

SEAFARERS LOG




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

Vol. VIII.

NEW YORK, N. Y., FRIDAY, AUGUST 16, 1946

No. 33

Unemployment Insurance For Seamen Now A Reality

Success finally crowned the long eight-year struggle of merchant seamen for unemployment compensation. In the final rush for adjournment on August 2, Congress passed watered down amendments to the Social Security Act extending coverage to over 200,000 maritime workers never before protected by such insurance.

In addition, the new amendments increased the Federal funds authorized for maternal and child health, and for crippled children; extended the protection of the Federal old-age and survivors insurance system to qualified survivors of World War II veterans; and extended maternal and child health and welfare services to the Virgin Islands.

SEAMEN PROTECTED

The provisions of the amendments, as they apply to merchant seamen, are as follows:

First of all, seamen will be included into existing state systems of unemployment compensation. At the present time, only nine states grant coverage to maritime workers, but in accordance with the amendments, all states now have to provide compensation for maritime workers.

During the war, the great bulk of maritime work was carried on by people who were technically employees of the Federal Government in the War Shipping Administration. Such employees are excluded from coverage by all state laws. Therefore a temporary system of reconversion benefits has been enacted to provide unemployment insurance for seamen on WSA vessels. This portion of the new amendments becomes effective in September and ends on June 30, 1949.

The payments which can be made under the existing law are admittedly low, but they provide some sort of a cushion against loss of a job. In the main, payments will average about \$20.00 a week, and cannot be collected

for more than 26 weeks in any one calendar year.

As it stands now, seamen are protected by the provisions which have been so far enacted, and the door is now open to further liberalization of the law, and to perhaps a permanent Federal system.

AFL Meeting

CHICAGO, Aug. 15—Delegates from all AFL Unions connected in any way with the waterfront convened today at the request of AFL President William Green to lay plans for the formation of an AFL Maritime Council.

Representing the SIU at the meeting are John Hawk, Secretary - Treasurer; Paul Hall, Director of Organization and Chairman of the Greater New York AFL Maritime Council; and representatives from other ports of the Atlantic and Gulf Districts.

Read next week's LOG for further details.

SS Helen Crew Pleased With Case Progress

NEW YORK—Tacit admission that the action taken in the case of the eight militant men of the SS Helen was a gross error was received when the A. H. Bull Company sent a letter to the Union stating that the Helen men will be hired for stand-by work, while their papers are suspended,

and that other members of the original crew will not be discriminated against.

The company states that they are anxious to restore amicable relations between the SIU and the company, and that they will do everything possible toward that end. In the future, the company says, they "will immediately refer to the Union and discuss with the Union difficulties which might involve the Union or its members."

TOO LATE

This type of cooperation would have prevented the drastic consequences which were visited on Charles Moats, Eduardo Bonenfant, Mariano Cortez, Clinton Fjerstad, Johnny Crenca, Pedro Cardona, William Gooden, and Juan Acosta Soto.

The letter from the company follows:

Paul Hall, Port Agent
Seafarers International Union
51 Beaver Street
New York, N. Y.

Dear Sir:

Confirming verbal advices to you, the company agrees that it will not discriminate against the crew of the SS Helen.

With respect to the eight SS Helen seamen, whose certificates have been suspended, the company will employ these men at the regular standby pay provided in collective bar-

(Continued on Page 3)

Kathleen Holmes Crew Proves That Seamen Won't Be Slaves

The beef of the crew of the SS Kathleen Holmes, Isthmian Lines, is a two edged one. One is against the Master, Bert E. Smith; and the other is against the NMU which is trying to make capital out of what is really a victory for the crewmembers and the Seafarers International Union.

Against the Master of the vessel a goodly number of beefs

N. O. AFL Council Offers To Work UNNRA Ship Free

NEW Orleans, Aug. 14—The AFL Joint Council of New Orleans, composed of affiliated AFL Unions of seamen; longshoremen; teamsters; masters, mates and pilots; checkers; carloaders; banana carriers; towboatmen, radio operators, warehousemen and carpenters announced today that they are submitting to the UNNRA the following offer:

1. That they will man a ship with a full crew complement covering all licensed and unlicensed ratings from master to messboy who will donate their services for any relief voyage as the UNNRA may designate on any ship of any type the WSA will allocate for such purpose.

2. That the longshoremen, teamsters and other maritime workers will donate their services in loading and preparing the vessel for the voyage.

This offer is made with no qualifications of any type whatsoever and a volunteer crew of the AFL Marine Union will be

(Continued on Page 4)

have been entered. Some of them were written up in the Log dated April 19, 1946, but for the record, here is a short account of what made the Holmes crew get hot under the collar:

First off, the crew charges that an injured crewmember was repeatedly denied appropriate and suitable medical care when it was available.

Second, the lifeboats were in an unseaworthy condition and the Master falsified the log to mask this.

Third, slopchest prices were entirely too high, and officers were given first pick on articles that were available.

Fourth, sea watches were discontinued as a money saving venture while the ship was still officially at sea.

Fifth, legitimate overtime was denied Wipers for work which was assigned to them.

The American Consul in Shanghai was apprised of the situation, but he pigeonholed the charges without even the courtesy of telling this to the crew's delegation. This was the straw that broke the well-known camel's back. A Ship's Committee was elected representing all shades of opinion. Here is the way the committee shaped up:

Robert Larsen—SIU
Clyde Chang—NMU
Peter Innes—Unorganized Seamen

The first thing that this committee did was to issue an open letter to all the seamen in Shanghai. This leaflet gave all the facts, and the result was overwhelmingly in favor of any action taken by the crew.

Through force of the action applied by the crew of the Holmes, plus the solidarity of the crews of 265 ships berthed

in the harbor, the American Consul held a hearing at which time two of the original charges were withdrawn, and the remaining three charges were to be referred to the proper authorities in the United States.

Incidentally, two of the ships which backed up the militants were Canadian ships manned by members of the Canadian SIU.

The Ship's Committee recommended that the decision be accepted with the provision that the Consul instruct the crew to return the vessel directly to the United States.

ALL LIES

Now here is where the beef against the NMU and their paper, the Pilot, comes in. The Pilot, in a story appearing in the

(Continued on Page 16)

New Voting Law Permits Absentee Voting By Seamen

Merchant seamen desiring to vote in Primary, General or Special elections may do so by absentee ballot, as provided by Congress under Public Law No. 348.

The law, approved April 19, 1946, "abolishes the supplementary Federal ballot (used during the war) and provides that absentee voting by members of the merchant marine and the armed forces shall be by State ballot only."

The procedure for obtaining a ballot is a simple one. The United States War Ballot Commission has issued a special post card to be used in applying for a ballot. The post card may be mailed free. The card carries

blank spaces which are to be filled in by the seamen, and then addressed to the Secretary (of his) State. The ballot will be forwarded upon receipt of the card, which is designated as USWBC Form No. 1.

MUST BE WITNESSED

Both the postcard application, and the ballot (where permitted by State law) must be signed under oath. The oath may be taken in the presence of, and attested by, Masters, First Officers, Chief Engineers and Pursers of vessels documented under the laws of the United States, which for Seafarers' purposes includes practically all SIU-contracted ships.

(Continued on Page 4)

Attention Members!

Seafarers Sailing As Engineers

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

SEAFARERS LOG

Published Weekly by the
SEAFARERS INTERNATIONAL UNION
OF NORTH AMERICA
Atlantic and Gulf District

Affiliated with the American Federation of Labor

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

HAnover 2-2784

~ ~ ~ ~ ~

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

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

Entered as second class matter June 15, 1945, at the Post Office
in New York, N. Y., under the Act of August 24, 1912.

267

More Hog Wash

As a substitute for the gains which were not made during the negotiations in Washington, the Committee for Maritime Unity has had the difficult task of persuading its membership that they really won a victory instead of suffering a terrific loss.

Of course, in the face of the tremendous advances made recently by the SIU and the SUP, this task is a major one, and requires quite a bit of doing.

One of their propaganda releases, dated July 19, starts out with the bald statement that the negotiations in Washington "resulted in great advances for seafaring workers." A statement like that might fool the people who don't know very much about the maritime situation, but to those who earn their living as seamen, it is sheer nonsense.

All the efforts of the member unions of the CMU were directed at trying to gain for their members the same conditions and wages already being enjoyed by the AFL Maritime Unions. Even this they were unable to gain fully, and the latest contracts signed by the SIU and the SUP put us even further in the lead.

Propaganda cannot take the place of solid gains such as these.

The release goes on to say that "greater gains could have been made with complete unity and participation by all the maritime unions in the national negotiations." It would be well to remember that this plea for unity and complete cooperation comes from Harry Bridges and Joe Curran, who repaid the AFL Maritime Union's pledges that legitimate picketlines would be honored, and that Government manning of merchant ships would be considered a lock-out, by attempting raids on the SUP on the West Coast, and the ILA in New Orleans.

We have grown accustomed to the fact that the communist-dominated waterfront unions say one thing and practice another. We are not too much shocked over the way trade union principles are distorted by them to conform to communist policy. But even we are forced to pause when they make outlandish statements about the gains they have made for the seafaring workers.

If seamen had to wait for advances to be made by the NMU and the CMU, they would still be slaves on hellships, and with little chance for anything better. Gains are not made by bragging—gains are won only through action. And action is something that the NMU reserves for fights for power within the organization.

The merchant seamen look to the SIU and the SUP for leadership on every score. All maritime workers are now looking to the newly formed AFL Maritime Councils for leadership on all national issues. This puts the CMU in the position of operating in a vacuum, and so putting out publicity releases, even if they are untrue, is a job which they can do well.

It would benefit marine workers everywhere if the CMU would confine itself to just such tasks, and leave actual battling for the democratic waterfront unions.



"They're good for laughs, only!"



Men Now In The Marine Hospitals

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

STATEN ISLAND HOSPITAL

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

BALTIMORE HOSPITAL

- BENJAMIN THOMAS
- MATHEW LITTLE
- STANLEY BUZALEWSKI
- ALBERT COMPBELL
- HARRY BENNETT
- PETER LOPEZ

- E. J. DELLAMANO
- JAMES KELLY
- WM. SILVERTHORNE
- THOMAS CARROLL
- MORSE ELLSWORTH
- MOSES MORRIS
- FLOYD LILES
- ARMAND RIOUX
- HERBERT SEIRY
- LONNIE TICKLE
- JAMES LAWLOR

SAN JUAN HOSPITAL

- R. GAUTIER
- P. PAGAN
- B. DEL VALLE
- P. PEDROSA
- T. C. LOCKWOOD
- J. VANDESSPOOL

BOSTON HOSPITAL

- BENJAMIN THOMAS
- MATHEW LITTLE
- STANLEY BUZALEWSKI
- HARRY BENNETT
- HAVEY CRONIN
- LONNIE TICKLE
- E. J. DELLAMANO
- PETER LOPEZ
- JAMES KELLY
- W. SILVERTHORNE
- THOMAS CARROLL
- MORSE ELLSWORTH

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.)

