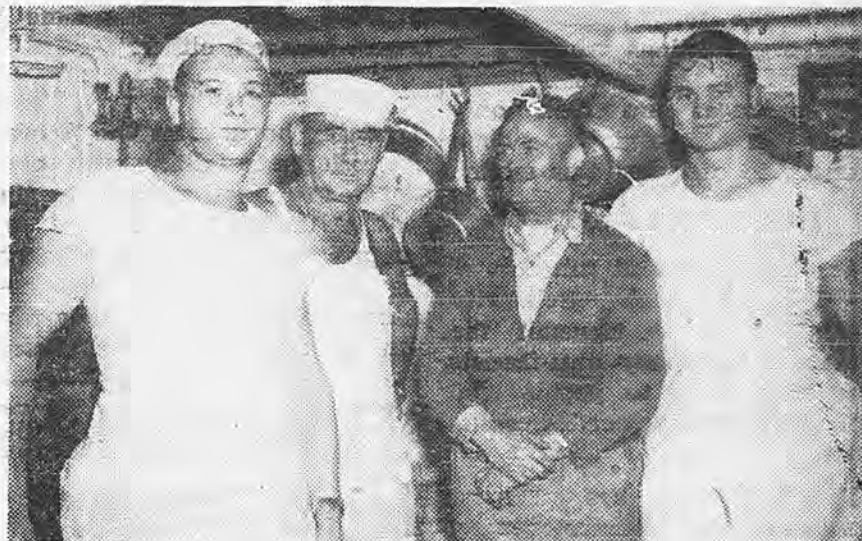


ON THE BAUXITE RUN



A lot of the credit for making the Seaton the smooth sailing ship she is must go to the Deck Gang. No names were submitted with this picture, which was sent in by the New Orleans Branch, so we just present the Deck Department, and if one of you Seaton hands will send the names to the Log, we will publish them in a subsequent edition.

(Editor's Note: This should show that names are important. Unless you send the names of people in pictures to the Log, the Log cannot print those names with the pictures. Okay, New Orleans, better luck next time.)



The food aboard the William Seaton is top order. Ask the man who eats it, and the men on this ship were very willing to talk about the excellent meals prepared and served by the Stewards Department. In the usual order, Ed Steeley, Chief Cook; Albert Brickhouse, Night Cook; Thomas Foster, Steward; and Fred Knox, 3rd Cook.



New Orleans played host to the SS William Seaton, Alcoa, after she came in from one of the bauxite runs. Most of the crew decided to stay aboard her for another run, although a few men left to spend the holidays where snow is not thought of as a miracle. Pictured here is the Black Gang. Left to right, Albert Williams, George, Charles, and Louis Daniels, David Moore, and Don De Souza.

MINES STILL THREATEN SEAMEN

The war in Europe ended over a year and a half ago, but to Seafarers danger still beckons ships that ply the continental European coast, for according to the master of an Army transport that recently returned to the United States, the English Channel and

North Sea still contain many mines laid during the war years. The war is over for the men who fought in Europe, but to the seamen who sail these waters, the aftermath of that struggle still remains below the water's surface to harass him.

Committee Aids Anti-Fascists In Europe

NEW YORK—The International Solidarity Committee, 303 Fourth Avenue, New York, today announced the gift of \$1,000 from the International Ladies Garment Workers Union, AFL, to be used for relief packages for Spanish exiles in France.

The ISC is a non-communist, non-profit organization set up solely to aid in the rehabilitation of European anti-fascists and trade unionists who felt the brunt of the fascist heel. This is accomplished through the dispatching of packages of food and medicine abroad to them.

The work of this Committee has been a great factor in keeping the spirit of democratic trade unionism alive in the devastated sections of Europe.

The packages sent abroad, the Committee points out, bring not only bodily nourishment, but also moral encouragement. The survivors of the Gestapo and concentration camps are anxious to rebuild the unions and democratic organizations which were destroyed by the fascists. These food packages are their only means of regaining enough strength to carry on this work.

FAMILIES ADOPTED

Another important function of the International Solidarity Committee is to transmit the names of the many anti-fascists who need help to people who will provide the needed assistance.

The Committee has on hand the names and addresses of many families of all nationalities in need of help. Hundreds of families have already been adopted, but there are many more who would be helped to a new life by being adopted by an individual or a family.

Names and addresses can be obtained by writing to the committee at their New York address.

At the present time the committee is conducting a campaign to send more packages of food to anti-fascists in Europe. The standard package used is the army surplus ten-in-one which contains many of the things unobtainable in Europe today. This package can be purchased for shipment for \$10.00.

LABOR SPOTLIGHT

The daily press was fascinated by a report that picketing of a San Pedro, Calif., bakery had gone into its sixth year.

This was quickly forgotten, however, when it discovered a 93-year-old coal mine strike at Nanaimo, British Columbia. It seems that Indian miners went on strike for higher pay in 1853 and never went back to work.

The Indians are demanding retroactive wages for 93 years with portal-to-portal pay, and the miner owner—reasonable as all mine owners are—says he's quite willing to meet their terms if he can pay them off in wampum.

MEET THE SEAFARERS

Bill Thompson



"Looking back on 27 years of sailing," says Bill Thompson, Deck Engineer, "I still think that it's the only life for a man."

Bill ought to know because he tried other jobs, but only attained happiness when he started sailing. He came to the life of a merchant seaman almost by accident, but has never regretted his choice.

Thompson was raised in an orphanage, but at an early age he slipped away in the night and has been on his own ever since. He bummed around the country, trying any sort of job he could get, and when the first World War started, he was among the first to enlist.

He sailed to France with the famed 30th Division, and although he was under fire for many months, he never was touched.

"I must bear a charmed life," he says. "In this war I came pretty close also, and this time I wasn't touched, either."

SEA STUFF

Coming home after the Armistice, Bill got to talking with some of the merchant seamen on the boat. Although they worked under poor conditions, and although the pay was bad, Bill was impressed with the stories they told him. So once back in the States,

AFL Port Council Votes Support To ILA Tugmen

(Continued from Page 1)

were notified, and they immediately went on record to back the Tugboatmen.

The New York Council includes the following Unions: The Seafarers International Union; Sailors' Union of the Pacific; Masters, Mates and Pilots; International Longshoremen's Association; Radio Officers' Union; American Merchant Marine Staff Officers Association; and various waterfront locals of the Teamsters.

"The entire support of the AFL Maritime Trades Council of Greater New York is behind the Tugboatmen," said Paul Hall, in announcing the pledge. "If they should strike, no member of an affiliate of the Council will cross their picketlines."

"In addition, the entire facilities of the member unions will be at the disposal of the Tugboatmen, and that includes soup kitchens, money and physical support."

The worth of the Maritime Council, formed in June of this year, has already been proven. It actively aided the SIU and the SUP to win their General Strike against Government bureaucracy, and played a major role in the recent strike of the Masters, Mates and Pilots.

The AFL Maritime Trades Department will meet in Miami in January, 1947, for the purpose of drafting a Constitution, and to elect permanent officers. The SIU and the SUP will both be represented at that convention.



he made arrangements to ship out.

His first trips were made in the Steward's Department. He started as a Second Cook, but after a year and a half, he shifted to the Engine Department, where he has stayed ever since.

Most of the trips were routine voyages to the Far East and to Africa, and as Bill puts it, "One trip is very much like another when you have been sailing for 27 years."

Thompson, deciding to make the sea his life, also decided to do something about making his life as pleasant as possible. First off, he joined the old ISU, and when the SIU was formed, he came along. He holds Gulf book number 18 in the SIU.

MORE WAR

In the second World War, Bill had his share of excitement. He was on a regular run in the North Atlantic, and while he never was forced to abandon ship, still there were many moments when the air seemed full of bombs and the sea seemed full of torpedoes.

"Casablanca and Antwerp were the two places that will stand out in my memory for a long time," says Brother Thompson. "Those buzz bombs in Antwerp were really something. They came from nowhere, and it was sure hell on earth to have to stand there and take it without a chance to fight back."

On ships, and on the picketline, Bill is a militant fighter. He was on the picketline in Savannah during the 1936 Strike, and helped to close the docks in Tampa during the 1946 General Strike.

ALWAYS MILITANT

As well as marching on picketlines, Brother Bill does not shirk his duty, aboard ship. He is usually elected Ships Delegate—"can't get out of it."

"I believe in unionism 100 percent," he says, "and I think the SIU is always in the fight for seamen. I talk Union to all my shipmates, and that helps make us all better Union men."

Right now Bill is in port for a short time—his ship just paid off—but he will soon be off again on a trip. And wherever he goes, on whatever ship he may find a berth, you can be sure that the militant spirit of the SIU will go, too.

That's what makes this Union the best and strongest waterfront union in the world. Bill, and men like Bill, have done the job of carrying the word of the SIU to all seamen.

Rum And Fights Are No Help When Trying To Organize

By J. M. WALSH

(Editors Note: — This letter was sent in to the LOG by "Windy" Walsh, Organizer for the SIU in Port Arthur. His ideas are strictly his own, but since they seem to represent a problem, we are printing the letter as a signed article, in the hope that this entire situation can be discussed and settled before it becomes more serious.

There is no reason to believe that this has happened on more than this one ship, but even so it bears discussing. The great success of the SIU Organizing Drive has been made possible solely because of the wholehearted cooperation of all members; this cooperation will not be reduced by an outspoken beef by one of the officials of the Union.)

I recently made a Cities Service ship in Lake Charles, talking with practically every member of the crew—SIU, NMU and non-union alike.

I had to wait for seven hours for the ship to arrive, and was gratified to find that the ship was in excellent shape with three NMU men aboard and three undecided and bewildered characters.

I left her at ten o'clock, and at that time only one of our boys was paying off. The crew as a whole assured me that they were going to make the ship SIU 100 percent by the arrival time in Boston. They were going to stay with her until such time. That was the story at ten o'clock at night.

The next morning I got a rude shock to find seven of our good Brothers in the hall. They had had an argument with one of the Engineers, and one of them had had a run in with the Mate and was fired. It was all the result of too much drink and too much gin-mill palavering.

POOR PICTURE

That ship could by this action of our own brothers be lost to us. There are on every type of unorganized ships, new seamen who actually do not know what unionism and union men are. They must get a very pretty picture from such actions.

These men having Union books are supposed to know how to conduct themselves. It is well and good to try to organize the unlicensed personnel, but we must not lose sight of the fact that we do not have union conditions on board these ships, and until such time as we do, we must make every effort to get along with the Licensed personnel.

They can make it tough for the individual crewmember, as he has no machinery for redress except appeal to the Master, and you know that in 99 percent of all cases he will not intervene.

These Mates and Engineers can do us harm by talking against us. If they have concrete facts such as drunkenness, fighting, unre-

liability, and a number of other such items to point out to the younger men, they can influence their actions to such an extent that they are lost as far as becoming Union men.

SERIOUS MATTER

I am citing this one incident in order to bring this deplorable state of affairs to the attention of our membership. It is serious, Brothers, as we are actually engaged in an all out struggle for our right to existence in the Tanker field.

Many more such incidents as this one, and I wouldn't give a plugged dime for our chances in this outfit.

Sometimes a shipside or shore-side organizer has to spend hours or even days in convincing some unorganized sailor that unionism is the only way to security.

It takes more than just talk, too. It takes good example, and personal likeability to convince quite a lot of these men riding these ships since the only contact most of them have ever had with Unions, is the very same shipside organizers.

They look at our men riding these unorganized ships as representative of our whole membership. That they are. And if they choose to conduct themselves in a sloppy manner, or in an abusive manner, or with utter disregard for the rights of their shipmates, they are doing something that cannot be undone.

A first impression goes a long way, if backed up with subsequent proof. The way to prove that unionism does work is to be the best man in your Department; do a little more than you would on one of our ships.

Always maintain smooth relations with the Licensed Officers, as they can, if they will, do us a lot of good, and they will do us a lot of harm if antagonized. Also, don't make any untrue statement that can be used against you later on in rebuttal of your arguments.

SOFT SOAPERS

The commies have some very plausible and smooth cookies functioning aboard these tankers as organizers. If you have to drink, don't do it on board a ship; if you get plastered ashore and return to the ship, hit the sack—don't disturb everyone in your room or foc'sle, they too want to sleep.

Don't get involved in any brawls, and don't smear the opposition. Name-calling is an ever present weapon of the opposite side, and if we should start it aboard these ships, the prospective member may get bewildered and say, "The hell with both unions, I'll stay as I am."

Remember it is the shipside organizer that does 90 percent of all the organizing. The shoreside organizer merely coordinates the functions of the shipside organizer and maintains constant touch with the shipside units.