- MOSES MORRIS
- JAMES LAWLOR
- GUSTAVO PASSARETTI
- NILS JOHNSON
- ARMAND RIOUX
- JULIAN COGGINS
- NICK MAROWICH

NEW ORLEANS HOSPITAL

- D. C. ZERRUDO
- RAY W. CURTIS
- EDWARD CUSTER
- ROY PINK
- R. L. FRENCH
- JOSEPH WALSH
- WILBUR MANNING
- JOHN R. GOMEZ
- W. BROCE JR.
- KEITH WINSLEY
- ARTUR MITCHELL
- J. W. DENNIS
- R. M. NOLAN
- GLEN DOWELL

ELLIS ISLAND HOSPITAL

- D. McDONALD
- J. W. RUBEL
- M. BAILEN
- H. KARLSON

MEET THE SEAFARERS



Albert Colditz

You would think that men who sail the ships that make the American Merchant Marine the most powerful in the world would receive halfway decent treatment from the shipowner if they are hurt in shipboard accidents. Yes, you would think that, but you would be wrong. You would be wrong because ship-owners care more for the almighty dollar than they do about human life.

Take the story of Albert Colditz, Wiper, for instance. Al has been sailing for quite some time. A good portion of the last few years has been spent on Isthmian ships, doing what he could to bring this company into the SIU fold.

When the going was heavy, during the black days when merchant ships were like sitting gulls for Nazi submarines, Colditz took his chances in the thick of things. Like all other members of the SIU, he sailed the ships right into the teeth of the Nazi menace, and helped to break the back of the German drive.

BADLY HURT

And then, when the fighting was over, here is how he was rewarded. On June 11, on board the SS Horace See, Pacific Tankers, going to Gydna, Al was hurt in a fall from a scaffold. He was injured doing work which he was not required to do, and which he protested doing. When the boat docked in Gydna, he was immediately rushed to the hospital, where he was placed under treatment.

The vessel moved out while he was still in the hospital, so food was left for him with the company agent. A few days later, he was surprised to find out from the agent, that his food had been stolen, and that there was no more available for him. Mind you, it was only Colditz's food that was stolen; nothing else was touched. When Al went to the company agent for an explanation, he was given the brush-off.

NMU RUST-BUCKET

His insistence did him no good, and as punishment, he was placed on board an NMU ship for repatriation. And punishment it was.

"I don't think that the SS John Trumbull is the worst ship



afloat," says Al, "but I am sure that it is the worst vessel I was ever on. Boy it sure made me glad that I sail on SIU ships only."

Colditz was treated horribly, given the worst possible quarters, and was even denied water. The Chief Engineer and the Purser were the only ones who treated him decently. His wound was still open and required dressing, which the Purser did for him each day.

The long voyage was finally over, but Al's troubles still dogged him. Galveston was supposed to be the port of discharge, but the Master of the Trumbull refused to discharge him as a "repatriated seaman," and insisted on signing him off as a "work-away."

ON THE MEND

Now Colditz is in the Marine Hospital at Staten Island, but the Pacific Tankers have not heard the last of this. Al is bringing suit against the company for forcing him to do work not required of a Wiper, and for compensation for the injuries he suffered while doing the work.

Al hopes that his recovery will be rapid because, as he puts it, "there is a lot of work to be done, and I want to do my share. If it's not sailing Isthmian, it will be something else that I can do."

It is such spirit and willingness to do a job that has made the Seafarers the strong Union that it is today. We hope that Al gets on his feet quickly, too. The Union can't afford to have men like him in the hospital.

Bull Lines Admits Mistake On SS Helen; Suspended Men Pleased With Progress

(Continued from Page 1)

gaining agreement. They will receive a minimum of 40 hours straight time per week at \$1.45 per hour and \$2.17½ per hour overtime until they are in a position to ship out with their original certificates restored.

It is understood that these men will be hired for standby work in port and not to replace any regular crewmembers on the vessel.

The company is most anxious to restore amicable relations and will do everything possible to work toward that end. As a helpful step to accomplish this purpose, the company will immediately refer to the Union and discuss with the Union any difficulties which might involve the Union or its members in an endeavor to work out a satisfactory solution before an issue is created that might get beyond the control of either of us. By working together with mutual respect for the problems we both are faced with, we are of the opinion that unfortunate instances such as the SS Helen case can be avoided and the resulting effects on both of us and the SS Helen incident speedily alleviated.

We believe the Union should immediately release the SS Helen with her cargo, some of which consists of food products on the point of spoilage. Such action on your part would clear the decks for the harmonious relations which we both desire.

Very truly yours,
A. H. BULL AND CO.

After the letter was received,

a special membership meeting was held on Saturday, August 10, and the terms of the letter were made known to the membership. The concessions by the company, and the company's admission of fault were accepted by a unanimous vote of those in attendance.

Charles Moats, Bosun of the Helen, and leading spirit in the action that took place aboard the vessel, said, "On behalf of the Helen crew I would like to extend thanks and appreciation for the way that this was fought through. We are glad that the Union is continuing the fight to regain our papers. We are also very happy about what has happened so far."

In the meantime, the efforts of the SIU to have the papers of these men restored has not abated one bit. On August 13, appeals of the men were urged before an Admiral of the New York CG.

ACTION MOUNTS

Representing the Helen men and the SIU were Ben Sterling, attorney, and Joe Volpian, Special Service Department. For the Coast Guard Commander Dugan and Lieutenant Coughlin did the honors. As of this date, final decision has been reserved, but there is every reason to believe that an announcement will be made this week as to the fate of the appeal.



By ROBERT MATTHEWS

The laws affecting maritime workers are so varied and so complex as to make it an impossibility for a seaman to know just how the law applies to him and affects him in many cases. This series is not intended to make a "sea lawyer" out of every member, but to point out how some of the laws affect a seaman basically, and to let a man know what his fundamental rights are.

Some of our Maritime Laws are still on the statute books in their original form and some of them date back to the 18th century. Some of them have been amended from time to time and in various ways. It all points up a crying need for Congress to give serious consideration to drafting new and better laws to replace old, outmoded statutes that have been on the books for a couple of hundred years. The present ship's articles are an example of what I mean.

Realizing that seamen have very little opportunity to examine the laws that are being amended from day to day, I will attempt to answer some of the most common questions. What seaman at one time or another hasn't had trouble with some skipper about getting a draw? I'll warrant there are not many who haven't because, in my years of representing the Union and paying off ships, I've had questions thrown at me on this point from literally thousands of men.

You've all heard the beefs—the skipper wouldn't put out a draw, because he wanted the crew on the job the next morning and sober; or the Old Man wouldn't put out but \$5.00 per man because he wanted the guys to save their money and be capitalists. And there's the skipper who doesn't want to put out a draw because it's a small port, and there's nothing to buy anyhow.

Well, what is the law on it? The United States Code Annotated, Title 46, Section 597 provides that:

"Every seaman on a vessel of the United States shall be entitled to receive on demand, from the master of the vessel to which

he belongs, one-half part of the balance of his wages earned and remaining unpaid at the time when such demand is made at every port where such vessel, after the voyage has been commenced, shall lead or deliver cargo before the voyage is ended, and all stipulations in the contract to the contrary shall be void: Provided, such a demand shall not be made before the expiration of, nor oftener than once in five days nor more than once in the same harbor on the same entry. Any failure on the part of the master to comply with this demand shall release the seaman from his contract and he shall be entitled to full payment of wages earned. And when this voyage is ended every such seaman shall be entitled to the remainder of the wages which shall be then due him, as provided in the preceding section."

The interpretations given this particular law by the courts provide that such demand must be actually made in good faith, and such demand refused to be deemed a violation. When a demand is made upon the skipper by the seaman in accordance with the law, the Master must be given a reasonable time in which to comply.

For instance, if a vessel arrived in port during the night or on a holiday or Sunday, when it is physically impossible for the skipper to get money, failure on the skipper's part to give advances immediately would certainly not constitute a refusal. By the same token, if a vessel arrived during weekdays, when money was available, and the skipper refused to make an effort to get money for advances, or if he ignored the demand, this could be deemed a violation.

What is a seaman to do if the skipper refuses to comply with this law? If the refusal takes place in a foreign port, the seaman should appeal directly to the American Consul. If in a domestic port, the seaman should immediately contact his Union or, in the absence of a branch of the Union, then he should take his beef directly to the United States Shipping Commissioner.

Waiting Pays Off; Patient Seaman Collects At Last

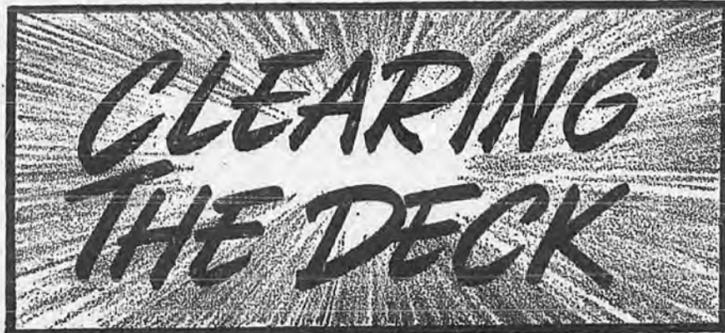
Here is a story designed to comfort men who have beefs pending for a few days. John De Abreu waited from January 1, 1945, until last week before he collected the money due him from the Moran tug, the MV Yaquina Head.

This tug took part in the invasion of Normandy, and when payoff time came around, the company disputed the overtime which Oiler De Abreu claimed for supper relief. The Chief Engineer refused to sign the overtime, and then he disappeared before the matter could be settled.

It took 15 months to locate the fast-moving Engineer, and finally the O.T. sheet was forwarded to him in Texas, where he did his duty, and signed his John Hancock in the proper place. About time too, because De Abreu had already spent the money many times by now.

Of course, the Union tried every means at its command to settle this matter speedily, but red tape is red tape, and the company would not pay off without the necessary forms.

Incidentally, the Patrolman who finally settled the beef was Jimmy Purcell, and Purcell was also ships Delegate at the time the beef came up, in January, 1945. It was a long, long time, but the money is just as good today as it would have been then.



By PAUL HALL

("Clearing The Deck," will not appear this week. Brother Hall, in his capacity as Chairman of the AFL Greater New York Maritime Council, is in Chicago with a delegation from the Seafarers, meeting with officials of all AFL maritime unions for the purpose of forming a country-wide AFL Maritime Council. Further details will appear in next week's LOG.)

HERE'S WHAT I THINK...



QUESTION:—Do you think that slopchest on board ship have good supplies at reasonable

prices, as stated by the American Merchant Marine Institute?

WILLIAM E. LAKE, Utility:

That is certainly not true. Prices on board ship are much higher than they are ashore, and the quality of goods is just plain lousy. I never buy anything from the slopchest because I can't afford to spend good money for articles that won't last even a little while. I work too hard for my money to be willing to waste it on shoddy clothes and other things that are for sale at slopchests. I buy my gear ashore, and take it with me. In that way I am sure of having what I need.



JOHN WEIR, Bosun:

That business is as phony as the rest of the shipowner propaganda. They make all kinds of statements hoping that someone will be foolish enough to believe one of the lies and pass it on. I have been sailing for quite some time, and I never have seen a slopchest that was decent, or that had a variety of articles at reasonable prices. The shipowners want to make suckers out of seamen, so they try their level best to sell them shoddy merchandise at top prices. Those fat boys sure have plenty of nerve.



GERALD MIETH, OS:

That is as silly as any other statement they have ever made. The contrary is true; there is seldom anything for sale on board ship, and the prices are way up. Most of the shipowners think that the slopchest is a dumping ground for stuff that the manufacturers can't sell to any one else. I wish that we could believe their story, but we who sail the ships know that it is either a plain lie, or else these guys are complete fools. Maybe the shipowners should get close to their own ships sometime and really find out what goes on.