Don't depend on us too much, be self reliant, and if the spirit of cooperation is maintained between you and us, there is no doubt that we can and will lick them all in the organizing of these tankers.

So, Brothers, I say: Keep your noses clean, and we will have everything which is unorganized at present, in the fold in the not too distant future.

ATTENTION!

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

Mobile Has Jobs For Men Broke Playing Santa

By CHARLES KIMBALL

MOBILE—Not only has shipping and business picked up considerably in the past few weeks in this port, but prospects for the future look very bright. After a dead period here, we look forward eagerly to activity.

From now on, Mobile will be a port with many jobs on the board, and with men shipping regularly and quickly. Well, anyway, we hope so.

Waterman Steamship Company has notified me that they are prepared to start operating about 23 more ships within the next week or so. They are bringing the ships out of the boneyard, and the group will consist



of 11 Liberties and 12 various other type vessels.

The Liberties are going to tramp, but the others will be put on regular runs. In any case, these ships represent quite a number of jobs, and that ain't hay, Brothers.

MEN WANTED

The Tanker Companies have also been bringing out tankers during the past couple of weeks. This has just about exhausted our supply of men, mainly ABs, Cooks, Electricians, Oilers, and FWTs.

So, after all you Brothers have spent Christmas and New Years at home, and after you have all gone broke playing Santa Claus, come down to Mobile where you can ship out in a hurry.

To all the SIU Brothers, wherever you may be, on the high seas or in some foreign port, I and the Brothers in Mobile wish you all a very merry Christmas.

To Hospitalized Seafarers Gives

In keeping with its annual custom of bringing a measure of cheer to its less fortunate members who are confined to hospitals during the holiday season, the Seafarers International Union last week distributed Christmas checks to all hospitalized Seafarers in the Atlantic and Gulf District.

The decision to remember the men whom illness prevented from fully enjoying the Yuletide season was made at recent meetings by vote of the membership.

Accompanying the checks was a message from the Union.

The message follows: "The membership of the Seafarers International Union went on record to send a Christmas gift in the amount of \$10.00 to every member in the hospital.

"With the gift goes our best wishes for a very Merry Christmas and a speedy recovery in the New York."

AROUND THE PORTS

Seafarers' Hall In Port Arthur Is Due For A Good Face Lifting

By LEON JOHNSON

PORT ARTHUR—During the past few weeks this port has had not one payoff of any description. Business has fallen so low that you would have to get down on your knees to see it. On the other hand shipping and settling minor beefs has been in full swing.

Since the last article I wrote we have had the following ships in this area: Brandywine, Fort Matanzas, Capitol Reef, Klamath Falls, Fort Christina, William Schirmer, David Burnett, William Ogden, Verendrye, Brazil Victory and Zane Gray.

We have been engaged in having the Hall here remodeled a bit so that we would have something that looks presentable.

We have coffee on practically all of the time, provide plenty of cards, etc., for the amusement of the small membership that we have on the beach here. Shipping for rated men is on the whole better at the present time than it was in the past.

We are having two payoffs over the weekend, one a tanker going to France and the other an UNRRA rice load for Manila. Since it is so close to Christmas, we should have a little hard time in getting full crews for these scows.

PICTURES COMING

We will have pictures made of the Hall as soon as the front of the building is completely finished, with fancy blinds over the windows.

We have with us at the present time, Windy Walsh, Organizer, with who we are cooperating to the best of our ability. It is a local rumor that this Casanova



is getting himself spliced. We'll believe that when we see it.

Voting in this port has been negligible as we have a hard time getting three full book men together at any one time, although we do have a fine crop of younger members who appear to be good prospects for good rank-and-file members in the near future. They take a great deal of interest in all phases of the Unions activities.

CROOKED WORK

The Hall had a little run of bad luck recently when some character lifted our radio. He also left his mark on quite a few of the local boys on the beach. At present he has the dubious honor of being a full time member of the 99-year club. It is also a very good possibility that if he runs

into any one of a number of resentful persons here, he will be given some unwanted attention.

The following books are on hand and can be picked up at any time by the interested parties: Edison H. Dobbs, 37069; Charles A. Pelt, 45339; and Charles O. Greenwood, 46501.

We have received quite a number of Christmas and New Years greetings from the various branches and individual members, and I wish to take this opportunity to thank each and every one.

CMU Pulls New Phony Strike; SIU-SUP Ready For Anything

By W. H. SIMMONS

SAN FRANCISCO — The old Gold Coast is slowly coming back to life after too long a time. Things are moving along pretty good at this writing. However, I am having a bad time with the Calmar Steamship Company. The ACA Radio Operators, CIO, has had a picketline around all Calmar ships on this coast for the past three weeks.

Calmar has had ROU, AFL, Operators on their ships since the war, and now, due to that fact, the ROU has called and filed for an election on the ships of this Company. The ACA saw that their only chance of making Calmar sign with them was to act on this coast. They are sure to get the commie CMU backing, as Harry Bridges controls the Longshoremen.

The CMU ordered the MEBA Local No. 38 to pull the Engineers off the SS J. Willard Gibbs, a Calmar ship, docked in Seattle. Now, the MEBA does not hold a contract with Calmar, or so far as that goes, I know of no closed shop agreement they have with any company.

PHONY PICKETLINE

When this thing first broke, the SUP, SIU, and MM&P went on record not to recognize this phony ACA picketline, due to the fact they did not have a legitimate right to put a picketline around the Calmar ships. They do not have an existing agreement with the Company.

However, these are the facts they are basing their claim to an agreement with Calmar on. Before the war Calmar did have ACA Radio Operators, but during the war all ships that they controlled were sunk by enemy action.

As you know, during this time our Government started a vast ship building program and owned and operated these ships. The WSA is still operating these vessels and does not recognize any agreement with the ACA Radio Operators. Therefore, under these conditions, we cannot recognize this as a bona-fide picketline and we do not on the West Coast.

NO NEWS??

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

CHARLESTON
HOUSTON
NORFOLK
JACKSONVILLE
TAMPA

The deadline for port reports, monies due, etc., is the Monday preceding publication. While every effort will be made to use in the current issue material received after that date, space commitments generally do not permit us to do so. So play safe—send your copy in on time.

Galveston Sick Still Waiting For Improvements

By TED CUMMINGS

GALVESTON — We have been having quite a few beefs on the treatment given at the Marine Hospital in Galveston.

One in particular came up the other day. Brother Miller, who paid off in Galveston a few weeks ago, was suffering from the effects of an operation he had undergone in the New York Marine Hospital several months ago.

Acting on the advice of the Public Health doctor in Port Arthur he went to the Marine Hospital here.

Here is Brother Miller's statement: "Upon entering the hospital I was asked nothing; they said nothing and told me nothing—nor did they examine me. They merely put me in a car, and next I knew I was in the John Sealy Hospital.

NO EXAMINATION

"After five days they discharged me without a physical and I still have the nervous trouble.

"I went to the Union Hall where they called Dr. Lewis, who is in charge at the Marine Hospital, concerning my case and he



referred me back to the doctor at John Sealy Hospital.

"He in turn referred me back to Dr. Lewis for the following day, with the understanding that I was to be confined for one week's convalescence at the Marine Hospital.

"Upon arriving there, Dr. Lewis changed my discharge from 'fit for duty' to read 'one week's convalescent leave' and issued me a box of vitamin B tablets and nembutal for sleeping.

"It was understood I was supposed to have stayed in the Marine Hospital for one week. But as this hospital is run, you go in and out as you please and, if you wish, to a bar across the street if your crutches can carry you.

NOT FOR LIVING

"To this day they have not examined me. I left the remainder of the nembutal capsules in my room and went back and was issued more. These capsules are issued upon doctor's prescription only, but I walked in twice and got them without even an examination.

"My trouble is from an operation which they don't even know I had. But let them answer this article and they will be doing something.

"My advice, fellow shipmates and members, is to die first—then let them take you to the Galveston Marine Hospital and maybe the doctors will know what is the matter with you then."

Outside of this everything is going along nicely down here. Shipping is good and everyone is happy. I'll drop anchor here.

Big Business Makes Resolution For New Year: Smash Trade Unions

By JOE ALGINA

NEW YORK—The president of the General Motors Corporation, Alfred Sloan, recently issued an eight point program designed to keep labor in its place. He is the last man to talk about such things because he is one guy who would be dead set against any rules that would limit bosses.

To say that his ideas are all wet is very mild. They go even further than that, and if put into effect would wreck everything we have done so far. It is not to be expected that big business would play fair with labor, but this time they want all the marbles and the umpires, and then they will be willing to start the game.

One of his proposed rules would ban labor from contributing money to the campaign funds of any candidate for public office. Of course, he says nothing about big business contributions to the same campaign funds, contributions so large that many office holders are owned body and soul by big business.

LABOR'S RIGHT

Labor has the right to expand as much as it possibly can. No matter what Sloan and guys like him can do, labor is in the political picture to stay. Workers have just as much right to go into politics as business has.

Shipping and business in the port of New York are steady but not spectacular. There are ships paying off and signing on daily, and there are prospects of even more activity after the first of the year.

The Patrolmen are being kept busy, and during the last few weeks have piled up quite a rec-

ord for beefs settled right on board ship. That's the way we operate—pressure at the point of production.

We had a young fellow come into the Hall this week off the SS American Press. This ship had just been taken over from the NMU, and the ship was in as bad condition as any vessel could be in and still float. By the time the trip to Brownsville and back to New York was over, the ship had been cleaned up and was habitable.

The rest of the necessary repairs have been listed, and the crew has resolved not to sign on



for another trip until everything has been completed.

What interests me is how the NMU men can stand to sail on dirty ships, and why their Patrolmen allow such goings-on. Even if the SIU members didn't complain, and they do, our Patrolmen would never allow a crew to sign on a beat up, dirty ship.

Here's wishing you all a Happy New Year from everyone in the New York Hall. But remember we all have to work together to make 1947 a really happy year.

Bad Smell In Marcus Hook Hall Turns Out To Be CMU Propaganda

By BLACKIE CARDULLO

MARCUS HOOK—On opening the Hall this morning we noticed a very peculiar odor. At first we thought that the smell might come from a cat or dog that had been left in overnight, but on closer investigation we found that it was caused by card sent by the NMU, a card all about Maritime Unity.

Right off the bat we apologized to the cats and dogs whom we might have hurt. Then we started to think about the "maritime unity" that those boys were preaching. The kind that left the MFOWW walking the picket-lines, holding the bag while the NMU settled its beef.

WHERE WAS NMU

We'd also like to know where the NMU was when the SIU was battling for seamen during the war. Every time the SIU went to bat for seamen, Curran, Stack, and Company did their well known double-cross.

For Joe Stalin's sake they deliberately sold the U. S. seamen down the river. As far as we here in Marcus Hook are concerned, we want no part of the phony Committee for Maritime Unity, and before the NMU tries to preach unity, they ought to first practice it. Who knows, they might like it.

Our organizing campaign down here is going along better and

better each week. It's like a snowball that picks up speed as it travels down hill. Each man



we talk to seems to me feels if his business to go out and talk to another new man.

SIU HONESTY PAYS OFF

The SIU really has something to sell, and we are going our way, without outside influence from any politicians or political parties. Honest trade unionism always pays off.

We expect to pay off the SS Capital Reef this week. Shipping is good and getting better. Anybody looking for a ship could do worse than come to this port.

Shipping is fine and the women are beautiful. A nice room can be had cheap. What more could a sailor want?

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.

Baltimore Seafarers Are More Than Just Casual Union Brothers

By WILLIAM RENTZ

BALTIMORE — The best we can say about shipping in this port is that it is just about fair. I am confident that it will all pickup soon, but until then we are being patient and doing the day to day job.

From all indications, we will have to wait until after the first of the year before anything big will take place. By that time we hope that more ships will be coming into Baltimore for cargo, and that means payoffs and sighs. We can use both.

Here in this port, our members have gotten reputations as being johnny-on-the-spot to volunteer as blood donors. Hardly a meeting goes by that we don't have a request to give blood so that some poor guy can be given a transfusion. Our boys do this without pay; in fact, they fight among themselves for the honor.

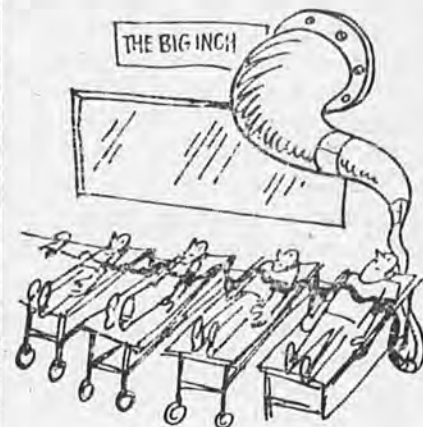
SEAMEN'S BLOOD

Last meeting the same thing happened, and on December 19 we received a letter of thanks

from friends of the man whose life was saved by the transfusion. Here is the letter:

"I am writing this letter to be read to your membership publicly, to show our gratitude to the seamen who so kindly donated their blood for a dying man. By their great generosity, he was able to go through the needed operation, and is getting along wonderfully. He will go home soon, thanks to you swell fellows.

"Without your blood it would have been impossible to save



Christmas Spirit Is Very Much In Evidence In Boston Branch

By JOHN MOGAN

BOSTON—Business and shipping has continued on the upgrade for the past week, with every indication that conditions will remain pretty fair for this port in the coming weeks.

Already we're beginning to feel the pinch when it comes to obtaining rated men in a hurry, and have had to send to New York for men.

However, this fact does not mean necessarily that all our members have been shipped; rather, it means that a good percentage of them have decided to enjoy the Christmas holidays at home.

Only two ships paid off in this area during the week, but both were good payoffs. The Muncie Victory paid off in good style, with all beefs settled on the spot. The New Echota (Pacific tanker) paid off in Providence after a six-month voyage. This also was a clean payoff, after it was pointed out to the SIU men aboard that the tanker agreements are somewhat different from the SIU agreements.

COOPERATION

There was quite a job getting the overtime clauses straightened out; but the gang was one of the best and cooperated 100-plus percent. In addition, they showed a truly brotherly spirit by contributing \$80.00 toward making Christmas for the boys in the Brighton Marine Hospital a little brighter.

I made my regular Christmas visit to the Marine Hospital last week. We have only eight members in there right now, all of them in good spirits, if not all in good health. Thanks to the generosity of the members, we were able to give each a sizable cash present, and on Christmas Eve we will be able to go back with more.

SIU SPIRIT

Many letters have been received here from the members in the hospital, expressing appreciation to all the brothers for their generosity and thoughtfulness.

It is not necessary or fitting that these letters should be reprinted in this column, but any brother who ever donated to these hospitalized brothers should know how much his gift is appreciated.

It might be added here, also, that SIU consideration for its members in the hospital has not passed without notice from hospital attaches and all other patients.

There isn't a great deal more to be said this week, except to thank all the officials and members for their Christmas greetings which are pouring in daily.

At this time of the year, almost-forgotten friendships are renewed and strengthened by a Christmas remembrance, each card turning back pages of memory to forgotten incidents and to friends long since moved on to other ports.

To one and all, then, I say thanks for the remembrance, and may Christmas and the New Year be the best ever for all hands.

Seafarers Representation Gets Logs Dropped, Medical Bills Paid

Effective Union representation enabled four Seafarers, who had been logged on the recent trip of the SS Walter Christensen, to breathe a little easier when SIU Patrolman successfully intervened in their behalf at the payoff.

The logs entered against the men during the four-month trip to South America, were dropped by the Skipper after the Patrolman presented a convincing argument.

With the logs out of the way, the Patrolmen attacked the Captain's policy of making the men pay their own bills for visits to medical doctors in Santos and various other ports. They appealed the matter to Shipping Commissioner McGrath, who ruled

his life. He wished to have me send you fellows his deepest gratitude and millions of thanks for coming to his aid. He will never forget what you men did for us, and may God bless you, one and all.

"Thanks a million times again, for all you did. We thank you from the depths of our hearts, and someday in some way hope to repay you somehow."

Mr. and Mrs. Jack Watson
721 E. Chase Street,
Baltimore, Maryland.

That letter makes us all feel that what we are doing is worthwhile. Any time we have a chance to help out in any way like this, we are glad to do so.

Blood banks are good things; we have all heard how transfusions saved so many lives in the armed services and merchant marine during this past war. We Gay Street people are happy to help out.

I'm sorry that I was unable to wish you all a Merry Christmas before the happy day, but I mean it from my heart. From all of us in this port, we send greetings for a Merry Christmas and a Happy New Year to all members of the SIU, wherever they may be.

ed that the expenses incurred were the company's. The crewmembers who had paid bills out of their own pockets were to be reimbursed.

The Patrolmen, Ray Gonzales and Salvador Colls, reported the payoff as being very clean, which they attributed to crew's cooperation.

Every man had his soiled linen in a pillow case ready for the Steward before leaving the vessel. It was pointed out that "the ship was so clean, you could eat off the decks."

Three of the crew, Paul Miller, Ralph Garrett and Mike Hook, took up a collection, proceeds of which were to be used for aiding needy SIU seamen.

The Song Of The Strikebreakers

By DAMON RUNYON

To the present generation the late Damon Runyon is best known for his human tales of Broadway characters, "dolls" and "guys." His fame rest largely on his characterizations of New York's "Roarin' Forties," which he knew so well. Most of his eulogists, however, omit mention of his literary accomplishments of another era, written against an even more turbulent and historical background.

In his early twenties, Runyon worked as a reporter on newspapers in Colorado, scene of many a bloody labor strife. There he was an eye-witness to the brutal machinations of the powerful mine operators who were dedicated to the extermination of labor.

It was there, at the age of 25, that Runyon penned the following classic characterization of the strikebreaker:

Box-carred an' stockaded;
Bayonet-paraded—
"Harnessed-bulls" behind us an'
squad on either side.
Awake, it's bricks an' curses;
Asleep, we dream o' hearses—
That's us! They call us Rough
Necks, an' we're picked be-
cause we're tried!
That's us! We're shy o' morals,
an' flat in purse an' pride!
Branded vags by the hand o' God,
from the strength o' earth
we're barred—
An' in shame we're doin' our
brother's work, backed by
the Enoch Guard!
Grind the wheels with a better
vail, as the soaped tracks
jolt an' throb:



Am I my brother's keeper, too,
along with my brother's job?
Out o' the ground his blood it
calls, Oh, the weight o' our
load is hard
When we're tryin' to do our brother's
work, but minus his
Union Card!

The only Union you'll find today
that's runnin' an Open Shop
Is the one our friend Starvation
keeps, an' it works you until
you drop.

For God is sore on the sons o'
Cain an' the work that we
try to do—

An' a curse grows out o' the
mouth o' earth as our brother's
blood seeps through!
"Scab! Scab! Scab!
Oh you lousy labor scab!"
But it's dollars a day to hear
'em say—
"Sca-a-ab!"

Jeered, but feared—an' hated;
Cemetery slated;
Battered skulls an' shattered
hulls; should we be satisfied?
Awake, it's bricks an' curses;
Asleep, we dream o' hearses—
That's us! They call us Rough
Necks, an' we're flat in purse
an' pride;
That's us! There used to be some
more, but several of us died!



By JOSEPH VOLPIAN

In last week's column, we discussed the procedure of the National Labor Relations Board in conducting an election, and this is a continuation of the same subject.

The Field Examiner submits his report of his investigation as to the election, including his findings on challenged votes, to the Regional Director who then in turn makes his report to the Board in Washington. In this report, he gives the result of the election. The union which was won is then certified.

If no union received a clear majority and there are challenged ballots then he recommends to the Board which ballots should be counted and which should be rejected.

A copy of his report is also sent to the interested parties who then have the right to make their objections as to the recommendations of the Regional Director.

These objections are submitted to the Board in Washington and the contestants are then permitted to file briefs in support of their contentions.

On rare occasions, the Board will permit, in addition to the findings of the brief, an oral argument before it.

RIGAMAROLE

If the Board finds there is merit to the argument of any contestants, the case is then sent back to the local NLRB office for further hearing.

At these hearings all the charges are actually investigated and a formal trial is held where witnesses are examined and cross-examined by the opposing side.

After the hearings are concluded, the person conducting such hearings renders his report to the Regional Director, who in turn submits it to the Washington Board and at that time a final decision is rendered.

Sometimes this procedure is rather a long drawn out affair and the losing union will assume a dog-in-the-manger attitude such

SIU Crews Give To Boston Ill

Christmas was brightened somewhat for the Seafarers in the Brighton Marine Hospital thanks to the thoughtfulness of Union Brothers in the Port of Boston. Holiday contributions for the hospitalized totalled \$103.85, it was reported by Port Agent John Mogan.

Each of the Seafarers in the Brighton hospital was to share equally in the proceeds, of which \$79.85 was donated by the crew of the SS New Echota. The SS Cardinal Gibbons men gave \$15.00, and the SS Muncie Victory added \$4.00 to the gift pool. Seafarer Ernest Belkner contributed \$5.00 to bring the total up to \$103.85.

as the NMU did in the Esso Tanker Fleet case.

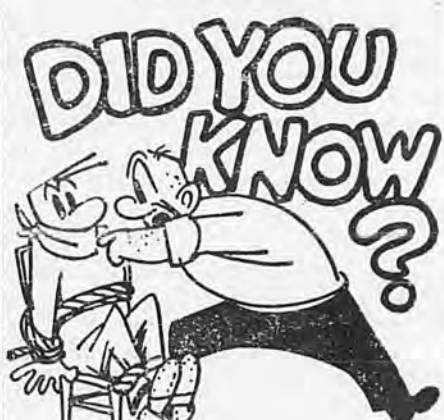
SAD CASE

In this particular case the company union was certified as being the bargaining agent in the unlicensed personnel. The NMU filed its objections and the case was set down for a hearing by the Washington Board.

The hearings were so confused and took such a great length of time that when it was concluded and sent back to the Washington Board for a final decision, the Board threw the entire case out on the ground that the original election was so old that the bargaining agent which was selected might not be representative of the personnel now employed aboard the ships.

This prolonged fight left the company union in power, and if more time and effort had been made to organize the men than bickering with hearings then the NMU might have represented the men instead of allowing the company union to do so.

From the present indications, it is our opinion that the NMU is pursuing the same tactics in the Isthmian case. However, it is our opinion that they will not be as successful in frustrating the wishes of the Isthmian seamen as they were in the case of the Esso Fleet.



By JOHNNIE JOHNSTON

There are many old terms, which when applied to a real seaman, must be said with a smile, otherwise a bang-up brawl usually will result. One of the terms is "marine."

This is used for a man who is ignorant of seamanship and is slow to catch on or just doesn't care to learn. In the days of the clipper ships, the Mate or Bosun made such a man march fore and aft during his watch with a marlin spike on his shoulder, like a sentry walking his post.

Within a short period of time, this treatment could be relied on to bring a quick change in the man.

Another term is "sojer," or "soldier." This is the worst reproach that can be leveled at a seaman because it signifies a shirker, or someone who tries to goldbrick when there is work to be done. Even lazy men don't like to be called "sojers."

These old sayings are rapidly fading from the sea, but there are still plenty of oldtimers sailing on the bridge or in the foc'sle who use them. They remember telling these yarns while sitting around "splicing the main brace."

The Patrolmen Say...

Wet All Over

NEW YORK—In a few instances lately it has been an unfortunate experience for me, and the crews of the ships I boarded for the payoff, to find one or more of the delegates all gassed up and unable to present the crew's beefs to the Patrolman.

Fortunately for the crews, these occurrences are in the great minority, but in the few instances that they have arisen they have caused a great deal of inconvenience and trouble for everyone concerned.

BLACK EYE

Everytime that something unfortunate like this arises it is a black eye for the Union, as these men are regarded as representatives of the union.

The companies, always anxious to get something on the SIU, will seize upon such cases to say that the crew delegates are in no position to represent the crew and the beefs they present cannot be relied upon, as the man is under the influence of alcohol.

This makes it a hell of a tough job for the Patrolman to gain an adjustment of beefs, and sometimes things like this mean the loss of legitimate overtime and money for the crew just because the delegate couldn't wait a few hours until payoff was out of the way to tie up with John Barleycorn.

CONFUSION GALORE

The result of the conduct by these brothers, who have taken the responsibility of the problems of their shipmates, leads to nothing but confusion and a waste of time trying to iron out the beefs.

I don't wish to be misconstrued as a "dry", but it is the duty of all delegates aboard ship to be sober and present their beefs in an orderly manner so as to protect the interests of the membership and maintain the good name of the SIU.

James Purcell

Hungry, Thirsty, Cold

NEW YORK—When the Waterman Steamship Company took over the Henry W. Longfellow in Charleston recently they called the SIU for four men to handle a short towing job to Wilmington. At least they said it would be short, so the Hall dispatched William Padget, H. D. Mace, of the SIU and L. Maltry, and M. J. Armon, of the SUP down to the ship.

With rations for three days, the ship taken in tow by a Moran tug started for Wilmington, and the men settled back for a short and uneventful jaunt. The ship soon reached Wilmington, but instead of tying up and paying off she merely changed tugs and pulled out in the stream again.