STEPHEN MANGOLD, AB:

I'd like to know what ship they are talking about. I would sure be glad to sail on that boat just to see how a dream slopchest really works. Most seamen like to buy their gear ashore because the prices are lower and the quality is much better. Also, on land an unlicensed seaman's money is as good as an officer's. It's different at sea. On board ship, the officers usually get their pick of anything in the slopchest, then when the voyage is almost over, the seamen are allowed to buy anything that the slopchest is stuck with.

After All Praise Seaman Is Still Forgotten Man

By LOUIS GOFFIN

There is a three letter word in the English language that is used early in life by all children. Why is the sky blue? Why do dogs bark? and so on indefinitely.

My childhood days are far behind me and I no longer ask "why?" in matters concerning seamen. I know only too well the answers. The desire to enslave the seaman and the lust for power and money supplies all the answers.

During the war we were hailed as heroes by everyone, but now that the shooting has ceased the seamen has become the forgotten man. We were promised the many things that the GI's have already received, but those who made the promises have reneged.

We were told that the Bureau of Marine Inspection and Navigation would revert back to the Department of Commerce six months after hostilities ceased. This has not been done. The list of broken promises could go on indefinitely.

GOT THE BUSINESS

All the mad desires of the powers that are have managed to shake down the seaman and the public until our heads swim.

We, the seamen, were given the business by the phony politicians in Washington by sticking us under the Coast Guard.—The ships that cost millions to build during the war and paid for by the public are now being sold to the shipowners for peanuts. The shipowners, with only profits in mind, turn a deaf ear to the demands of the seamen for a living wage — they have managed to taint and corrupt wherever they laid their hands.

Mr. shipowner has in mind the return to the days prior to 1934 when, with his blessing, we received low wages and long hours. The old days of "we don't make much money but we have a lot of gun" are dead and buried. For the information of these parasites we seamen have other ideas and we intend to carry them out. Mr. Shipowner who profited so much during the war will be made to share his profits with the men who made them possible.

TIME TO RISE

It is time for the shipowners to get off of their fat fannies, and get wise to the fact that they as well as us, are living in a new age. Seamen have the right to live decently and have families just as anyone else. In order to do so we must be paid wages on a par with shoreside pay.

These facts the shipowners should know by now so if they want to keep those ships sailing, they, on the advice of those who know, should take their pen in hand and sign those agreements. After all, Mr. Shipowner, how long can you continue in business if your ships don't move?



New Voting Law Permits Absentee Voting By Seamen

(Continued from Page 1)

Postcard applications for an absentee ballot may be obtained from any of the following:

All ships documented under the laws of the U. S.; Seafarers International Union; Ship Operators or Agents; USS Clubs; US Marine Hospitals; Seamen's Church Institutes; WSA Offices.

STILL TIME

There are elections in two states in which seamen may vote if they act promptly:

Maine—Election on Sept. 9 of one Senator and Representatives in Congress, and State officials. Since no information has been received regarding deadline date for receipt of ballots, it is suggested they be mailed as early as possible.

Colorado — For the primary election on Sept. 10, ballots must be received not later than Sept. 7.

General elections will be held in most states on Nov. 5 for election of Congressional Representatives, Senators, and various State officials. Unless time is otherwise noted, ballots must be received not later than the day of election in order to be counted. States which hold elections on Nov. 5 are:

Alabama, Arizona, Arkansas, Colorado (ballots must be received by Nov. 20); Connecticut (ballots must be received not later

than 6:00 P.M. Nov. 4); Delaware (ballots must be in by 12 noon election day).

Idaho (ballots must be received not later than Nov. 4); Illinois, Kansas (ballots must be in by Nov. 2); Louisiana (no specific notice of voting status of merchant seamen has been received); Maryland, Michigan, Minnesota, Mississippi, Missouri (merchant seamen may vote only if they are in the State on election day).

Montana (ballots must be in at 6:00 P.M. on election day); Nebraska (ballots must be in 10:00 A.M. election day); New Hampshire, New Mexico (ballots must be in not later than 12:00 noon Nov. 4); Ohio (not later than 12:00 noon election day); Oklahoma (7:00 P.M. election day).

Oregon (ballots must be in by Oct. 30); Rhode Island (no information available); South Dakota, Tennessee, Texas (ballots must be in not later than midnight Nov. 1).

Utah, Vermont, Washington (ballots must be received within 18 days after election); West Virginia, Wisconsin and Wyoming (ballots must be in not later than 7:00 P.M. election day).

It is suggested that residents of states not listed above write to their respective State Secretaries if they desire information concerning their absentee voting status.

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.

Just Noted In Passing

The week's most fascinating story deals with the discovery by the House Appropriations Committee of a war agency that should have liquidated itself some time back. What makes the story different is that it wasn't a World War II agency but one that was somehow left over from World War I and was simply forgotten about by everybody. The agency was set up during the first World War to obtain spruce for airplane construction. It spent several hundred million dollars but never supplied a stick of wood for planes. But for the last 28 years the agency has been spending approximately \$20,000 a year—presumably to liquidate itself. Commented one Congressman: "After this I wouldn't be the least bit surprised to find that stuck away in some Washington cubby-hole there's a Federal agency still paying off the construction costs of the Merrimac and the Monitor—and probably in Confederate money."

N. O. AFL Council Offers To Work UNNRA Ship Free

(Continued from Page 1)

the most skilled and efficient men in the industry.

THEY KNOW

This movement was initiated by both licensed and unlicensed seamen who more than other people know the suffering of the millions of people in the war ravaged countries of Europe and Asia. They feel that their war services in the liberation of these people which resulted in the death of over 6,000 American seamen are not complete until the peacetime war against starvation is won.

This plan, initiated by the New Orleans AFL Marine Council, is expected to be adopted nationally by the AFL Marine Organizations. The Council, at a meeting held last evening, selected delegates to attend the AFL Marine Trades Council being held in Chicago August 15. The delegates, Steely White, SIU; and Pat Ryan, AFL Organizer; are leaving today by plane from Moissant Airport.

The Council emphasizes that this is an unsolicited offer with no motive, political or otherwise, than aiding by a voluntary donation of their labor in relieving the suffering of the millions of hungry people throughout the world.

Galveston SIU Hall Is Activities Center

If you have been walking down 23rd Street in downtown Galveston recently, your ear drums would have received something of a jolt from the rhythmic racket coming from the building numbered 308½. That racket was some of the most industrious hammering and knocking heard in the Gulf area in many moons. It was, in fact, the Seafarers International Union, Galveston Branch Hall taking shape.

And this new Galveston Hall is getting in shape fast. In spite of the acute shortages, and the difficulties involved in getting the necessary materials and furniture for a ship-shape Hall, the boys have knuckled down.

They have overcome the law of supply and demand by working it out in the old tradition of "doing the best you can with the tools you have." All hands have

on the deck is taking a Brodie. The community spirit prevails.

The recreation room is spacious, and has ample seating facilities.

The Hall points up the close and amicable working arrangement between the SIU and the SUP. The SUP has been given



D. L. PARKER
Agent, Galveston Branch

office space in the building, and the membership of both sections of the Seafarers utilize the recreation and dispatch halls jointly. In the settlement of all beefs, all work together. In fact, the only evidence of any difference is in the color of the receipts issued.

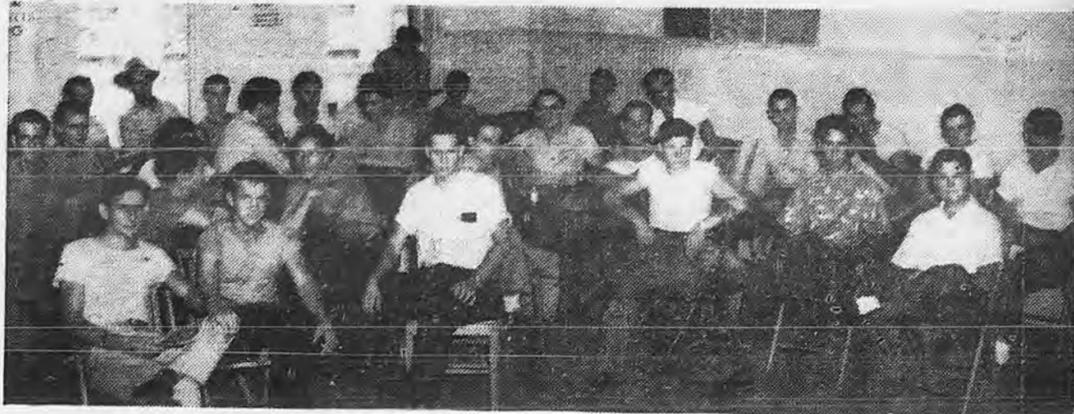
AFL MARITIME CENTER

The Hall will also serve as the office for the Galveston District AFL Joint Maritime Council, with space being provided for a council meeting room. At the moment these facilities are not ready because of the shortage of materials. However, it is expected that the needed accommodations will be available soon.

In addition to the New Hall, another activity has the membership buzzing. The drive to organize the tugboats is presently centered in Galveston with the companies exerting every effort to maintain their power through the instrumentality of company unions.

The membership as a whole are participating in the Seafarers drive to organize all tugs. Many of the men have already shipped aboard the boats, and are actually organizing on the job.

Everything, it seems, points to the fact that Galveston is really taking shape.



It's nice and cool here in the recreation room and, just outside within walking distance, is a clean beach with bathing beauties and even some water to swim in. The life of a sailor on the beach is not too tough in Galveston. Come to think of it, what makes guys ship out of this burg, anyhow?



There are jobs on the board and plenty of takers at the one o'clock call. Dispatcher Williams calls out the jobs while Agent Parker makes out the slips. Through the open door in the background you can see sweet magnolia blossoms, Suh. This is Texas, and don't you forget it.



labored unsparingly. The product of their joint and unstinting efforts is a Hall of which the entire Union can be justly proud.

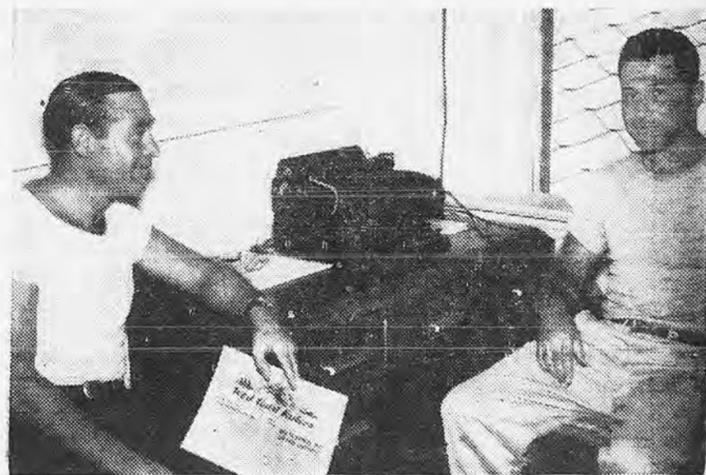
CONVENIENT

The Hall, by the way, is very conveniently located. It is just a few blocks from the docks. Seafarers will find that it is within easy walking distance of the beach.

The structure has windows on three sides, providing cross-ventilation, and electric fans aid in keeping the building and the Seafarers comfortably cool and safe from the hot Texas sun. Members like to hang around in this clean atmosphere, which they keep as clean as a Dutch widow's kitchen. And woe be unto the guy who slops up the deck. Anyone who throws a cigarette butt

One Of Many

This brand-new Union Hall now being occupied by the SIU-SUP in Galveston is typical of the tremendous growth of the Seafarers. The best part about it is that we are still growing, and every day sees new strides being made in the direction of higher wages and better conditions. A good bet for the future is "SIU to win — across the board."