The crew was getting a little disturbed now for they were practically out of food and they had no gear for cold weather; but on and on the ship went and soon the fellows were standing on the bow with binoculars looking for an inlet where they hoped the tug would swing the ship.

It was no use, however, for on they went, past Norfolk the ship was towed, and without rations, water and gear the crew was carried further north.

Soon they had no fresh food aboard and had to scurry around and pull the rations out of the

lifeboats and shift for themselves the best way they could.

UNHAPPY FOUR

The ship, after nine days out of Charleston finally reached Brooklyn where she unloaded four half-frozen Seafarers with empty bellies and curses of being shanghaied.

They're thawed out now and are heading back for the warmth of Charleston with the knowledge that never again will they go aboard a ship unless they have down in black and white exactly where it is going and the proper gear is aboard.

Their experience is caution enough for any man who is sent out on a similar job to see that he has the full dope before taking the ship out of the harbor.

Jim Drawdy

Sweet Ship

The SS Gervais, Pacific Tankers, paid off this week, and she was one of the sweetest ships to pay off here in quite some time. The credit for this should go to the three Delegates, who did a swell job in bringing in a clean ship with no beefs.

The Deck Gang averaged 500 hours overtime each for a three-month trip, and not one penny of any overtime was disputed. The other Departments did equally as well.

James Purcell
Howard Guinier

Tillamook Crew Resents Pound Tax On Butts

Anyone who has the idea that the days of piracy on the high seas are a thing of the past, had better take heed of a cablegram recently received by Secretary-Treasurer John Hawk. This message, from the crew of the SS Tillamook, protests the fact that cartons of cigarettes from the slopchest are subject to a tax of one Pound which is approximately \$4.20 in good old U. S. coin.

The Tillamook has been aground off Swansea for the past four weeks, and during this period the slopchest cigarettes have been taxed by the British Customs. Adding about \$4.20 to the normal cost of a carton of cigarettes makes smoking an expensive pleasure, indeed.

It is almost like watching your money go up in smoke when you light up a cigarette off Swansea these days.

Here is the cablegram which was received from the crew:

We the crew of SS Tillamook aground at swansea for the past four weeks enter protest against the charge of one Pound tax on slopchest cigarettes. Captain also protesting to Merchant Marine Association. Please enter in Seafarers Log. Deck Delegate Richard R. Weikas; Engine Ray Lusko; Steward Marcus Robinson.

There isn't to much that can be done in such a situation since British taxes are high, and this tax on cigarettes is no exception. One word of advice, though: Take a lesson from the Tillamook crew and keep plenty of smokes on hand if you are in any danger of going aground in British territorial waters.

SHIPS' MINUTES AND NEWS



Crew Slings Some Changes On Goliath

"There's got to be some changes made around here," isn't the title of one of the top tunes on radio's Hit Parade, although it certainly may sound like it.

It is the tune, however, of the minutes of a recent meeting held aboard the SS Goliath, an Eastern Transportation Company tug. The crewmembers are downright disgusted with some of the present goings-on, and at the meeting they went on record to call a halt to things.

LINEN CHANGE

Rating top attention in the proposed changes was the procedure whereby the Mates handle and distribute the linen aboard the vessel. The men are not getting "a proper amount" of linen this way, they charge. They passed a motion calling for the transfer of the linen custodianship from the Mates to the Steward.

Equally as bad was the situation in regard to matches and bath soap. Supplies of each are "supposed" to be given out to the men weekly but in practice it has been working out differently. The supplies are not forthcoming regularly with the result that crewmembers have been



buying their own. To surmount this somewhat dark and dirty trick, it was unanimously recommended that soap and matches, along with the linen supply, be turned over to the Steward for disposition.

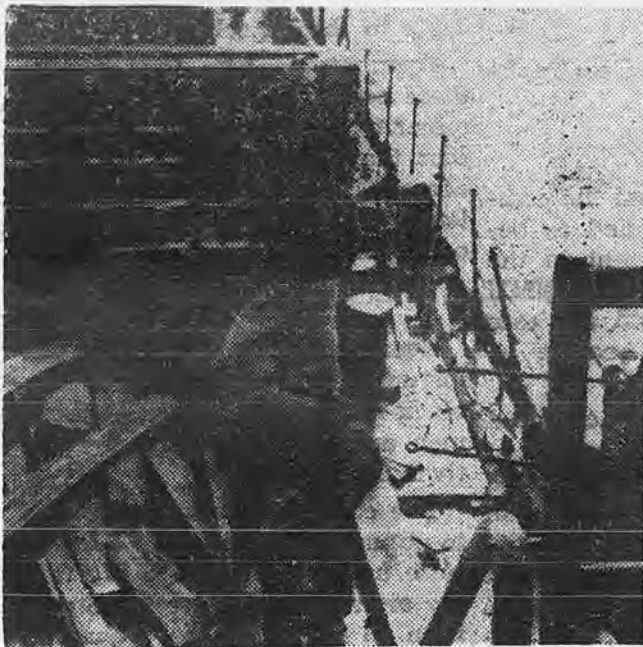
WILL SING NEW TUNE

The conduct of the Skipper was discussed also with the object to get him to change his tune. His singing has a definitely unsavory slant. A motion, passed unanimously, stated that the "Agent (Patrolman) see Capt. Dan Hayman about his union-baiting, and his attempts to cause dissension among the crew. To also have him stop making slanderous remarks against the Union, and to stop trying to cause disruptions and hard feelings."

Final of the changes recommended at the Goliath meeting was one designed to wipe up a wet condition in the crew's quarters. Pipe in the overhead have been sweating in the cold weather, and the water has been dripping into the men's bunks, and it's got to stop, the men said.

If there's a Seafarer named David aboard the Goliath maybe history will repeat itself.

MV COASTAL DEFENDER BRISTLES WITH ACTIVITY



The lads aboard the Smith and Johnson vessel gingerly perform their tasks in the brisk Canadian atmosphere of Baffin Island. Photo at left shows members of Deck Gang straightening out dunnage; stooping is Bosun Williams, in center is Fin Malland, AB; while "Ski" the Deck Maintenance stands in rear.

At right, some of the men ready oil drums for unloading at Frobisher Bay.



Two of the sturdy crew, Finn Malland (left) and Robert Brown, pose at the rail. Those are snow-capped peaks in the background. Brr-rr.

MINUTES OF SIU SHIP MEETINGS DIGESTED FOR EASIER READING

JOHN GALLUP, Oct. 28 — Chairman J. Coy; Secretary E. Youngblood. Motions carried; that Steward Department be permitted to paint their own quarters; that repairs submitted by Steward in regard to living quarters be carried out; that fines be donated to Hospital fund and that Delegates collect fines; to have new lockers installed; that messrooms, ports, W.T. doors and locks be repaired; that all fans be repaired, linen be replaced, soap dishes be placed in all showers and washrooms; and that leak be repaired in Deck Department head.

COASTAL LIBERATOR, Sept. 27 — Chairman C. E. Chandler; Secretary K. G. Freyschlog. John Malcolm, Black Gang Delegate, reported that small boiler was not operating properly. In order for it to supply adequate hot water during winter months, he advised that it be repaired or replaced. Also reported that percolators are needed in Engine room and in messhall. Steward Delegate Robert Marion said that his department had left

galley in clean condition prior to strike, and returned after strike to find everything dirty. Security watch sent by Union had been denied access to stores. Several men were recommended for membership.

JEFFERSON CITY, Oct. 30 — Chairman T. M. Jones; Secretary T. A. Williams. Delegates gave their reports—everything in pretty good shape. Motions carried: that repair list be prepared in duplicate—one to be turned in to the hall, the other to be given oncoming crew; that repair list be posted in arrival. It was suggested that Delegates pick up books and turn them to agent or patrolman with amount each man wishes to pay, also that Delegates advise Captain to dump overboard food infested with weavels.

DIAMOND HITCH, Sept. 27 Chairman Les Goldinger; Secretary J. DuBose. Deck—Complaint made against Chief Mate, Engine—Complaint was made against the First Assistant concerning the logging of Paul Kent. The Second Assistant degrades all crewmembers

Counter Offensive Planned Against Insects On Evelyn

With the horde of insects aboard the SS Evelyn being augmented daily by swarming reinforcements, crew members planned strategy at recent shipboard meetings to combat the winged menace. The situation had reached such proportions that immediate action was imperative in face of what appeared might be a disastrous rout by the rapidly multiplying bug brigades.

The Steward reported that the charge of artillery operations on the ground and in the air. The crew instructed him to order up additional buzz-bombs and to launch an immediate offensive. "Wipe them out," were the terse orders received.

FIRE-POWER MISSING

The Steward reported that the insects had been able to establish a beachhead because his repeated



pleas for fire power were ignored or cut down. He said that although he had put in an order for a considerable number of the bombs for a complete wiping-out job, the company had refused to send him more than three at a time.

This report of laxity in the rear stirred the crew meeting into action. They formulated an ultimatum to the effect that if the company did not send up sufficient equipment with which the crew could combat the insect

by defamation of their character. All beefs to be settled in New York. No one to pay off until all beefs are settled. All three departments totally dissatisfied with the Chief Steward as a union man. They claim

(Continued on Page 11)

ravages, the Evelyn would be held alongside the dock. She would not be moved until such time as the company itself saw fit to take over and exterminate the invaders. This was the decision reached at the Nov. 23 meeting held at sea.

SWIFT ACTION

At the Dec. 1 meeting also held at sea, the situation was such that the members swiftly passed a motion saying "that exterminators must be bought aboard the vessel when she arrives in Baltimore, and that all the insects on board must be exterminated before the ship will be allowed to leave the dock in Baltimore."

All action, however, at this Evelyn meeting was not combative in nature. Brother Tilley motioned that a vote of thanks be given the Stewards department for the fine work they did in preparing such a splendid Thanksgiving dinner, and for their efforts on the whole."

The question arose as to whether or not a holiday at sea for men on watch constituted overtime. It was agreed that the question would be resolved when the vessel pulled into port. It was confirmed, however, that crew members of the ship "are entitled to the same holidays as longshoremen in whatever port the vessel happens to be in."

Also unanimously passed was a motion in regard to the water coolers in the Engine room, and on the main deck in the crew's quarters. "The two water coolers must be prepared and put on suitable working condition before the ship sails from Baltimore," the motion stated.

The Thanksgiving dinner menu, which the crew recommended be sent to the Seafarers Log, follows:

- Table Celery Olives
- Consomme
- Roast Turkey
- Dressing and Giblet Gravy
- Baked Virginia Ham
- Pineapple Sauce
- Candied Yams Mashed Potatoes
- Cranberry Sauce Mixed Nuts
- Mince and Pumpkin Pies
- Plum Pudding and Hard Sauce
- Hot Rolls Apples Oranges
- Coffee Cocoa Fresh Milk

Digested Minutes Of SIU Ship Meetings

(Continued from Page 10)

him to be a company stiff. The Steward boasts that he is an officer and must be respected aboard and ashore. Chief Engineer refuses to recognize Paul Kent as Deck Delegate. Suggested that Purser's records concerning the rate of exchange of foreign money (BWI, Dutch Guiana) be investigated. Meeting was called by the crewmembers and not by the delegates. No one refused to turn to at anytime.



ALCOA PILGRIM, Sept. 19—Chairman Nils Gronberg; Secretary L. W. Highsmith. Delegates reported no beefs and that overtime was okay. Crew pantry icebox had been repaired. Motions carried: that crew leave glasses in pantry for use during meals; to have some fruit juice left in box at night; to have notice of launch service to and from ship posted on bulletin board. General discussion on drinking glasses, spoons, knives, forks and winter gear.

WOLF CREEK, Nov. 17—Chairman LeRoy Nichols; Secretary Gerald Laura. Reports from three department delegates. Deck: everything okay; Engine: all okay; Steward: over 1,000 hours overtime and no disputes. Motions carried: to have Delegates make list of repairs for their departments, to be turned in to Agent at Corpus Christi; that delegates see that quarters are clean before payoff. Discussion on transportation rider. Vote of thanks tendered Steward department for "wonderful chow and excellent service and for carrying on under very trying conditions in Mobile, Ala."

SAM JOHNSTON, Nov. 10—Chairman E. A. Lane; Secretary G. Gallant. Lockers and fans in foc'sles to be checked and repaired, foc'sles to be painted. Chairs in messhall to be repaired. Men to leave quarters clean when signing off ship. New coffee urn needed in crew's mess. Motions carried to have patrolmen to see that sufficient stores be stocked for next crew, and enough provisions be allotted to care of passengers if taken aboard. One minute of silence for Brothers lost at sea.



ALCOA MASTER, Nov. 10—Chairman George A. Allen; Secretary Lynn A. Poole. Deck Delegate reported disputed overtime believed to be collected; Steward Delegate asked men to aid in keeping messhall clean. Delegates reports accepted. Steward said vegetable aboard are not enough for round trip and urged his men to go easy on them; vegetables in Aruba are "unfit for human consumption." Crew advised to read up and fully understand the new agreement. Motion carried to elect one man from each department to study new agreement.



ETHIOPIA VICTORY, Aug. 6—Chairman W. A. Driver; Secretary T. J. Roach. Beef made that chow is not being prepared in right manner. Two men late for watch because they were not served immediately. Suggestion, that coffee urn be cleaned out daily. Motions carried calling for fumigation of entire ship in first port, and for new mattresses and pillows to be put aboard. Drinking glasses to be kept cleaner. Motion made and passed that men keep feet on deck and not on chairs.

STEEL ARTISAN (Isthmian), Nov. 28—Chairman Tannehill; (Secretary not noted) Possibility of opening PO messhall discussed. One messroom lacks sufficient capacity for eating entire crew. Steward asked to order mirrors for Jr. Engineer's room. Crew assured by Bosun that deck head and showers would be kept clean. Deck 12-4 asked that fans be supplied for laundry. Cook stated that galley scupper was still plugged up although First Assistant was notified of this on last trip. Motions carried: that Delegates check slopchest and stores and to get approximate size of clothes and shoes that are to be ordered.



MAE, Dec. 10—Chairman R. Sechinger; Secretary A. Baker. Motions carried: that crew's quarters be heated while in port of Baltimore or notify crew's in advance so they can find rooms ashore; have Steward order electric coffee pot and glasses for crew mess; that one of the small urns not in use be moved to crew mess. Repairs needed in Oiler's foc'sle, pins needed for shower curtains, gratings for shower, keys for Bosun's room, and fumigation necessary.

NOONDAY, Oct. 27—Chairman Clough; (Secretary not noted). Motions carried: that sanitary work in laundry be done on regular sanitary hours and be alternated weekly between deck and Black gang and that room allotted for library and writing room be taken care of by Steward department; that before next regular meeting, to be held before arrival in England, each department meet and draw up list of repairs and/or recommendations to be submitted before joint meeting—those getting final approval to be typed and given to Master, Ch. Mate, Ch. Engineer and Steward and a copy sent to Union via airmail.

LUTHER HURD, Sept. 19—Chairman F. Nohlicki; Secretary E. Powell. Reports of three delegates accepted. Motion passed that ship not be sailed until action was taken on ship's repairs. Suggested that crew members keep out of messman's way when he is setting up the meals; also that messman check the supply of milk, etc., in messhall each night. In memory of departed brothers one minute of silence observed prior to adjournment.



ARGONAUT, Dec. 8—Chairman George Meaney; Secretary J. Egga. Motions carried: to fine anyone abusing toaster, and those who put feet on chairs and cushions; dirty cups not to be left on tables, and cigarettes not to be thrown around deck. Ch. Steward nominated and elected to collect fines and turn money over to Fort Stanton Tubercular hospital; committee for same also elected. Moved that one member of the crew designated to obtain books for crew's library, and a motion carried to have washboards built on bulwarks so crew can wash clothes. Everyone voiced satisfaction with meeting. One minute of silence for seamen lost at sea.

HELEN, Nov. 26—Chairman Leroy Jackson; Secretary Red Morgan. List of needed repairs drawn up. Requested a speaker to be put in crew's mess and connected with radio in radio room. Discussed need of another room for the freezers as they have been carried in the hospital in the past. Committee of three men appointed to look over ship for a suitable place for another room. Agreed to have a book rack built in messhall, and secure a library when ships gets in. One minute of silence observed for brothers lost at sea during war.

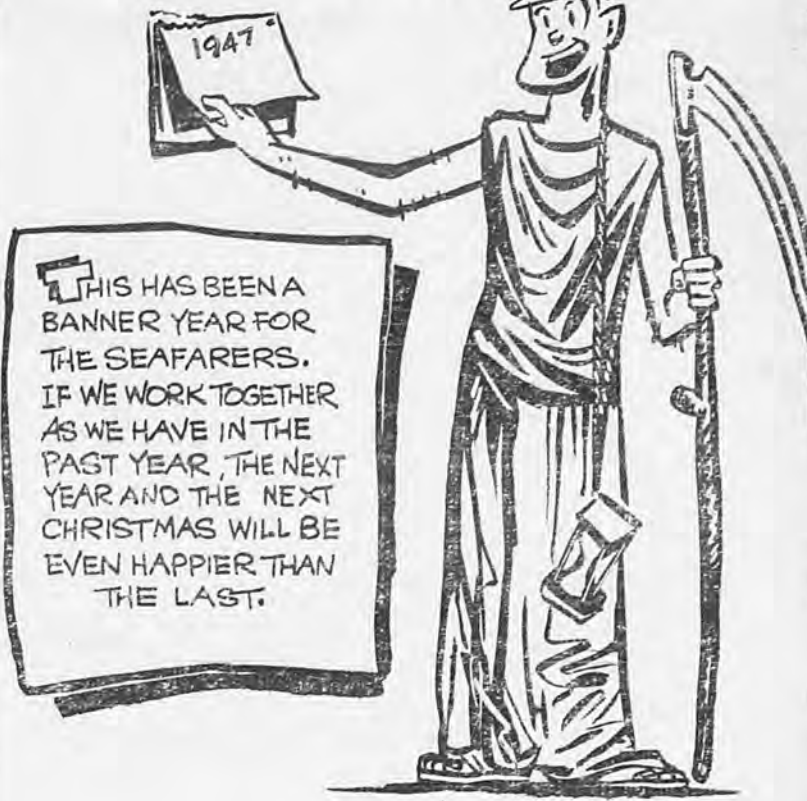
WILLIAM JOHNSON, Dec. 15—Chairman Roy Thompson; Secretary John Bluit. Officers are to be kept out of crew messhall, and crew is to keep out of saloon. Food situation is getting bad. There is no Steward or Chief Cook; second cook and pantry man are feeding the best they can do. Special committee is to see the old man about this. Motion carried to keep messhall and recreation room clean at all times and radio is to be shut off at 10 p. m.



GEORGE WASHINGTON (no date)—Chairman Murphy; Secretary Hunt. Reports made by the department delegates. Motions carried: to put oil cloths on any and all mess room tables that need them; to put door stops on messroom doors to prevent slamming; to put soap trays in crew's rooms; to elect delegates for each and every department before leaving the dock. Discussion on cleanliness of engine department. One minute of silence for brothers lost at sea.

SEAFARER SAM SAYS:

Merry Christmas and Happy New Year!



CUT and RUN

By HANK

After recovering from our Christmas spirits we're right on the snow-ball with our weekly collection of brotherly news. . . Say, if those government bureaus and dreaming politicians don't know about this sky-high cost of living, then Brother Ralston "Curly" Stuart can tell them. He's shipping out because he can't keep on paying \$11.29 weekly for his two-by-four room in the YMCA anymore. . . Harry "Popeye" Cronin just sailed into town from a thirty day trip to Greece. . . Little Paddy McCann shipped on the Waltham Victory. Let's hear from you, Paddy? . . . Is smiling Mike Rossi still turning to every day as a taxi-driver? How's tips treating you, Senior Mike? . . . Brother K. Kain anchored into the hall. What's new and how was the trip, Brother Kain? . . . Boy, shipping picked up so good in the last week that it made Leslie Brillhart say: "It's sure good to see those smiles on the guys when they get their jobs and leave the hall" . . . The best shipping however is down in Marcus Hook, brothers. . .

Last week we talked to Jimmy Mulligan, a swell guy, a Boston Irishman, who lives in New York with the wife and kids. Jimmy rather laughed when he remembered how the MM&P strike hit his ship down in Texas. You see, the only strike chow they were lucky enough to get was some wild animals running around every day. Well, when you have to — you have to. You can't wait for any strangers to feed you in a strike, indeed . . . Little Charlie Stevens, oldtimer bellyrobber, is anchored here in our town and smoking up his beachy days with cigars. . . Steward Eddie Kasnowski who lost his gear on some ship, is waiting to ship out. Write to the company, Eddie, and ask them for a new cook-book and a new special pot for gravy overtime. If they don't throw the Shipping Commissioner at them. . .

Before Brother Harold Lawlor left for Korea recently in an Army suit, he retired his book and then gave Patrolman Jimmy Purcell a happy beef by chewing the Seafaring fat about old times and shipmates. . . Sal Volpi shipped Bosun on the SS Orbis with Big Mike and Nick the Pollock. The ship is chartered to France so she might shuttle. . . Isidore Levy is getting married in March, 1947. Does your girl want you to donate your sea blood to the Red Cross, Brother Levy? . . . Bosun Bera Smyley, aboard the SS Cape Race, will be saying hello to Ray Sweeney when the ship hits Texas. . .

Joe Barringer, who just finished a short trip to Canada, is hoping for a miraculous trip to Shanghai, China. The best Chinese laundryman couldn't shanghai you for that trip for all the dirty shirts in New York. Joe. Joe asked Harvey Hill why he didn't grab a ship. Harvey answered: "Now don't give me any ideas, Joe. My wife has enough of them. Anyway, I'm wondering where my pal, Rodney Johnson is right now?" . . . Probably in Shanghai. Harvey, wishing he was here in New York, getting into the Merry Christmas spirits. . . Louis Galvani, who sails as Deck Engineer, is in town now, charged with desertion, after missing his ship down in St. Thomas. . . Steward Vic Milazzo just went up to Boston to get operated on his neck. Don't stick your neck out too far, Vic. Kidding aside, Vic, good luck! . . .

THE MEMBERSHIP SPEAKS



FOUR MEN IN A BOAT



Seated across the beam of a boat in Calcutta, from left to right, are Seafarers E. Tassin, Carpenter; B. Marshall, OS; F. Hughe, Maintenance, and W. Wyman, Bosun, crewmembers of the SS Twin Falls Victory. Brother Wyman, who has been on several Isthmian ships, is now an organizer in New Orleans. Buck Stephens, acting New Orleans Agent submitted the photo to the Log.

'CHIPS' STEFANIK WRITES OF A HECTIC TRIP

Dear Editor:

I thought I'd drop you a few lines to let you know where we are. This American Steamship Company vessel went from Holland to Poland, and we'll be in England tomorrow, for two days. From there we go to Venezuela, and Lord knows where from there.

In Rotterdam we went into drydock and had 5,000 rivets put in this scow, but she still leaks.

When we left Cuba, the old man got 650 cartons of American cigarettes—and they were cheap. Just \$2.89 a carton. At Rotterdam we got 500 cartons at \$1.32 each.

In Gdynia, Poland, no draw was allowed. The boys had to sell their personal clothing for spending money, and with things being so dear, it didn't last long.

The old man says his name is Captain Bligh. He also called up one of the lads for a routine log, told him he was a "rummy," and asked why he couldn't stay sober when in port. (The pot calling the kettle black.)

We've also had some good cooperation from the Chief Steward, the old man's wipe rag, whom we'd like to recommend to the NMU. Kay is Bosun aboard this scow, and Ed Hibbard of Cuba is 3rd Mate.

We would like for you to have a few words with Curly Rentz for us, and have him write us a few lines in Venezuela sending as much information as possible, as we haven't had but one letter from anyone. And we may be out for a long time.

Milan "Chips" Stefanik

BROTHER TAKES STEP TOWARD U. S. CITIZENSHIP

Dear Editor:

I have what I think might be some very good news for alien seamen who are interested in getting United States citizenship papers. This week I made a start in that direction, and since there

might be some men interested, I thought I'd pass on the procedure.

First off, you have to have your birth certificate, or a copy of it. Then you get an affidavit from the local police or municipal authorities from the town in which you lived on the other side, attesting to the fact that you have a clean record.

With these two documents, you go to your country's consul in whatever American city you happen to be in, and he will translate these papers into English, making three copies.

Finally, you get two photostatic copies of your birth certificate and the affidavit. This is as far as I have gotten. My next step is to see one of the American consuls in a foreign city and apply for a permanent entry into the United States.

Actually there is much yet to be done before I get citizenship, but I feel I've made a darned important start.