This classy office belongs to the SUP; the SUP shares the shipping Hall with SIU. Here Gordon Ellis, SUP Agent, sits with his back to the window as he discusses matters with SUP Patrolman Bennie Barrena. The West Coast boys are not doing so bad down South—take a look at the snazzy furniture and the swivel chair.

Shipping Continues Very Good In Galveston; Cargo Movement Up

By D. L. PARKER

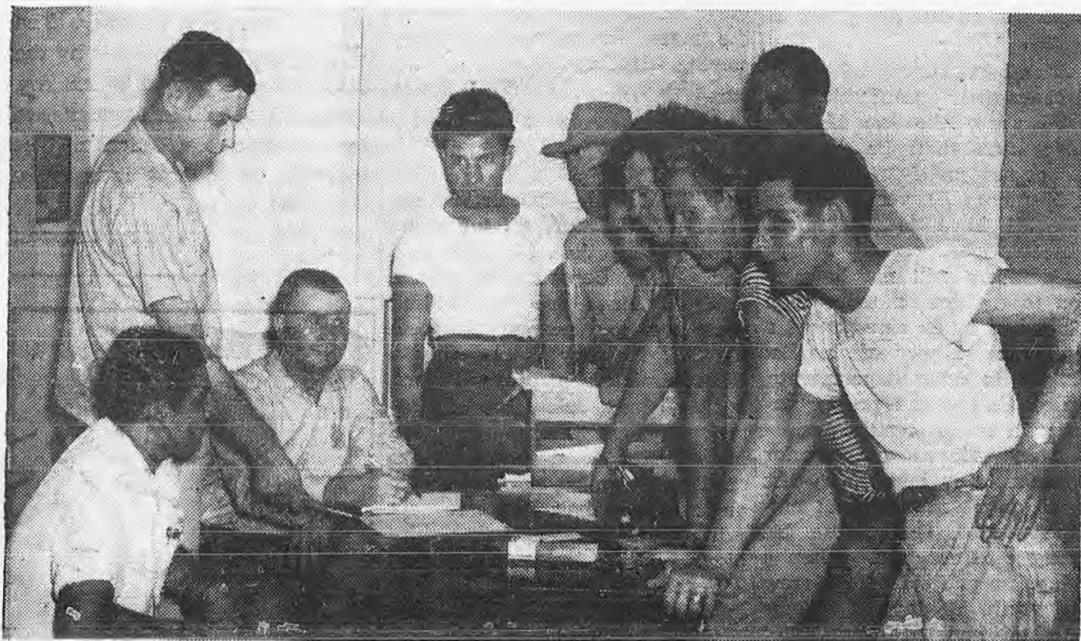
GALVESTON — Shipping has been very good here, although business is not so hot. We get a few ships in each week, but we also have plenty of men to crew them. It seems that shipping is getting back to normal again. There are plenty of tankers lying up now which means we have more men on the beach for cargo ships.

I am sending two men to Corpus Christi as we are getting quite a few ships there every

week. That port will have quite a lot of coastwise shipping in the near future.

It seems that all the ports in the Gulf area are getting on their feet again. We have quite a few men from the West Coast coming in. I guess it must be tough shipping out there.

We shipped and registered the following number of men this past week. Shipped: Deck—76; Stewards—40; Engine—55. Registered: Deck—69; Stewards—43; Engine—51.



The tugboat situation is what interests these men. Organizer Turk James, Steely White, and Agent D. L. Parker give the lowdown on how things shape up in the area. They're doing a big job down here, and volunteers aplenty can be had for any job from organizing to educating. A call on the public address system (mike to you) does the trick.

ALLEGHENY VICTORY—FAR EAST BOUND



Snapped on the Brooklyn docks just before their ship, the Allegheny Victory, shoved off for the Far East, this group of Isthmian seamen happily contemplate their future—when Isthmian will be under an SIU contract. They are: S. Greenblatt, S. Hollstedt, R. Hallis, J. Vincent, E. R. Hall, D. Boyne, R. Arnold, A. Lamanna, H. Stallones, D. Nichols, and organizer Whitey Lykke.

New SIU Shipping Rules As Amended

Here are the shipping rules of the Seafarers International Union, brought up to date to include the amendments dated July 31, 1946. These rules are effective in all branches of the Atlantic and Gulf Districts. They are official, and must be respected by all Agents and members.

The rules were made and amended by democratic processes of the membership. Infractions will not be tolerated. Following are the rules as they now stand:

1. The Union Hall shall be open from 8 a.m. to 5 p.m. On Saturday, Sunday and Holidays, the hours shall be governed by the port.

2. When a member leaves his ship he shall report to the Union Hall and register his name and book number, and in return, he shall be given a shipping card dated the day he registers; a duplicate entry is to be kept by the Dispatcher.

3. Any member may make a pier-head jump, providing he does so outside the hours of the Union Hall, and then, only after all efforts to secure a man through the Union Hall have failed. In such cases, Ships Delegate shall make a detailed account and forward same to the Agent of the port involved. The ship's delegate shall be held responsible if he fails to report as provided herein.

4. No member shall be given a shipping card for another member, nor have another member's shipping card stamped. The Dispatcher shall not ship any member presenting another's card, nor shall he honor the card of any member not presenting his own card.

5. No shipping card shall be issued to any member prior to his paying off any vessel.

6. No member shall be given an open shipping date for any reason.

7. All shipping cards must be stamped after the regular meeting. Any member wishing to leave the meeting must ask the permission of the membership to do so through the Chair. If the membership extends this privilege, the member may leave the meeting and have his shipping card stamped. Dispatcher or doorman shall check men in at meetings until 7:30 p.m. and members coming after that time shall not receive credit for attending the meeting.

8. (a) Any member on the regular shipping list who has a shipping card more than three

months old must re-register on the shipping list and take out a new shipping card and date.

(b) Members more than three months in arrears in dues or assessments and less than six months in arrears in dues or assessments shall register and ship from the same list as Tripcard and Permit Men do.

(c) Former members more than six months in arrears in dues or assessments, after approval by membership action, shall take the first job assigned to him by the shipping dispatcher.

9. Members of the Seafarers International shall have preference over permit men at all times, regardless of shipping date.

10. NO MAN SHALL BE SHIPPED UNDER THE INFLUENCE OF LIQUOR. No man shall report on a ship under the influence of liquor, after shipping from the hall. Offenders shall be brought before a Trial Committee on charges.

11. Crews delegates shall see that all vacancies are filled by members of the SIU when available.

12. No man shall be dispatched to a job more than 24 hours before turning to. Pay shall start the day required to pass the doctor or report aboard ship.

13. Each member shall have the preference of shipping on three ships. If he does not sail on the third ship he shall lose his original shipping card.

14. Members who have shipped, and later quit or get fired, and who do not report back to the Dispatcher within 24 hours after shipping, shall lose their original date.

15. No member shall be deadheaded from one port to another for the purpose of taking a job on the vessel in another port unless the branch where the jobs are, requests another branch to send men to fill the jobs. In companies with whom the Union has agreements which give the companies the right to hire certain key men, the company may deadhead those men to another port; but they must first report to the Union Hall for an assignment card. When they reach the port to which they were deadheaded, they must first report to the Union Hall in that port before reporting aboard ship in order that they may be given another assignment card from that branch.

16. No shipping card issued in one port shall be honored in another port.

17. Each branch shall have the

right to establish the shipping hours for calling out jobs. All jobs shall be called out on either the half-hour or the full hour. Jobs, under exceptional circumstances, may be called out at any time after the job comes in, but not before such jobs have been posted on the shipping blackboard first.

18. Mail or telephone check-in on shipping cards or for jobs shall not be honored under any circumstances.

19. All men must be shipped through the offices of the Seafarers International Union by the official Dispatcher. The Dispatcher shall be required to issue two assignment cards to every man shipped; one to be addressed to the department delegate and the other to the department head.

20. Members shall attend any Department Meetings that are called. Joint meetings shall be held every other Wednesday night at 7 p.m. Any member missing a meeting WILL BE TAKEN OFF THE SHIPPING LIST, but will be issued a new shipping card when he applies for it. When Wednesday falls on a holiday, meeting will be held on Thursday at 7:00 p.m.

21. Only a member of the union for six months or over shall act as ship's delegate. Patrolmen shall see that a crew delegate is elected before ship sails from port. Ordinary seamen and wipers shall not be allowed to act as delegates.

22. Members upon shipping shall show their qualifications to Dispatcher for the job shipped on. No man shall be shipped who does not qualify.

23. Members 50 years old or over shall have preference to watchmen's jobs.

24. Members will not be permitted to register on more than one list, but in an emergency, a man may be shipped off his list for a job in other departments, provided he has the proper endorsements on his certificates.

25. Men shipped on regular jobs, whose ship lays up in less than 15 days after original employment date, shall have his shipping card restored. When a ship lays up and calls for a crew again within 10 days, the same crew shall have preference for the jobs, providing they register on the shipping list. The above figures shall be conclusive.

26. Shipwrecked members shall have preference of joining

(Continued on Page 14)

Allegheny Victory Drops SIU A Line From Panama

PANAMA, August 4 — Hello, Gang: A bit of this and data that may prove of interest to you. Although this voyage is still in its embryonic stage, it appears as though it is to be a rather enjoyable one. A fine gesture of consideration for his crew has placed the faith of the crewmembers behind Capt. Hutchinson. The issuance of a draw in Newport News, when all factors pooled proved negative to any such draw at the time has caused much talk of the Good Old Man.

Resume — Brooklyn — Before leaving Brooklyn, the crew of the SS Allegheny Victory phoned in an order for cokes to the Brooklyn Coca Cola Bottling Company. Due to the company's "no delivery on Saturday" policy the cokes never did arrive. Anything for the boys! (Ha, ha! We're laughing).

Newport News — Determined to have cokes along on this voyage, another call was made to the coke people. This time the answer was a blunt, "Sorry, but we do not make deliveries to ships."

Could it be that we were forgotten so soon? Or has the status of the merchant marine as good advertising copy for the coke ads dropped? We can remember

when coke went to war—on land, on sea, and etc., etc. Three loud jeers for the coke people, and we do mean jeers!

NIGHT MATE THANKED

Thanks to the Night Mate aboard our ship, while in Brooklyn, for consideration of the crew. He made certain that the crew would have night lunch by locking the pantry. And when the box was not working, the lunch was taken to the officers' pantry. And the crew was told where the lunch could be obtained. By the way, the box in the crew's pantry still doesn't work. Oh, well!

Scope — The interest with which crewmembers view the progress of the present bill affording citizenship rights to men having served in the Merchant Marine atomics all beliefs of the seaman's thoughts being of minor focus.

Hopes — General consensus of the crew: we hope to have wonderful, good and splendid news awaiting our arrival in Shanghai to the effect that the Isthmian Lines has finally gone SIU.

Until later—This is being written between the locks of the Panama Canal. Best of locks to you, too. Sorry, we couldn't resist it.

P. S.—More pledge cards to come from Shanghai. Finis.

The Patrolmen Say...

Keep Coming

PHILADELPHIA—Well, shipping here has been very good the last six days, after the way Whitey Hawk and the rest of the Brothers on the Negotiating Committee settled the beef with our contracted companies.

It was a fine feeling to pick up a daily paper here and read Victor Reisel's column on Hawk. After the Peglers and the other anti-labor columnists, it's a pleasure to read something in favor of labor and labor's leaders.