Edmund Erikson

Hill Spends His Christmas Night-Clubbing In New York

Dear Editor:

Well, here I am anchored in good old be-wintered New York, waiting to ship out sometime after New Year's Day blows its brand new top. My wife, Louise, and of course, and my own good old self, kinda enjoyed spending (and I don't mean spending a lot of loose green-bills, either) a landlubbing Christmas together—which is always a good thing but always an expensive partnership! Now don't get me wrong, brothers. I don't act like one of these 85 day wonderful sailors swaying over the Christmas tree and drop-



ping his inherited sentimental tears on the colored bulbs and the drooping candles. You see, here's how we spread out our Christmas feelings—and you know how those feelings spread out after a little encouragement. Well, after taking unhesitating care of a turkey—which couldn't make the dead-line on Thanksgiving due to the fact that it was out in the late hours celebrating his last day of life on earth—we went out for some dancing and clubbing one or two night-clubs with our few cabbage leaves.

MERRY XMAS

Now although I'm kinda late in wishing everyone a Merry Christmas, I sure hope everybody had a good time, without

getting paid off in the morning with those traditional hang-over beefs.

Now, as for me, with or without Santa Claus, I'm getting along swell on the (temporary) wagon—which won't be used until the little kid called 1947 starts running around wishing everybody a whole year of less income tax—if the Republicans can count numbers right and give me the right change.

WILL SHIP OUT

Well, until I ship out sometime in January, I'll probably still be coughing up the coffee-nickels to keep the dryness out of the plumbing works in a few guys—and those good old laughs in the ordinary kind of chewing-the-fat which goes on through the Dispatching Hall floor.

Before I knock off with this fancy and perhaps humor-sugared letter-writing—with which I ain't recently familiar enough with to keep on without getting off course, naturally—I'm going to go window-looking in some antique shop or wax museum and buy a long yellow-colored arm with a open hand so I can bring to the next union meeting so I can be recognized by the Chairman and have my short-worded say-so about anything popping on the floor.

Harvey Hill

Bad Leg Keeps Brother In Bed

Dear Editor:

Please send me the Seafarers Log as I'm laid up with a bad leg and I don't know when I'll be able to ship out again.

I would like to keep up with the news of the Union and the Seafarers.

St. Louis, Mo. Glen Junge

Oh, It's The Seaman's Life For Me

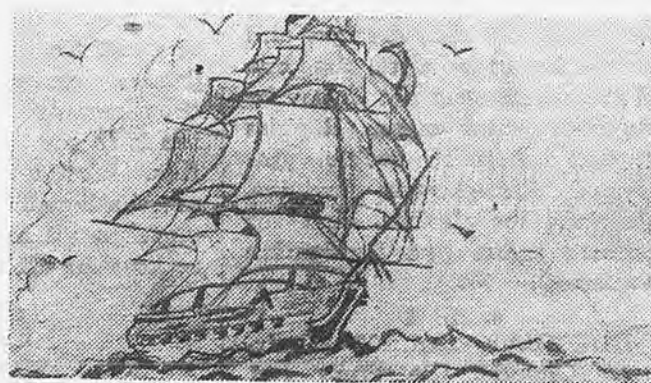
By WAYNE McALLISTER

A seamen's life is what I fancy,
Out upon the open sea,
To sail across God's oceans
Where a man is really free;
Just to see the sunset's glory
On the crest of rolling waves,
While the wind is blowing gently
O'er the masthead and the stays.

Oh, to be a carefree sailor,
Tying knots and splicing wires,
With a marlinspike to help me,
And a back that never tires;
Let me climb up in the riggin'
And get nearer to the sky,
While I watch some distant island
As our ship goes sailing by.

Off to some strange foreign country,
Let me sail a course that's true,
On a ship low-in with cargo,
Let me be one of the crew;
Just to watch the playful porpoise,
As it jumps up into view,
Or to see the flying fishes,
As they glide across the blue.

Oh, to be on watch at midnight,
On a night that's cool and clear,



While the wind and tossing ocean,
Brings soft, sweet music to my ear;
You can have your moonlit gardens,
They're all quite pretty I'll allow,
But I'd rather see the moon dancing
In the foam around the bow.

If I had but a single wish,
To chose what I would be,
I would chose to be a sailor,
On a ship far out at sea.
Yes, it's a seaman's life I fancy,
Out upon the open sea,
To sail across God's oceans,
Where a man is really free.

Log-A-Rhythms

"Simper Apparatus"

By Clyde B. Ward
(Cuzzin Cisco)

The height of ambition
Of the Maritime Commission,
With the aid of the Hooligan,
Is to improve its position.

No more Department of Commerce,
Or Steamboat Inspectors,
Just Hooligan brass-hat
Injectors and rejectors.

To survive an examination
Without Coast Guard injection,
Is sillier than a blood-poison
Minus the infection.

But with Hooligan's blessings,
And a cute monkey-suit,
They'll give you your ticket,
And some ratings to boot.

Almighty Admiral on high:
We hail you, shoreside Captain Bligh,
Lord of all seamen, the high and low,
Though only the lowly know
the weight of your blow.

It's "have a drink, Captain, tsk, tsk and tut, tut,
'Tis the radical element—nothing else but,
I'll pull all their papers, on the beach they'll stay,
While you ship our brave lads from Sheepshead Bay."

You can knock the L out of Kelly,
But Kely he still will be,
So why not knock the gold braid
Out of the peacetime industry.

We have a brasshat Commissioner of Mining,
A broken-down Admiral is King of the Sea,
The Coast Guard is lord of all shipping—
An Independent would be a wonder to see.

Let's return the mines to the owners and miners,
May the Hooligan just Coast Guardsmen be,
Let ships return unto Commerce,
And men who can handle them,
by G--.

Dear Editor:
Enclosed find a few of my Donkey Watch Dirges. Although I try to keep my scribbling straight in the English Channel, it gets off course occasionally.

Anti-hooliganly yours,
Clyde (Cuzzin Cisco) Ward
SS Nelson W. Aldrich
Bound for Hither and Yon

Speculation

By I. H. Pepper

What love is this
I learn to know,
How is it nourished,
And why does it grow?

Hank Jabs At Critic Of Seamen, Says Employers Prolong Strikes

Dear Editor:

Working my slow and common brain through the daily paper I came across a shockingly childish editorial, headlined: "Futility of Strikes," and this definite decision was based and blamed on the maritime strike. Naturally my common sense immediately twisted and boiled when I fully realized what this land-lubbing, desk genius of an editorial writer gave birth to from his stagnant but happy sinecure environment of office dust, coffee cups, cigarette-overflowed ash-trays, empty coca-cola bottles and racing noisy typewriters.

Well, regardless of the fact that this mysteriously educated moron qualified enough to write important editorials but didn't know any of the honestly basic details in the strike (especially the details from the working seamen's position), he still definitely stated that all strikes are worthless and futile (especially the maritime strike) because it really was settled eventually through a peaceful conference. Now, brothers, wouldn't this moron be a rich, back-broken, happy company stiff if he accidentally but unfortunately was ever a seaman?

NEVER FUTILE

Of course the strikers are futile—for the government and for the rich, greedy, cut-throat bosses. But strikes are never worthless for the workers and their families — in these days where a dollar is worth about 50 or 60 cents.

Why indeed shouldn't seamen strike for more decent wages and conditions, for the kind of lives they live when they have two strikes against them? (1) The higher cost of living, and (2) the fact that the rich bosses just don't feel like giving any more money because it means so much less of their precious profits rushing into their bank deposits. Seamen, like all workers, don't want more money because they want to buy mansions and yachts, or overload their wives with jewels and furs—and their children with slick clothes.

And the tragic thing about the rich bosses who are shedding crocodile tears because they are being so mistreated is that they still raise the prices of their products, etc., regardless of whether they were forced to give two dol-

lars or two cents more to their workers.

JUST A LITERARY STIFF

But to get back to this over-aged kid who wrote such an expert-like editorial. There were just two details this literary stiff knew from his big, overcrowded desk: (1—there was a strike; 2—it was settled eventually through a conference. And with these atomic facts, this satisfied lemon of an educated man cuts his fingers and ruins his sixty dollar suit, climbing madly up the Mountain of Definite Truth and screaming to the eager, common people: "STRIKES ARE FUTILE!"

Now, who ever heard of a common worker bravely going up to his boss, asking him for a raise and even telling him he wants 15 dollars more a week—because he can't live on his present salary



due to the higher costs of food, clothes, etc? Why, the boss would be shocked. He would laugh. He would roar and scream and sob with genuine tears flowing—and then he would say: "Well, that's too bad, my good man. I'm sorry, and you're fired."

Would this be fair—would it be American democracy of man helping man in his job and sincerely wishing everyone health and happiness, Merry Christmases and Happy New Years? Or would it be plain insane slavery and dictatorship.

PICTURE

Picture it. The dirty, hard working, tired worker kneeling humbly on his bony knees before the throne where sits the happy, fat rich American boss who tells him that if he can't live on his present salary he can get another job—and the same thing will happen again and again to the worker begging for just a little more money for himself and his family. In other words, a worker has to

keep his little mouth shut, starve or steal and just keep holding on to his lousy job—and let the boss make all the profits in the world—while the worker and his family keep on needing so much milk, meat and vegetables all through the week and new shoes and clothes now and then, in addition to paying the rent bill, the coal bill, the electric bill, the insurance man, the medical treatments now and then.

HEAR THIS

Let me quote some of this writer's poisonous stupidity:

"Obviously the maritime strike was wholly unnecessary and flagrantly unwise. There was never any lack of opportunity for collective bargaining and the process of bargaining continued throughout the strike and eventually produced agreement . . . It was a costly and stupid strike from all standpoints and it was a particularly costly and stupid strike from the standpoint of labor . . . Strikes . . . deprive workers of wages and inflict severe privations and acute hardships upon their families . . . impair the organizations and facilities of employers . . . and cause great annoyance and inconvenience to the general public."

WHERE ARE THEIR BRAINS?

Well, now, if the employers were ever aware of all that and sincerely wanted to prevent those severe hardships to their factories, their profits, their prestige . . . and severe hardships on the workers and their families . . . and the annoyance and inconvenience to the public—why didn't they use their quick-trigger minds with figures and offer to accept a major portion of what the unions asked for—which seems to be what happened anyway after several weeks of a strike?

If the employers settled so much later after the strike, why didn't they use the same system weeks before the threat of a strike and avoid all those severe hardships on public workers, government and their own profits and continued operation of factories and services? But these greedy scheming employers deliberately avoided any day to day conferences held in good faith weeks before the strike. In other words, the employers, with childish stubborn but clever minds, continued the strike for the workers.

"Cut and Run" Hank



Brother In Army Requests Info Regarding Future Status

Prior to joining the army in September 1945, I was a member of the SIU, in good standing. My last vessel was a Waterman Victory which I left in New Orleans sometime in August, a month before I entered the army. I had been sailing 26 months, and I liked going to sea.

At present I have 26 months to go before being discharged from the army. Meanwhile, I would like to know if there is any way in which I can right myself with the Union, so that I may be eligible to sail upon termination of my army service.

I still have my papers and Union book. Please let me know what can be done in regard to restoring my status in the SIU.

Jerry Rouse, Pfc.
Troop A, 1st Constab. Sq'n
15th Constab. Regiment
APO 209, c/o Postmaster, N.Y.

Answer: — We have checked with the bookkeeping department and they recommend that you mail your book to that department at the New York Hall, where it will be placed in the Armed Forces file. When you are discharged from the army, come to the New York Hall with your discharge papers. The book will be returned to you at that time, and you will have established yourself in good standing.

'Have A Heart' Begs Ski After Tearing It In Pieces

Dear Editor:

Here's a couple of short ones—I'd like to pass along:

Two ordinary seamen were reminiscing on deck one day about their war experiences. Said one:

"I'll never forget the time I was torpedoed. I was swimming around when the sub surfaced and came toward me.

"It got closer and closer. Suddenly, I saw one of the enemy standing on the deck of the sub with a gun pointed right at my chest. Then he pulled the trigger. . . ."

"Hey, wait a minute," piped the other OS. "If he was that close to you and fired, the bul-

let would have gone right through your heart and killed you."

To which the first OS replied: "Not me it didn't. I was so scared when he fired, my heart was in my mouth."

Then there were the Purser, the Pharmacist's Mate and the radio operator, who were shooting the breeze about books and authors.

"Have you read Bacon?" asked one.

"No, but I've eaten it," came the answer.

"I'm talking about Bacon the writer."

"Oh, him—sure, I knew him very well," said the second smart guy. "Why we used to."

"Hey, Bacon's been dead 200 years."

"You don't say? How time flies."

Well, that's it fellows, but have a heart, will you. I'll be seeing you fellows in New York within a few days.

Alex (Ski) Janowski

BROTHERS PASS ALONG NOTE ON A HARD GUY

Dear Editor:

Today, Brother Richard Farley and I, Arthur Hillary, were invited to have a dinner aboard the SS Siroco, an Isthmian ship. The invitation came from Brother Hefflin, another SIU brother, who knew we were flat broke and needed a square meal.