Brother Ray Oates has been doing a very good job dispatching here, and manages to see his beloved "Phillies" every so often. Red Truesdale is keeping pretty busy along the waterfront; in fact, I saw him on board ship last Sunday.

I notice plenty of oldtimers around the Hall, including a great many from New York—the more the merrier, so keep coming, Brothers.

W. J. Reidy

† † †

This Ain't Hay

ASHTABULA—The article appearing in the current issue of the Pilot stating that the Stewards and Galley Departments of the D & C Lines are withholding their dues and assessments from the SIU treasury is not only a gross misstatement of a true fact, but a vicious, below the belt attack upon our Union, which can be expected from a group who neither recognize nor adhere to any rules in their battle to gain full control of Great Lakes shipping.

Instead of attacking the SIU in this below the belt method, the rank and file members of the NMU should be watching how their own treasury is being robbed by a small minority who are posting a \$5000 reward for the apprehension and conviction of the members of the mob who

lynched four Negroes in the South.

No fair-minded American approves of this murder, and every means should be employed to apprehend and punish the parties who committed this murder. Nor does any American approve of lynching, and we agree that laws should be enacted against it, and be strictly enforced.

However if a union sees fit to post a \$5000 reward in this one instance why not post rewards for other equally atrocious murders?

However, in the SIU, when any money is to be paid out of our treasury for an unusual expense, it would take a two-thirds majority vote of the entire membership, and not the vote of a few officials of the union.

Again I repeat to the rank and file members of the NMU, watch out for your own treasury. The SIU's treasury is protected by the entire membership. When we pay our dues and assessments we demand from our Union a voice and vote as to how it is to be spent and we get it.

Henry Chappell



AROUND THE PORTS



'Most All Beefs Against Stewards Could Be Avoided With Great Ease

By C. J. (BUCK) STEPHENS

NEW ORLEANS — Shipping and business are still slow here, but there are lots of coastwise, bauxite and Puerto Rico run ships in port.

I have often written to the Log and requested the members to come to New Orleans and ship out—but now, Brothers, I am writing and asking all members that don't have a pretty good stake or a flop and feed here in N. O. to steer clear, because shipping is really on the down grade.

This week was not so bad with three ships paying off and taking almost full crews; however, the outlook for the next couple of weeks is really bad.

I have a few words of advice for the Stewards on some of our ships. I hope what I say will help them in the future and perhaps clear up a sore spot among crews.

FAVORITE VICTIMS

As everyone knows, Stewards have been blasted at when something goes haywire in the Stewards Department. As we know, some of them have it coming, and then again some of them were right, but technically wrong.

The last three ships that came into this port to pay off had beefs against the Stewards, and on all three the situation was almost the same. The Stewards



always come crying to the officials that they are being persecuted by the crews, but when asked if they reported the company cutting out the stores, or the cook not knowing how to cook or the messmen refusing to work and so on to the delegates, they say: "No, I reported it to the Skipper."

This is one of the biggest beefs against Stewards. A Steward is only good so long as he can put out good food and satisfy his crew. When he can no longer do his job, he ceases being a Steward and becomes a phony belly-robbor.

SEE CREW

My advice to these Stewards is for them to confide less in the Skipper and officers, and spend a little more time with the Ship's Delegates and crew. They are the ones that will back you up when the company cuts you short, etc.

Remember, it is the crew that spearheads any beef that comes up and sticks it out to the end. So in the future, Stewards, if you have trouble in your department, don't go to the Skipper, but go

to the crew and get it squared away.

You will find that the crew then will not be blasting you at the end of the voyage. Another point to keep in mind is if the Skipper or the other officers have a beef against you, remember that as long as you satisfied your crew, they will back you 100 per cent.

Praise Belongs Where Praise Is Certainly Due—This Operator Comes To Aid Of Two SIU Seamen

By ARTHUR THOMPSON

SAVANNAH — One of our battles has been won. The battle for higher wages and overtime. But don't let your elation get the better of you. That was only half the battle, and you didn't get any more than you should have. You have a prize negotiating committee—shrewd, tough and, to my mind, the best in maritime history. They were our leaders in the battle for wages; they are our leaders in the battle for better working conditions. Let their names sink in your minds, and stand behind them.

Business picked up a little since the wage increase. We crewed the SS Joshua Hendy, gave her a little push, and she's on her way to Norfolk and points east.

The SS Bertram Goodhue was taken over by South Atlantic from the Black Diamond outfit and is now crewing up. We hope she'll be in better shape than the other NMU ships we took over.

The SS Cyrus W. Fields, also taken over by South Atlantic from Alcoa is also nearly ready to sail. She's in Florida now, and will stop here before proceeding to Baltimore and then Europe. She's another cattle carrier.

SWELL CREW

We paid off the SUP ship SS John Howland last week — no beefs and a swell crew of oldtimers. The Old Man is a former SUP man, and well liked by his crew. There were a few things needed such as percolators, toasters, etc., and these were brought aboard and she should sail soon with a contented crew.

An incident occurred down here which I believe deserves mention. Two crewmembers of a South Atlantic ship went ashore for a good time. Too many drinks got the better of them and they decided to go for a ride, and they were not particular about whose car they used.

They had no keys and tried starting the car by crossing wires but were either too far gone or too inexperienced to know and tried pushing the car.

WRONG GUY

They even went so far as to ask a city policeman to help push. This proved to be their undoing. They were taken to the local hoosegow, and were bound

NO NEWS??

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

HOUSTON
CHARLESTON
MOBILE
TAMPA
JACKSONVILLE
NORFOLK
PORT ARTHUR
CORPS CHRISTIE

Shipping Going At Fast Clip In Philly—All Hands Are Invited

By JAMES TRUESDALE

PHILADELPHIA—Things sure have been going along fast in the Port of Philadelphia these days. Shipping has continued to be very good, and many an oldtimer has been practically shanghaied, so great has been the need for rated men.

Ships have been paying off with all beefs settled at the pay-off, to the great satisfaction of the crew — and the Patrolmen, too, for that matter, who like all men, like to see and do a good job.

Gus Dorazio and Danny Sampson, two ex-heavyweight fighters, who fought the best right here in Philadelphia, are just about ready to ship. Well, here's wishing good luck to the both of them; if they turn out as good

as sailors as they were as boxers, there is no doubt in my mind as to their future. Right now, they are training in the Philadelphia gym, and are passing on



their experience to the younger boys. Come on down and see how it's done!

COOL AND COLLECTED

M. Moran, another of the oldtimers, is ready to ship. He has all his baggage with him, carried neatly in his back pocket. Ray Oates, our hard working Dispatcher, who has broken another girl's heart, is without a doubt one of the best Dispatchers we know of. He has never lost his calm, cool manner no matter how much work lies before him, or how many questions are thrown at him—and, brother, the questions he has to answer would make most any guy go nuts.

Tony Forgione and Blackie Cardullo, our two Patrolmen, have been really slugging the ball, the way they settle beefs on all ships. No ship ever stays without these two Brothers' representation. No beef is too small or too big: Just call the Hall and we will be there to take care of your beef. If there is any doubt in your mind, try paying off in Philadelphia—or ask anyone who has.

PHILADELPHIA POTPOURI

Let's start our tour of who's who and who's what from 511: Bob Nolan is hanging on the ropes . . . Say, Larson, was that the boss we saw you with? Mighty nice dish . . . W. Gardner, the goon, is still trying to make the waitress — give up, Gardner, the Patrolmen have everything in hand . . . Dave and Jack have sure set everything right in 511. A sailor can always be sure of getting a fair deal as long as these two have anything to do about it . . . B. Miller has been strutting since the raise; he insists on being called Mr. Bosun 205 a month is a lot of chips, hey Miller? . . . Ted Dyer is getting married this week to a really swell girl. She is smart, pretty lass, and Ted is certainly not going wrong. So look for Ted to have his nose to the grindstone from now on. Lot's of luck to the both of you . . . B. Cardullo and Tony Forgione are to be the bartenders, so everything will turn out fine—we hope . . . Welcome back home to Mr. Mitch, owner of Sonia's Cafe, who is out from the hospital. We sure are glad to see him again . . . Wonder what happened to the NMU goons with the high pressure uniforms who offered their uniforms and their full books in the NMU for an SIU tripcard? . . . That's all for now: having a drink with each one we interview—well, we do have a limit!

B. Cardullo
T. Forgione

ate with them and leave all your major arguments for your officials at home.

Do you ever read about the goings on in Washington? There's a committee there known as the Mead Committee. They are doing a lot of investigating and have dug up some mighty nasty facts. They have a list of some 690 ships which were worth about \$37,900,000. These ships were insured for the grand sum of \$477,300,000 during the war. That's damned near 13 to 1.

This is only the money side of the story. Consider also the fact that about 6,000 of your shipmates were lost. Consider also the thousands who were so disabled they could no longer sail.

LOT OF DOUGH

Getting back to the money question: the Mead Committee further discloses the fact that 758 ships valued at \$37,000,000 were chartered to the government, which is you, for the sum of \$199,700,000. A little more arithmetic tells us that this was a little better than 5 to 1. Ships worth a quarter of a million were traded in to the government for new ships and the allowance was about three and a half million.

I'm not making these figures up. They are now public property.

\$21,000,000,000 (yes that's nine zeroes you see) were appropriated for the WSA during the war. Where did all this money go? We hope the Mead Committee can tell us. When you read all about it, you'll understand what I mean when I say you didn't get any more than you should have.

Operating a steamship company has always been a lucrative business. Working for one has not. The sooner the shipowners realize that they must give a fair share to those who make their millions, the sooner we will have less strikes and work stoppages. I dare any shipowner to refute the figures in this article. I know what I'm talking about and can back it up.

MARINE HOSPITALS

There's one more thing on my mind which I'd like to bring out. That is, the conditions in our Marine Hospitals. I was never a patient in a hospital, except for

(Continued on Page 8)

over to Superior Court and stood a good chance of getting a few years in the bucket, but people started working for them.

I don't like to mention the boys names for obvious reasons, but they are members and well liked by their shipmates. One of the engineers started the ball rolling by contacting the USS. They helped by getting a lawyer who took the case on the cuff, since the boys were broke.

The upshot of the whole affair was that if the boys could get a sponsor they would be paroled. We contacted the South Atlantic SS Co. and they took the boys over and got them out.

Don't get the idea they are company stooges. They never sailed with this company before and are not known to anyone there. I just thought the incident was worth mentioning as a local occurrence and a good deed by a SS Company official.

HERE'S THE REASON

In the last issue of the Log, Brother Charles Hartman asks why a lot of our oldtimers don't act as delegates. Brother, you have the answer in your own letter.

I refer you to the third paragraph in your letter. It reads, "The new members do not know, or are not well up on the contracts, and when there is a beef or misunderstanding aboard they like to lay the blame on the wrong party, which is the Delegate." (The emphasis is mine.) I've often heard complaints from various delegates that they are blamed for everything from the Revolutionary War to the Dodgers losing the pennant. (God forbid.)

It isn't right to blame him for anything. He works overtime for the crew, studies the agreement, argues with the officers and tries to settle petty disputes among crew members. His only reward is the knowledge that he tried his best and, maybe, he was thanked by one or two members.

BEST FRIEND

Your delegate on the ship is your friend and your counselor. He may make mistakes since he's only human; so don't bawl him out and don't blame him if things go wrong. If you want oldtimers to work in your behalf they'll do it gladly if you'll only cooper-

Boston Is Having Its Troubles With Coast Guard, But Who Isn't

By JOHN MOGAN

BOSTON — Business and shipping picked up considerably during the past week. Portland and Providence are both showing signs of life and the Port of Boston is getting plenty of the coastal and intercoastal shipping.

The Union buried Brother Steve Kelly last week. Brother Kelly had been hospitalized for six months alternating between the Brighton and the Baltimore Marine Hospitals. He had no relatives or friends to claim the body for burial, so the Union took charge and laid him to rest in a fitting manner.

Another excursion outfit was signed up this week. They are only running one boat and the season is practically over, but next year the company figures to expand. At any rate, these jobs are considered very desirable



during the summer months by the local members, and from the point of view of the membership all these outfits should be under contract, regardless of how small they may be.

TROUBLES STILL

We are still having our troubles with the Coast Guard up this way. No doubt it is a concerted program to make things as difficult as possible for the SIU membership, and is not confined to Boston alone. The latest fiasco involved an AB aboard the SS Robin Adair, who was charged with two offenses by the Chief Mate—who, incidentally, is one of those guys who are not too sure of themselves or their ability to hold down their jobs, and consequently attempt to excuse the defect by frequent displays of authority.

He did give his crew a bad time throughout the trip, and appeared against his AB at the Coast Guard hearing. One charge was failure to attend a fire and boat drill.

The defendant proved that it should not have been "failure to attend" but rather "late for fire and boat drill." However, he was found guilty on this specification.

BOSUN'S ORDER

Next charge was refusal to obey a lawful command of the Mate. This turned out to be one of those things where the Bosun knocked off the man, who had worked a couple of hours overtime immediately after coming off watch, because the man was both tired and ill, and the Mate overruled the Bosun's order.

Although there was no proof of any emergency existing which would make it necessary for all hands to turn to on overtime the defendant was nevertheless found guilty on the second specification.

A plea for leniency was then made to the Hearing Officer, on the grounds that the finding of "Proved" on both specifications could well have been different,

and also on the grounds that the defendant had no prior misconduct record in his 2½ years on merchant ships. Result: two months' suspension of certificates.

NO CHANCE

Now, the one deep impression on any observer at one of these "kangaroo" sessions is that the seaman hasn't got a chance, and one also wonders how long it will remain "legal" for a military officer i.e., a Coast Guard lieutenant, to have the power to deprive, arbitrarily, a workingman of his right to work for himself and his family.

There are fundamental democratic and constitutional rights involved in this crazy deal, and it is not hard to visualize a concentration of all maritime workers in a bitter battle to end this fascist control.

So much from Boston for this week—it is hoped that the shipping of the past couple of weeks will continue at the same or a faster pace, as there are still plenty of members waiting to grab a job.

The Patrolmen Say— Good Joe

NEW YORK—On a recent voyage of the SS Verendrye (Los Angeles Tanker) which left Port Arthur on a five months' trip, taking in several ports in Japan, China, Singapore, Italy, Trinidad, and return to New York, Captain C. Lyall and other officers of this ship were highly commended by the entire crew.

During the trip, one character by the name of Petterson was run off the ship in Singapore for bullying and beating up a young crewmember. Three replacements were picked up in that port, among them being two NMU men and an old time ISU member by the name of N. Schastma. This man had been a Jap prisoner for three years, had been shot by them and mutilated with sabers several times.

By the end of the voyage, one of the NMUers was well thought of by the Verendrye crewmen, but the other man was a 6 foot 3 inch individual who tried to intimidate the entire crew with his bullying ways. However, he decided to change his tactics before the payoff.

Ray Gonzales
Blackie Colls
Jimmy Sheehan

True Colors Out: Soviet Ship Scabs On Mexican Longshoremen

By JOHNNY HATGIMISIOS

BALTIMORE — Shipping has been very good, with payoffs aplenty.

The increase which we just won will go a long way with our Seafarers. The men who are fighting for the membership are getting a real break for the seamen. We have no record of sell-outs as the NMU has. Our men got what they went after, and as usual our rivals are crying their hearts out.

I was reading Victor Reisel's column the other day—the one which he devoted to John Hawk and the Seafarers. For the efforts which they have expended in behalf of the Union membership, our thanks go to him and to the many others who have fought so hard.

They know what it is to be a seaman. They have come up the hard way, and have been personally engaged in all the bitter battles which confronted the SIU. Seafarers are well represented in the fight to gain better

conditions and more equitable rights.

ISTHMIAN SOON SIU

The Isthmian drive is on the last lap now, and soon the men sailing her vessels will be under the SIU banner. It will be a great day for these men, because the SIU is the one Union which does most for its membership. I say to all unorganized seamen that you should get under the SIU banner.

The MFOW on the West Coast is now running into a little unexpected trouble, and they are really raising hell. They thought they were doing the right thing when they went into the CMU, but there's a catch to anything in which the commies are involved.

They tried to get the SIU to fall victim to their little game, too, but failed, of course. Very shortly, we hope to have our own AFL Maritime Council organized on a national scale. It will be a Maritime Council which will have its foundation in the rank and file of the various member unions—unlike the CMU, in which rank and file does not exist, for with the commies in control the rank and file can have no voice.

COMMIE SCABS

A very interesting situation developed last month down in Vera Cruz, Mexico. The Soviet ship Vovrov was in the port. Guards were necessary to prevent a fight from breaking out between the Russian crew and Mexican longshore workers, when the Russians began loading fruit on the vessel.

Russian officials stated that the loading costs were too high, and that, therefore, the crew had to do the loading. The longshoremen served noticed on the terminal loading outfit that they expected a day's pay for the work which was their's. We hope they get it.

PREACHING and PRACTICING

But that's how the nation which preaches that they are the true upholders of the workers' rights practices its doctrines. I would like to see them go out to the west coast and pull such a stunt. I'd like to see how Harry Bridges would react to a deal like that, whether he would stand for his men being scabbed on by order of his big bosses. That would really be worth something to see!

Our motto is one for all and all for one, while the commies say all for one, and that one is them.

Our way is the right way, so let's all get out in full swing and get all the companies we can under our banner. Make the SIU the most powerful Union on the waterfront.

Here's wishing you all good shipping.

Port New York Is Busy Handling All Beefs While Shipping Activities Pick Up Considerably

By JOE ALGINA

NEW YORK — Maybe it's the heat, or maybe it's the Helen, but it seems as though things are really buzzing around here. I don't know whether the Helen or the new contracts are the most discussed subjects in the Hall at this time. I guess the contracts are the most discussed, and the Helen is the most cussed.

The men are really hot about the treatment of the militant crew members of the Helen, and are prepared to go to any lengths to get their papers back for them. They take it as a threat to themselves, and want to meet the threat at least halfway, in typical SIU fashion.

HOLIDAY BEEF

To add to the activity, shipping has picked up considerably, and although things are not as hectic as they were during the height of the war, still and all, we manage to ship a good number of men each week. The George Wash-

ington, Alcoa, finally crewed up after long wrangling, and is resuming regular runs to Bermuda.

One beef has arisen lately that could have been settled before it started. The crew of a ship requested holiday pay for working one day in a foreign country. The Master says that it was not a holiday, and that the longshoremen worked without extra compensation. Now, if these men had brought back some proof that it actually was a legal holiday, the whole thing could be settled before you could say "Seafarers International Union."

In the future, I advise all Seafarers to make sure that they bring back proof of a holiday in a foreign country, and in that way we can collect for you without a whole lot of rigamarole.

PORT DATA

Here on the fifth deck of the New York Hall we get a lot of requests from guys who want probationary books. We would like to be able to tell them the books are theirs for the asking,

but that is not the case at this time.

At the present time no more books are being issued, but the time will come when new members will be taken in and, when it does, those who have their dues and assessments paid up will be allowed to apply for membership. So cheer up, fellows, soon you triparders can be full members in the Brotherhood of the Sea—the SIU.

For a long time seamen have been battling for Unemployment Insurance. Well, our long fight might be successful finally. Joe Volpian, SIU Special Services representative, is currently conferring with New York state officials, and an announcement might be forthcoming at any time now. It's about time that we sailors got some sort of a break.

The men who were aboard the Point Carillo when she took that freighter in tow are entitled to salvage money. That dough is waiting for them at 37 Broadway, New York City. Go get it, fellows, it's all yours.

Praise Belongs Where Praise Is Certainly Due— This Operator Comes To Aid Of Two SIU Seamen

(Continued from Page 7)

one day as a kid when I had my tonsils removed. This was before I went to sea and naturally I did not go to a Marine Hospital.

I have, however, visited many of our members and many of my personal friends in Marine Hospitals and, while I never heard much good about them, I never did know they were quite so bad until the recent Log stories brought them to my attention.

One recent writer said it should be brought to the attention of the public. That is true, but we have about 80,000 members in AFL

Maritime Unions and there must be three times that many more in other unions or unorganized.



If each one of these seamen would spend five minutes of his

time and a few cents for stamps writing letters to his Congressman, there would soon be a pile of letters which they could not ignore. As I mentioned at the start of this letter we have finished one battle. We have many more. The conditions in the hospitals must be fought. The gestapo tactics of the CG must be fought. The raiding actions of the CMU must be fought.

No seaman worthy of his calling can ever stop fighting. We've shown in recent months that we've got what it takes. So sit down now and write to your congressman. And you, too. And wake up that guy over in the corner and tell him.

About The Draft

All men who come within the provisions of the Draft Law should keep in touch with their draft boards while on board ships. Do not depend on the Purser to do this for you. He may fail to do so, and the first thing you know, you're not a civilian anymore.

Gold Coast Teaches Anti-Union Isthmian Skipper Maritime Law

By W. H. SIMMONS

SAN FRANCISCO—Things on the old Gold Coast are still humming. The past few weeks have almost caused me to miss out on my quota of cool beers, and that is something I really hate to lose out on.

Anyway fellows I have had my share of grief, misery and some good laughs. For instance yesterday, August 8, one of the good old Isthmian ships pulled in here.

Now, this ship, namely the SS Jeremiah S. Black, signed on and crewed up in New Orleans around July 3. The Lord and Master, non-union Herron, decided down in New Orleans that he would make a name for himself with the Company by taking all the meat and food off the idle ships lying around and thereby saving the company money.

Well, that is what he did and this is what happened. Enroute to the West Coast the crew began getting sick. About two-thirds of the crew had diarrhea so bad they could not work. Finally she arrived in San Pedro and the Old Man paid some of the sick men off and logged them for being absent from work.

TWO SICK MEN

Then the ship came up here to Frisco. When she reached here, the Steward Harry E. Brophy and First Assistant Engineer Joseph Clark were sick, so the Skipper paid them off under mutual consent with six days logged, at two for one, for being absent from work. It so happened this Steward and Engineer were SIU men. They came up to the office to see me. (Here is where Papa Simmons gets his laugh.)

I immediately called the Chief Shipping Commissioner here in Frisco, Lt. Garvis. He asked me to bring the two men right down to see him. Upon reaching his office I found the Purser of the ship sitting on a bench in the Commissioner's office.

I asked him if he had the Official Log Book with him and he said, yes. The Commissioner looked through the Log Book and could not find any entry of the days absent from work, nor was there any Log entry.

Upon questioning, the Purser stated that he only had them typewritten on plain forms. Boy, oh boy! Was that a kick! The Commissioner read him the laws on logging a man, and how and when he must enter it in the Official Log Book. The commissioner informed the Purser that he was to refund the men the \$42.10 that they had been logged. The Shipping Commissioner then made out slips to the Master and Company for the money to be refunded. (Here is where the fun starts.)