We were eating our dinner in a quiet, orderly manner, when the Chief Mate, Albert Meyers, passed by. Noticing that we were not members of the crew, he called the Steward aside and told him that meals are not to be served to any persons other than the crew.

This little note might save a few brothers from an unnecessary hard trip. It has been said by members of the crew that this mate is a very hard and unreasonable man to get along with. He is also a non-union man—to put it mildly.

Arthur Hillary
Richard D. Farley
Honolulu, T. H.

WANTS THE LOG SENT TO THE LOG INN

Dear Editor:

I have been getting the Log every week and I have been enjoying it very much reading about the good work the boys have been doing. I sure wish I could have been there to help. I plan to ship out again around the first of the year.

I was living in Nevada, but I moved to Rock Springs, Wyoming, and I would like to have the Log sent to me at the new address.

Keep up the good work, boys. And hello to the boys in New Orleans.

A. J. Doty
c/o Log Inn
Rock Springs, Wyo.

ABOARD THE SS MEREDITH VICTORY AT SEA



Some of the crewmembers pose for Seafarer Gilbert Parker, the Meredith's ace cameraman. The picture was taken while the vessel—which the crew termed 'a fit home at sea'—was returning to its home port of Norfolk.

Curran's Statement On CMU Resignation

(Continued from Page 3)

whose votes decide the policy, have contributed together less than \$13,000. Ordinarily it would not be of much importance, this question of money being contributed, but when that money does not serve the purpose of creating unity, then it is of great importance. It is also important, because under this setup, the NMU treasury can be drained by CMU, while our Union, which carries the main financial burden, does not have a decisive voice on how our money should be spent.

4. Since June 15th, instead of gains as a result of unity, and over my objections, time and time again, these union leaders have elevated tactics to principles, particularly during various strikes in September and October, and our Unions, although geographically completely separate, were kept on all-out strikes by action of the CMU Executive Committee on the basis that we should all stay on strike until both coasts were settled; and in the end both coasts had to settle separately anyway, in spite of the fact that the setup on both coasts made it impossible for either to be of value to the other. We had great difficulty keeping the support of ILA, AFL Longshoremen on the east coast because of these wrong tactics.

In the case of the MEBA, their strike was eventually concluded separately for the east coast and the west coast, and had the correct policy been adopted, the strike, which lasted 21 days, would have been much shorter, as they obtained in the end, through the National Strike, no more than they could have gotten by settling separately in the first place.

On the west coast, MEBA, which had to continue on strike for approximately 50 days along with the ILWU, because of the refusal of the west coast operators to deal on a national basis, actually got less than the east coast MEBA in the matter of preference of employment for their members.

Millions of dollars in earnings were lost because of this wrong strategy. This situation has embittered many engineers, because of creating a uniform national setup, it actually had the effect of furthering the division between the east and west coast sections of the MEBA, and it was definitely misleadership through which our union was dragged as a stooge union by the four craft unions voting solidly for that strategy developed by the west coast section of CMU.

FIGHTS AFL

The CMU has been used by the west coast unions since June also as a weapon of warfare against the American Federation of Labor and the MFOW and independent unions and has caused a complete separation between the eastern and western sections of the Marine Engineers, thus opening the way for penetration of the officers' union by District 50 of the United Mine Workers. Constant blasts are made against the SUP, MFOW, MM&P, and the ILA on the east coast. This certainly is not in the interest of unity of all maritime workers for which we are striving and which has been recommended on a national scale by Philip Murray in his famous statement that we must, in the face of a reactionary Congress and the drive of cor-

porations to destroy the labor movement, leave no stone unturned in seeking unity, even on a minimum basis, with the American Federation of Labor, Railroad Brotherhoods, and CIO, for the mutual protection of the labor movement in general.

In many ports, CMU local committees, which, under national CMU policy, are not supposed to carry out any programs not previously authorized by the Executive Committee, have gone off on their own on political issues, etc., and involved our unions in embarrassing situations. An example of this is the recent occurrence in New Orleans, where CMU involved itself in the political situation occurring in that city.

AUTONOMY ENDANGERED

Much more can be said of the activities of local committees, many of which actually usurped the authorities of individual unions. The national policy of CMU, adopted in May, specifically does not permit this. That policy said that each union maintains its full autonomy and the right to make its own decisions with respect to all parts of its constitution.

I have fought constantly to straighten these things out because I had believed, and believed up to the Executive Committee meeting of December 16th and 17th, that if these matters were straightened out, CMU could still be a force for unity. But the Executive Committee meeting held in San Francisco convinced me more than ever that there not only is no possibility of creating this unity that we desire, but there is a grave danger, because of the hatreds of individual leaders on the west coast for each other, AFL and CIO, that our Union would become the victim of and an innocent assistant to creating bloody warfare on the waterfront at a time when unity of all seamen, AFL and CIO alike, is the most important thing.

DOUBLECROSSED

At that Executive Committee meeting, which was called for the purpose of setting up the demands of our various unions in the CMU for the wage review meeting in January, in order that these demands would be uniform, and the approach of all our unions would be the same, thereby creating the greatest united pressure to obtain these demands; on December 1st, before I left for the Executive Committee meeting, our Union, upon request of the west coast unions, submitted no demands to the shipowners, leaving these demands to be made up at the CMU Executive meeting. Arriving at the meeting, I found that the MC&S and the ILWU had already met with the operators on the west coast and were asked to submit their demands by the following Friday and then agree to throw them into arbitration, on which a decision would be rendered by January 1st. This placed our Union in the position where we had no meetings with the operators on the east coast until January, and I was told that these unions were going to follow this program of submitting their demands and their gains to arbitration with a decision coming out by January 1st for stewards and longshoremen, and we would be in the position where the MC&S, a craft union, representing only the

Stewards Division, would be setting the pattern for all unions, and leave us in a position where we would have to inform our operators that we were not able to negotiate but would submit our demands to arbitration, thereby injuring the bargaining power of NMU for its Deck and Engine Departments.

NO RIGHT

Arbitration has never been the instrument which did any good for the workers unless tremendous pressure was exerted similar to that of last June, September and October. I objected to this procedure, and requested that in line with CMU policy, the west coast unions wait until we had had an opportunity of having one meeting with our operators for negotiation before discussing arbitration. As I felt the east and west coast operators had trapped us into separate approaches and weakened our unity. I was voted down, and I was informed that under CMU policy we had no right to expect individual unions to give up the possibilities of winning for their members concessions under arbitration on retroactive pay, and this motion was carried by the usual 4-1 vote.

On the question of setting up a national organization of CMU through a Convention, the west coast unions insisted that a Convention be held in March. I attempted to point out that a Convention in March would not have the desired effect because of the changed circumstances. Since June, the Marine Firemen, Oilers and Watertenders Union were no longer in the CMU, and of the MEBA only the west coast half of it had voted, and there were strong possibilities that the Convention of the MEBA to be held in Los Angeles would vote against affiliation with CMU. I stated there that a Convention should not be held until at least October, when we knew where we would be going, and we would have a better idea of where the other unions stood on this all-important question. Still, a delegated conference was voted, and it was left to this Conference to decide if it wanted to turn itself into a Convention. My position was against this on the basis that that conference should only mobilize all our forces for the expiration of agreements on June 15th of 1947 and not for the purpose of creating a national organization at that time as it would be premature. That vote too was carried by the usual 4 to 1.

AGAINST AFL

Now on the question of unity of all maritime workers, what has happened? In June we had unity behind our issues. It was not a name which won our demands. It was solidarity of our unions, and the support of other unions that won them, and that unity could have grown had there been respect for the rights of other unions instead of policies being jammed down their throats, which drove these unions away and caused them to set up such organizations as the AFL Maritime Trades Department to defend themselves in what was obviously to be war between CMU and AFL Seamen's Unions. We succeeded in cutting the hours and raising the pay of seamen. We made tremendous gains, but since then CMU has been used for the purpose, number one, of controlling our union, and num-

ber two, for promoting warfare on the waterfront with the American Federation of Labor and the independent unions. Because of the dominating role played by a few people on the west coast and their hatred of the unions of the American Federation of Labor, the unions that we were able to work with before, such as the MFOW, have been driven from the CMU, and their leadership, whether we agree with them or not, have been constantly slandered and attacked. The MEBA, which was moving towards national unity in their own ranks, has been divided further because of the recent strikes and wrong strategy. So we are actually left with, not 7 original unions which instituted the CMU, but 5 unions, 4 of which, although given equal voting, make up less than one fifth of the membership of our union.

CMU DISUNITY

With the critical days ahead, and unity so necessary, particularly with the attacks from the Coast Guard growing and anti-labor legislation more serious in the maritime field than in the general labor field coming up, I am sure that our membership, when they voted for CMU did not realize, or they would have voted against it, that it would result in less unity and the promotion of greater hatreds than we have had. Nor would they have voted for it if they knew that our Union was to become a B-class union, without even the right to veto policies dictated by these small craft unions. Nor did they vote, I am sure, to be a part of an open warfare with fellow workers in unions of the American Federation of Labor, with whom we were able to work in unity during the September and October strikes, particularly the AFL longshoremen on the east coast, who gave us full support in spite of the attempts of some of their leaders to break our strike.

When I participated in the Convention which established the CMU, I was not aware that the CMU would be turned into this kind of organization. Had I been so, nothing would have made me participate in its inception. To continue as Co-Chairman of such a set-up would be tantamount to selling out the seamen, in my opinion, and strengthening the hatreds between unions which we were actually beginning to break down in a small way. Some may argue that this is a disruptive statement and will cause our people to lose gains. Certainly the truth cannot be disruptive, and the truth is that if CMU continues as it has in the past few months, it would be the greatest disruptive instrument. It has already disrupted unity that existed between our organization and the MFOW and parts of the MEBA, and it would not be long before it would be the cause of greater losses to our membership and the rest of the seamen than have been gained.

OUTSIDE FORCES

Our Union is powerful. It has nothing to fear, except if it becomes the tool of forces who want to take it over from the outside. It cannot at this date become a B-class union to be used to heighten the prestige of a few individual leaders and be used by them to promote hatreds and disunity among the seamen as a whole under the guise of fake unity which can only result in

bloody warfare on the waterfront, while the shipowners and reactionary forces stand by and enjoy the sight of unions destroying each other.

It may be argued that we are bound by a vote of our membership and therefore I cannot resign as Co-Chairman. The vote of our membership was a vote for affiliation to CMU based upon the policy statement adopted in the May Convention, which gave full autonomies to unions, and recognized all of their rights, and stated that what would be done is that the unions together would work toward uniform agreements, uniform expiration dates, and the promotion of greater unity among all seamen, with the eventual objective of creating one union. The opposite is now true. The vote of the membership did not bind me to remain a Co-Chairman. That was decided at the CMU Convention, without a vote of the membership. And I am sure the membership of our Union would not want me to continue, knowing that our Union is a B-class union in the CMU. The membership did not vote to have 4 craft unions, with a total membership of less than one-fifth of our membership, located three thousand miles away, dictate the policies of the NMU, a powerful industrial union, national in character and with a proven record of its strength. Nor did they vote to give the right to any organizations, no matter how large or small, to dissolve the NMU. I am sure also that our membership was under the impression as I was, when they voted, that we would eventually establish unity of all seamen, AFL, CIO and independent alike, and not just a few unions, for the purpose of declaring war against other unions, unless these unions agreed to unity on the terms of these few union leaders.

LUST FOR POWER

These are a few of the reasons which impel me to resign as Co-Chairman of CMU. I am convinced that unity can be achieved for all seamen, but only on the basis of wiping out all the past hatreds and lust for power by some individual leaders, and meeting together on a basis of recognition of the rights of all the unions, and to act on the minimum things necessary to protect the interest of the membership of all the maritime unions, such as:

1. To organize jointly against the activities of the Coast Guard now becoming vicious against seamen.
2. To organize jointly, CIO and AFL and Independent, to defeat the establishment of vicious anti-labor maritime laws which forces among the shipowners and in the government are attempting now to pass through the next Congress under the guise of re-codifying old maritime laws and bringing them up to date.
3. Organizing jointly all our unions, AFL and CIO and Independent, for the purpose of getting the best possible wages, hours and conditions for all seamen without regard to affiliation and also without regard to the desire of the leadership of some unions to be either the first in getting these demands or refusing to work together because of this.

I can assure the membership
(Continued on Page 15)

AFL WATERFRONT SOLIDARITY



In recognition of the support given the SIU in the General Strike, and to assist the Tugboatmen to gain their just demands, these SIU members met in a special meeting in the New York Hall to adopt a resolution unanimously backing Local 333, Marine Division, I.L.A. Right after this picture was taken, the resolution was carried by a standing vote.