TOUGH BABY

On going down to the ship to get their money back, the Old Man disregarded the Shipping Commissioner's seal and stamp on the chits. He ran the Steward and First Assistant off the ship and said: "To hell with the Commissioner and your Union. I will pull every damn one of your papers."

In thirty minutes the men came back to my office and told me exactly what happened. I called the Commissioner and quoted the Old Man's exact words. Boy, was the Commissioner hot! He had me send the men right back to his office. (Here is the real laugh.) The Commissioner called in six

Coast Guardsmen and sent them down to the ship. When they came back, there was the Old Man sitting on one of those hard benches in the back of a big Black Maria truck. Man, oh man, that was good to see!

Well, fellows, the trial lasted until 5:30 p. m. of that day. The men got their money, and the Captain is a sad, but wiser man today, as his sea career is over.

ISTHMIAN PAYS

This is costing the Isthmian Company quite a bit of dough. As all the meat and grub in his ship has to be hauled off and burned, also all the ice boxes had to be cleaned and steamed out according to the U. S. Public Health specifications.

I reported these conditions to the Inspectors, as we can't send our men out to live under those conditions. Not even for the good old Isthmian Company.

Well, dear readers, shipping is very slow at the present time, as we haven't had very many ships in the port for a couple of weeks. So steer clear of the Coast if you are planning to come out for a ship. At present we have plenty of men on the beach.

I am looking for things to pick up a little, but due to the fact we have so many idle men on the coast, I am afraid there is enough help around to handle any jobs that come up. If and when shipping is good out here I will report it to the Log.

The Atlantic and Gulf has suffered a bad week. Not one Atlantic and Gulf ship paid off here. That is not good for our Financial status. When there is no income, then I feel low and weary.

So long, dear readers, until the next Gold Coast report. Oh say, don't forget a word of praise to our Negotiating Committee back in New York. I say we have the best negotiating committee ever.

Seafarer Is Cut In Attack

While at Alexandria, James Barnett, one of the crewmembers aboard the Isthmian scow, Steel Engineer, was attacked by an NMUer with a knife. During the ensuing fracas, Barnett sustained several cuts on his arm necessitating his removal to the hospital at Alexandria for a couple of days.

Five witnesses, including both SIU and NMU members, were present in the messroom, and saw the unprovoked attack of Charles Cox on the unarmed Barnett. Since then, these witnesses have agreed to appear against Cox in whatever action Barnett decides to take against him.



A Typical Seafarer



Smiling Mike Hook, Book No. 27528, is an Asst. Electrician who is typical of many Seafarers doing a swell organizing job for the Union aboard Isthmian ships. Since the drive started, Mike has been on the Steel Electrician, Eastpoint Victory, Beaver Victory, and Sea Scorpion. He was in port during the demonstration against Bridges' Coos Bay raiding activities, and actively participated in the picketlines. Now, Brother Hook is shipping out on an SIU ship, the Walter W. Christiansen. It's about time he took a rest, says the Log!

Ten SIU Crews Hold Meeting In Trinidad—BWI Marine Workers Ask SIU For Aid In Organizing

Once an organizer, always an organizer! There's something about this organizing that gets in a person's blood. Look at the case of Bill Higgs.

Bill did considerable work for the Seafarers in the Gulf area and on the Atlantic Coast in the Isthmian and tugboat organizing drives. Since then, he's gone to sea again. Now, he's on the Alcoa scow, MV Span Splice.

She was one of ten SIU vessels in the harbor at Port of Spain, Trinidad, B. W. I., when word came of the SIU-SUP work stoppage to force the ship operators to negotiate on SIU contract demands. Bill and his shipmates decided that something must be done.

Looking around the harbor, they could see nine other SIU ships scattered around them. These other ships were Alcoa-owned just like the Span Splice. So Bill Higgs, with the assistance of Brothers Joe Martello and Vernor Tarter, decided that a joint meeting should be held in order to inform all of the SIU ships what was taking place in the U. S. with regard to maritime conditions.

Contacting officers of a local Union, The Federated Workers Trade Union, Higgs received permission to use their hall. The meeting call went out, and the entire crews from ten SIU ships along with various representatives from the local Unions attended the mass meeting.

When the meeting was convened at 10:00 p. m., 541 men were present, mainly Seafarers, with a few representatives from the local waterfront Unions — stevedores, dockworkers, lightermen, and tugboatmen. Higgs was elected chairman, and Martello and Tarter were chosen as recording clerk and reading clerk respectively.



Opening the meeting, Higgs told the assemblage that the purpose was to acquaint all SIU-SUP members in the port with the latest developments of the contract negotiations. He relayed a message from New York Port Agent Paul Hall informing them that the SIU would win their demands as they always had, and probably without the necessity of a strike.

It was then moved and supported that "If the ship operators do not meet with the SIU representatives to negotiate the just demands of our membership, that we be ready to strike and fight the operators to the bitter end." The motion was carried unanimously.

FOREIGN SUPPORT

Officials of the various Unions present went on record at this meeting to back the actions of the SIU-SUP 100 per cent. These Unions — representing seamen, stevedores, dockworkers, barge-

(Continued on Page 14)

Earthquake Rocks Puerto Rico, But Slow Shipping Only Yawns

By BUD RAY

SAN JUAN—Shipping remains on the slow side in the Enchanted Isles with only one Waterman ship coming in each week, and no shore gangs being put to work. The membership knows that, when the ships start to come in again that the SIU will still be the Union that always has and always will represent the membership in their best interests. The new contracts prove conclusively that, as always, we have the highest wages and the best working conditions on the waterfront of any nation.

The Isle of lovely ladies, and land of the brew that puts you higher than a Georgia Pine, was shaken by one of those things called an earthquake last Sunday which lasted for two minutes and 40 seconds.

Yours truly had just finished a bit of fried chicken and had laid down to get the famous 40 winks that is traditional in the land of the sunny clime, when the shack started to shake and shiver like the morning after the night before.

But you can believe me when I say the siesta was off for the day as I quickly removed this carcass to a place where there were no concrete buildings. We are supposed to have gotten the big end of it, but there was very little damage and no one was hurt. I guess the skipper sitting on high figured if we wanted atomic power he would show us he had a few of the secrets left.

WHEW! THE HEAT!

The Victories that are running here for Waterman are proving just a little hot for the members who must give their pound of flesh daily in the galley. There have been numerous complaints and hundreds of suggestions on how to make it a little more com-

fortable. Here is one that I believe will work. Figure ways to put more portholes in, and then install suction and blower fans



to bring in fresh air and take the hot air out.

Sends Thanks To Baltimore SIU

By WILLIAM (CURLY) RENTZ

BALTIMORE — Funeral services were held here recently for Brother John J. Samardjic, an old SIU member, who drowned at Ocean City, Md. Several Seafarers, representing the Union, served as pallbearers.

A floral offering, purchased from donations made by the membership in this port, was sent to the funeral.

Mrs. Samardjic, wife of the late Seafarer, has forwarded a letter to this Hall, expressing appreciation for the Union's condolences.

The letter follows:

"To the SIU,

I want to thank you for such wonderful cooperation when needed. I certainly appreciate your kindness, and also the members who were so kind in my hour of need. I want to thank each and every one of them. They were swell.

"I am very proud to know that

my husband belonged to such a fine Union, with such a swell bunch of guys.

"All I can say is thanks again. You fellows are tops.

Mrs. John J. Samardjic."

HOSPITAL COMM. ACTIVE

John Taurin of our Hospital Committee reports that \$60.00 has been divided among the hospitalized SIU men in this port. The money was donated by the crews of the following ships: SS South Bend (\$20.50); SS A. Dvorak (\$22.50); and the SS William Christensen (\$17.00).

Seafarers in the Baltimore Hospital receiving the proceeds — \$4.00 each were: Annand Rioux, Hart Brown, Flip Libs, Moses Morris, Morse Ellsworth, T. A. Carroll, W. W. Silverthorn, James E. Kelly, E. J. Dellamano, Peter Lopez, Harry Bennett, Lorraine Tickey, Stanley Buzalewski, M. Little and Benjamin Thomas.



SHIPS' MINUTES AND NEWS

Bellyrobber Gets The Old 'One-Two' On SS Pepperell

The Steward aboard the SS William Pepperell was strictly on the defensive, deflecting verbal blows tossed at him recently by the crewmembers. It seems that the crew didn't like the way he was running his Department and told him so.

One crew member was approaching the bursting point as he related how the Steward told him to "walk ashore" if he didn't like the way the Steward Dept. was being handled. It seems that all he wanted was some more tea.

Another crewmember tossed at him the question: "Hey, why haven't you turned your overtime sheets into the delegate?"

The Steward's nifty retort was: "I am the Steward and I am not forced to do so."

He was losing ground fast but the crew gave him no rest. "Why isn't there any butter put out for the night lunch?" chimed forth one of the deck crew.

The Steward came forth with the old standby: "I am rationing it so there will be enough for the return trip."

He was then asked why he didn't consult the crew and he replied that it was his job and he would handle it his way.

By this time the Steward was definitely hanging on the ropes. Now fellas, the plot thickens. Did the crew rush in with a haymaker, or were they going to have their revenge by having him flogged on the quarter deck? No! A belly robber is entitled to mercy according to international law, so the crew gathered up their verbal barbs and silently stole away leaving the tired and worn frame of the bellyrobber gasping for breath on the floor of his quarters.

Beef Outlook Good For Mobile Agent

From way out in Shanghai comes advance notice that Port Agent Charlie Kimball had better prepare himself for a "grub beef" when the SS Azalea City finally winds up her present voyage in Mobile sometime in October.

Seymour A. Heinfling, who acts as recording secretary aboard the vessel, penned the following post script, and attached it to a note accompanying the ship's minutes:

"As of July 8, 1946, the canned milk is being mixed with water and we are going to have one sure grub beef when we get back to 'Hominy Grits town.'"

The Azalea City arrived in Shanghai July 3. She had been held up in Panama for six days because of refrigerator trouble and drain valve leaks.

Tentative ports of call include Hongkong, Calcutta, Aden (Arabia), San Juan and Havana.

Chief Cook In A Stew Over NMU, Finds SIU Is Better Of The Two

George Ruttloff is a good cook. He knows, too, the ingredients that make up a good union. The SIU, he has discovered, has those ingredients. For George Ruttloff the SIU is THE Maritime Union. He gave up a full book in the NMU to become an SIU tripcarder.

Ruttloff, who has been sailing in the Stewards Department since 1920, recently went into the SIU Hall in New Orleans, and said he'd like to transfer from the NMU to the SIU. Buck Stephens, acting Agent, told him sorry, but no can do. "The SIU doesn't transfer men to its rolls from the NMU," said Buck.

But Stephens told Ruttloff that if he cared to turn in his NMU full book, he could have a trip-card, and he could make a trip on an SIU ship. If Ruttloff proved his worth to the crew, Stephens said, he could get an SIU book in the same way other tripcarders do.