American Seaman Answers Russian Charge Of American, British Cowardice In Convoy

(Continued from Page 3)

may have been more. It was about 4 P.M.; suddenly from the right rear corner they charged into the convoy. Flames, smoke, and tracers issued from guns on all sides. The lead enemy aircraft dropped two torpedoes which leaped, skimmed, and rushed the water to their target; the William Hooper was torpedoed.

PLANE DOWN

The plane swerved up and over clearing the ships of that column and passing close by our stern we saw the streams of armor-piercing tracer bullets and millimeter shells tearing into the plane, and the puffs of the exploding shrapnel around it. Bursting into flames it slowly pancaked to the water's surface.

A German torpedo-bomber, heading out of the convoy, passed over our stern about mast high. Smoke issued from his rear; he was wobbling; streaming steel spitted his bottom. Now, as the action died down, we saw the Navarino out of her column and falling back; she was listing and smoking.

Heavy black smoke was billowing skyward from the tanker Donbass. Two or three lifeboats could be seen among the ships, and behind the convoy a small group of German fliers adrift in their inflated doughnut. Above them a red distress flare, suspended by its tiny parachute, descended slowly. Corvettes were now scurrying to the stricken vessels.

"The transports Navarino, William Hooper and others that remained afloat were deserted by their crews and sunk by the fire of the escort," says Captain Andreyev in his "lessons."

The William Hooper and the Navarino were examined by British boarding parties, and then sunk.

DONBASS LUCKY

The Donbass, fortunately for the Russian seamen aboard was hit in a compartment of linseed oil instead of her tanks of gasoline. She was able to proceed and later arrived safely in Russia. In

North Russia, in July-August of 1942, it was persistently rumored that the Russian seamen who "deserted" the Donbass in a lifeboat, when the explosion occurred, were shot.

Official eyewitness testimony is also offered by Captain Andreyev for he quotes a Captain Lowford, in "official conversation" as saying, "the crews of the American transports left their ships at the first danger."

Captain Andreyev's eyewitness is a very indefinite person. While in his "lessons" the Captain himself reminds us of those Nazi tutors who instructed the German youth, along with other know-how, that "the Americans are not soldiers."

Describing the attack on the convoy, Captain Andreyev reported, "one of the torpedoes hit the American transport Christopher Newport which was immediately left by her crew although the damage was not great."

PREVIOUSLY HIT

However, it was over thirteen hours prior to the afternoon celebration of the Fourth of July that two tin fish ripped the guts of the Christopher Newport. In a lone surprise attack by an enemy aircraft at 2:30 A.M., she was struck squarely amidship—struck where the Firemen, Oilers and the Second Assistant Engineer were standing their 12 to 4 A.M. watch.

Thus we find in the Captain's "lessons," that which Ernest Renan pointed out: "Precept is nothing, practice is everything."

Shortly after the main attack on the convoy the covering forces of British and American warships steamed by, taking our destroyer escort with them. The merchant ships were ordered to scatter and proceed to their destinations, for the German fleet, we were told, had put to sea from Trondhjem; the covering force set out to engage them.

It was after the convoy's dispersal in the vicinity of the North Cape, Norway, on our way to the North Russian ports, that most of the scattered merchant

ships, heavily loaded with supplies for Russia, alone and poorly armed, were attacked and destroyed by enemy submarines and the numerous enemy aircraft.

SIU HALLS

- BALTIMORE 14 North Gay St. Calvert 4539
- BOSTON 276 State St. Boudoin 4455
- BUFFALO 10 Exchange St. Cleveland 7391
- CHARLESTON 68 Society St. Phone 3-3680
- CHICAGO 24 W. Superior Ave. Superior 5175
- CLEVELAND 1014 E. St. Clair Ave. Main 0147
- CORPUS CHRISTI 1824 Mesquite St. Corpus Christi 3-1509
- DETROIT 1038 Third St. Cadillac 6857
- DULUTH 531 W. Michigan St. Melrose 4110
- GALVESTON 305 1/2 22nd St. 2-8448
- HONOLULU 16 Merchant St.
- HOUSTON 1515 75th Street Phone Wentworth 3-3809
- JACKSONVILLE 920 Main St. Phone 5-5919
- MARCUS HOOK 1 1/2 W. 8th St. Chester 5-3110
- MOBILE 7 St. Michael St. 2-1754
- NEW ORLEANS 339 Chartres St. Magnolia 6112-6113
- NEW YORK 51 Beaver St. HANover 2-2784
- NORFOLK 127-129 Bank Street 4-1083
- PHILADELPHIA 9 South 7th St. Phone LOmbard 3-7651
- PORT ARTHUR 909 Fort Worth Ave. Phone: 2-8532
- PORTLAND 111 W. Burnside St.
- RICHMOND, Calif. 257 5th St.
- SAN FRANCISCO 105 Market St. Douglas 5475-8363
- SAN JUAN, P. R. 252 Ponce de Leon San Juan 2-5996
- SAVANNAH 220 East Bay St. 8-1728
- SEATTLE 86 Seneca St. Main 0290
- TAMPA 1809-1811 N. Franklin St. M-1323
- TOLEDO 615 Summit St.
- WILMINGTON 440 Avalon Blvd. Terminal 4-3131
- VICTORIA, B. C. 602 Boughton St.
- VANCOUVER 144 W. Hastings St.

PERSONALS

FRED DUNN

Get in touch with Eric Gronberg, SS Alcoa Pilgrim, or at the Mobile Hall.

KARL ALEX. ERIKSON

Contact Salvation Army, 52 Ellis St., N. E., Atlanta, Georgia regarding your family in Finland.

Seafarers Demands Investigation Into Snug Harbor Conditions

(Continued from Page 1)

effort to so administer the affairs of the Trust that the aged, decrepit and worn out seamen of the U.S. Merchant Marine, as specified in the will of the Founder, may find here a quiet, respectable and Christian haven where they may enjoy their advancing years in an atmosphere of peace and contentment.

Very truly yours,
Howard A. Flynn
Governor.

The second letter was in answer to Volpian's letter to the Trustees, and is extremely brief. It reads as follows:

December 23, 1946

Mr. Joseph H. Volpian
Seafarers Int'l Union of N.A.
51 Beaver Street
New York 4, N.Y.

Dear Sir:

Your communication of the 16th instant, addressed to the Trustees, has been received and a reply has been made to you by Governor Flynn on the 18th instant.

Yours very truly,
Walter A. Guenther
Comptroller.

Inasmuch as neither letter answered the criticism levelled at Snug Harbor by those inmates who contacted the SIU for aid in bettering conditions, the SIU continued its campaign by sending another letter to Mr. Flynn requesting that "two SIU representatives be allowed to visit the home, and satisfy themselves that the conditions prevailing are as you stated in your letter."

Following is the letter in its entirety:
Howard A. Flynn, Governor
The Sailors Snug Harbor
Staten Island 1, N.Y.

Dear Sir:

Your communication of December 18, and that of Mr. Walter A. Guenther dated December 23, have both been received and the contents carefully noted. We noticed particularly in the second paragraph of your letter that you specifically deny the reliability of our information concerning the alleged shortcomings of The Sailor's Snug Harbor.

Such a statement on your part is probably motivated by the findings of certain routine check-ups undoubtedly performed by you or the Trustees from time to time. However, there is a possibility that the inmates might not care to criticize the food, conditions or other matters concerning the home with you or other officials due to the fact that they might be afraid of retaliatory measures being taken against them.

In view of this possibility, and also in view of the fact that our membership has specifically recommended that an investigation be made in order to determine the truth of conditions at The Sailor's Snug Harbor, we are go-

ing to make a suggestion which should satisfy both your organization and the members of the Seafarers International Union. Our suggestion is that a suitable time be arranged by you in order that two SIU representatives be allowed to visit the home, and satisfy themselves that the conditions prevailing are as you stated in your letter.

Surely, if you have no doubts as to the conditions being as you have stated, none of the officials of The Sailor's Snug Harbor can object to our proposal. In line with this, our Union shall be only too glad to publish in our official union paper, the **Seafarers Log**, the results of any such investigation. We make this offer in order to show our willingness to do all within our power to clear up, once and for all time, any doubts which may exist as to the actual conditions now existing at Snug Harbor.

We shall be pleased to hear from you in the near future regarding your compliance with our reasonable request. In the event that you do not see fit to grant this request, we shall be forced to assume the correctness of our original information regarding the existence of poor conditions at The Sailor's Snug Harbor, and that you do not wish these conditions to become known. Thanking you in advance for your further cooperation in this matter, I am

Very truly yours,
Joseph H. Volpian
Special Services
Representative,
Seafarers International
Union of N.A.

In line with the militant program of the SIU to bring about the best possible conditions for seamen, whether at sea or ashore, the present Seafarers' campaign to investigate, and improve if necessary, conditions prevailing at The Sailor's Snug Harbor will be carried through to a successful conclusion. Certainly, whether a seaman is "aged, decrepit and worn out" or not, he deserves the best possible food and living conditions; and whether that seaman is a retired member of the SIU, SUP, NMU, MCS, MFOWW or any other maritime union, the SIU is going to fight to see that he gets those conditions.

Curran's Blast At CMU Meddling

(Continued From Page 14)

of our union that it is my intention to follow the leadership of Philip Murray, President of CIO, in his declaration of leaving no stone unturned in seeking at least a minimum unity with all unions in the maritime field in the days to come, because I know it is in the interests of our membership to do so, and it cannot be done under the present structure of CMU.

In my report to the National Council, recently concluded, I made it clear that there were many activities of CMU which would have to be straightened out, and I was in hopes that they would be straightened out at the December meeting of the Executive Committee. These hopes were not realized, and therefore my resignation was submitted.

Fraternally yours,
Joseph Curran, President,
National Maritime Union

RETIRING BOOKS

Members who forward their membership books to the New York Hall for retirement are urged to mark the envelope with the notation "Attention: 6th floor," in order to insure quicker handling of the matter.

Marking of the envelope in the manner advised above will save time and will result in prompt return of the book to the sender.

Headlines in Review - 1946 in Seafarers History!

Seafarers Way Pays Off On Beefs, Again

SIU Takes Lead To Improve Conditions In Snug Harbor

SIU Forces Postponement Of Competency Card Action

Union Action Brings \$5,653 To Eight On Frank Stanton

Cross Time Old

AFL Maritime Council Is Formed In N. Y.

SIU Victorious On Foreign Rider Beef

SIU Pledges All-Out Aid To The Eight Victims Of Coast Guard Military Rule

SIU Collects \$21,345 On Beachhead Beef

Calmar Strikebreaking Try Fails; Fink Camp Breaks Up

Hawkins Fudsk Trend; Votes To

SIU Pledges Full Support To Striking Tugboatmen

Maritime Unions Support Seafarers' Move To Push Coast Guard From Waterfront

Mobile Tugmen Win Great Gains

Coastwise Branch Meetings Approve SIU Strike

AFL Picketlines Answer Bridges' Raid On SIU-SUP

SIU LEADS IN ISTHMIAN VOTE COUNT

Councils Support Seafarers Acts To Restore Taxes Withheld From Seamen POWs

Seafarers Gets \$2200 Bee For Blue Ridge Victory Men

AFL Maritime Unions Answer Bridges' Raiding

SIU And AFL Defeat Company Union Bid

Seafarers Wins 850 Hours For Hamilton Crew

SIU Agreements For Bone Yard Run Set High Precedents

SIU GETS WRECKED SEAMEN NEW DEAL

SIU Charges Collusion With Shipowners; Asks Dismissal Of WSA Heads

Agents Confer In New York To Plan Future Expansion Of Seafarers

NMU's Phony Protest Keeps Isthmian Men In Finky Conditions

AFL Maritime Unions Plan Marine Section In Executive Council

SIU Pressure Improves Treatment In New Orleans Marine H

SIU And Operators Come To Agreement On Contract; Called Best Ever For Seamen

AFL Maritime Solidarity Beats Bridges, CMU Raid On SIU Pacific District

SIU Refuses To Crew Ships Under The WSA's

Contract Wins Seafarers Membership

General Strike Wins Complete Victory; VMU Asks Pay Rise To Seafarers

Work-Stoppage Ties Up All Ports; Gaining Sessions By Operators

Asks For Wage Increases at The Seafarers Co.

NEW YORK—As a result of the Seafarers show of strength and solidarity, which was evidenced by the complete work-stoppage on June 6, negotiations with the... Tuesday, June 11. The Union was represented by Broth... and Joseph Sussman.