SAILS ON GAMBRILL

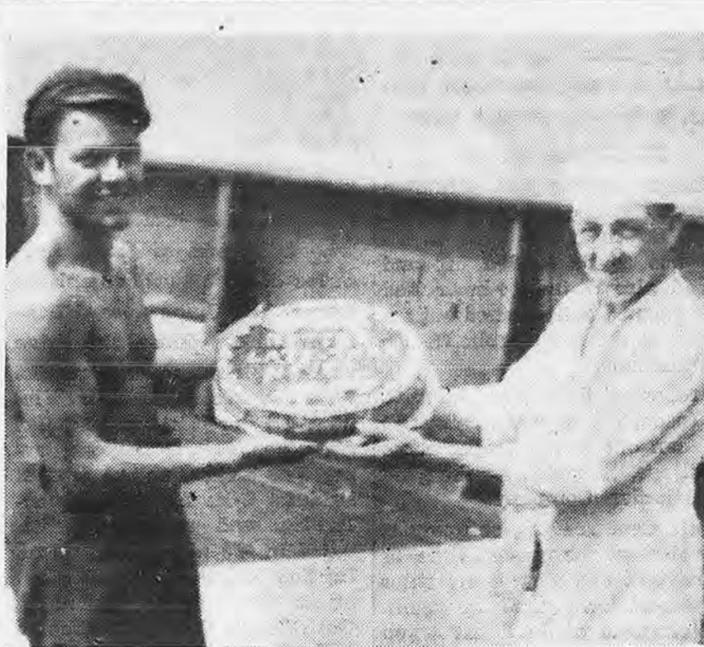
That was plenty good and fair as far as Ruttloff was concerned. He sailed on the SS Stephen W. Gambrill, which Stephens reports, turned out to be as tough a ship that sails. A phony Skipper and Chief Engineer made it a hell-ship. But in spite of this Ruttloff completed the voyage with a good word for the SIU.

In a signed statement, Ruttloff stressed some prominent differences between the NMU and the SIU, and made special mention of the friction existing in the NMU.

But here it is in his own words:

In comparing the NMU and the SIU, I wish to state that the SIU runs much cleaner ships (and the Gambrill was a bauxite-carrier) and has better crews that act more like a large family than a bunch of strangers. I was well respected although I was a tripcard man. I found a much better and greater variety of food to cook with, which made my job easier, and made it easier to please the crew.

And above all, if it was neces-



George Ruttloff baked a birthday cake for one of the crew, but some bad weather knocked it over on the deck. George baked another one inscribed with "better late than never." He's shown handing it to the AB whose birthday it was.

sary to work overtime on an SIU ship, as was the case on this one, you are able to collect at the payoff without any arguments. On various NMU ships I have worked plenty of overtime, but if it is disputed you just try to collect.

When I was on NMU ships the food was of a poor variety, the ships were dirty, and the Union did not try to make the crews clean them up. The crews were always fighting among themselves about the friction in the NMU, and too much politics. The crews all had the general attitude of "to hell with everything."

In closing, I wish to state that I wish I had joined the SIU years ago, and I would never had to put up with the corny stuff of the NMU.

Not only was the SIU and its membership enthusiastically endorsed by Ruttloff; the Gambrill crew had good words for the former NMUer. They wrote a

letter to the New Orleans SIU Hall recommending the Chief Cook.

CREW'S LETTER

The letter follows:

"We, the undersigned book members of the SIU, hereby make application for invitation to membership in our Union for George Ruttloff, who, until recently, has been an NMU member, but has since resigned from that union. His sea experience dates back to 1920.

"He signed on this ship, the Stephen W. Gambrill of the Alcoa Steamship Company, as Chief Cook. His ability in this line is unexcelled and you can well imagine that he has made many friends in this manner alone. However, he has many other qualities that make him a most desirable prospect for our Union. He is well-liked by all hands on this vessel for his sobriety, honesty, efficiency and his desire to do a job right.

"We, therefore, submit, his name for membership and hope that the SIU will continue its policy of selecting the best men in the Maritime field."

The letter was signed by 14 full book members including the three Delegates aboard the vessel.

VESSEL IS STRICTLY FROM HUNGER



The identity of the man who painted what the crew unanimously agreed was a more appropriate name on this vessel is not known, although there are suspicions, says James Tucker, former SIU Port Agent, who turned the picture over to the LOG. Brother Tucker was one of the crew which sailed the scow to the Far East and return on a voyage lasting four months and 23 days. In addition to the very scant servings, the crew had to contend with a phony Chief Mate. They were able to control him, but they didn't fare so well with the food. The ship had a good deck crew, some of who were Jim Morrow, Pete Oberby, Al Richards, and John Harrison, reports Tucker.

Crew Scores Skipper As Union Hater

A letter citing the vicious, anti-Union conduct of the Skipper of the MV Manrope Knot has been forwarded by the crew to the SIU Port Agent in Mobile. The Skipper also demonstrated a complete disregard for the welfare of his men even to the extent of giving civilians preference in making slopchest purchases in foreign ports, the letter points out.

The letter sets forth the crew's reasons for judging the Manrope Knot's Captain J. L. Splane as being "unworthy of holding Master's papers."

TEXT OF LETTER

The complete text of the crew's letter, addressed to the Mobile Port Agent, follows:

At the Union meeting aboard ship tonight the following letter was voted to be forwarded to you.

This letter is being sent to you with the hope that none of our fellow seamen will be unfortunate enough to have to sail with this Skipper, Captain J. L. Splane, license No. 165497.

Below are listed some of the reasons why we think and know that this man is unworthy of holding Masters papers.

From the beginning of this voyage out of New York May 22 to July 22 when we were payed off in Mobile, Ala., Captain Splane has been viciously anti-Union.

BREAK UNIONS

He has shown this attitude numerous times when talking with the crew. He always complained tht none of the crew would do any work without the payment



of overtime. He mentioned several times that he will be glad when all Seafaring Unions have been broken.

This man apparently has never sailed a ship carying electricians before. He has jumped the electricians on this ship accusing them of not doing enough work. Any one sailing one of these ships as an Electrician knows that there is plenty of work to keep him busy most of the time.

The Skipper saw fit to turn a Wiper to sweeping and mopping the officers' port passage on the main deck. When he found out the Wiper put in for overtime he hit the roof. He then took it up with the Chief Engineer. He was told that the overtime would be

(Continued on Page 11)

Attention Members!

Seafarers Sailing As Engineers

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

Digested Minutes Of SIU Ship Meetings

BRAZIL VICTORY, February 24 — Delegates' reports accepted. Motion carried to notify SS Company not to give the crew the run-around when ordering supplies. It was agreed that supplies should be ordered three days before ship sails. Discussion on the prominence of high pressure hats aboard ship. Good and Welfare: Linen beef straightened out. Report shows enough for all. Motion carried to investigate sanitary work being done by OS and Wipers which doesn't conform to agreement.

WHITE OAK, June 13 — Chairman Percy Boyer; Secretary Ray Rife. One minute of silence observed for departed brothers. Discussion of strike situation. Crew agreed to await developments and take best course, as decided by Union. Good and Welfare: Question was raised as to the price of slop chest cigarettes. It was decided to turn matter over to Patrolman at first U. S. port. Electrician reported shortage of fans with proper current and urged that those on hand be carefully used; reported need of better room ventilation and more portholes. Motions carried: new toasters, clocks, coffee pots and salt dispensers needed; new supply of cots should be put in; to ask Captain to open gunners quarters for crew as they are cooler. Point was raised that wash water at times is so rusty that it is unusable.

Maybe The Smoke Gets In His Eyes

The Purser on the SS Citadel Victory evidently wanted to be the only one on the ship to blow smoke rings.

While the ship was tied up in South America he came aboard with the sad tale that he was unable to purchase cigarettes for the slopchest. He neglected to mention however, that he was able to buy them for himself at a buck per carton. Maybe the boy's smokers hack kept him awake nights.

ELROY ALFARO, June 16 — Chairman Holloway; Secretary Palmer. Motion carried: that the Delegates check to see that ample fresh and dry stores are brought aboard before sailing, the Delegates to be further instructed to call a special meeting of the crew report all items ordered and not received

in order to take necessary job action. Good and Welfare: A repair list was made up by the crew. A copy to be presented to the Captain and one retained to give to the Union upon arrival in Frisco; The crew has been urged to write their congressmen immediately requesting them to vote against the President's Reorganization Plan 3, Part 1, which, if passed would give the Coast Guard continued jurisdiction over the Union.

Ridge Skipper Rates Crew's Raspberry

The crew of the SS Blue Ridge Victory recently bestowed upon their Captain the rather dubious honor of "Captain of the year," or the man they'd LEAST like to sail with. Having a large field to choose from it was quite difficult, but on the tenth ballot the Skipper coasted in. The raspberry being all his. The ship's minutes chose not to mention the Captain's failings, but they must have been many, with all the steel eyed, whip swinging Masters on the loose.

Allaying any doubts that they were in a vicious mood, the crew went on to vote letters of thanks to Richard Callihan, Chief Radio Operator; Spencer Evans, Assistant Purser, and Army Captain Tourville, Troop commander, for their efforts to provide recreation for the membership.

CECIL N. BEAN, June 23 — Chairman Fred Bura; Sect'y Paul Nagy. Department delegates have no overtime or other beefs to report. Good and Welfare: New coffee urns to be installed in pantry; have toasters for use by crew; put new or better refrigerator in mess, and put messhall radio speaker in listening order.

SS OUACHITA VICTORY, June 3—Chairman Cohen, Secretary Lerner. Motions carried: to have meetings aboard ship once per week while at sea; that all garbage be placed on starboard side of after main deck when ship is at anchor, and also to use cans when available. When in port along side dock; contact Chief mate and ask to have garbage removed as soon as possible; that all men cooperate in not slamming doors, or whistling too loud in passage-ways so the watch below and all sleeping men are

not disturbed; that only one book be taken from the library at one time.

SS POWELLTON SEAM, July 27—Chairman Tilly; Secretary Kerester. Good and Welfare: A good talk on unionism, and what it stands for was given by the Chairman. The First Assistant to be asked to raise the temperature of the thaw box from its present temperature of 32 degrees to at least 45 degrees F. The Steward was requested to order sufficient quantities of milk when in port and in case of any beefs he will receive the full support of the crew.

SS TRISTAM DALTON, June 3—Chairman Rudolph Himel; Secretary Arthur Bellew. Delegates reported everything running smoothly in their Depts. Motions carried: that all crew members using cups, dishes and spoons wash same after night lunches, also return perishables to refrigerator; that all men who disregard these rules will be fined \$2 after the first offense. The money collected to be divided and turned over to the Log and the Hospital Fund.

Bartram Skipper Measures Up

According to the way the crew of the SS John Bartram measures a guy, the Skipper of the vessel is "every inch a gentleman," and since this might be the exception rather than the rule, we pass on the statement which was attached to the minutes of the June 23 meeting.

"The crew of this ship," the statement goes, "wish to state that the Captain, M. Lobby, is every inch a gentleman, and it has been a pleasure to sail with him."

And it's a pleasure to hear it.

SS FELIX GRUNDY, July 19—Chairman Joseph Mackey, Secretary Fred Shaio. Delegates reported no beefs. It was decided to put in for one hour overtime for each towel change, which is Tuesday and Friday. Motion carried that thereafter all men who are not on watch are to attend meetings held on board ship, or present their excuse to the members for vote. Membership will determine action.

Crew Scores Skipper As Union-Hating Bucko

(Continued from Page 10)

paid and to keep his hands off all Engine Room personnel.

When in foreign ports he authorized the slopchest to be opened to almost anyone who came aboard. On June 12 at Port-of-Spain, Trinidad he had the slopchest opened to people from shore, but not to the crew. He also started rationing cigarettes, one carton a week at 70c. At once the crew sent their delegates to him and they were given a hard time. The Captain said he was not worrying about the crew and their cigarettes for he had plenty himself. On June 24 coming out of the Orinoco River in South America we had two pilots aboard, when they left the

ship they were seen carrying ten cartons of cigarettes.

When entering a port where we had shore leave, there was no blackboard notifying the crew when the ship was to sail or at what hour shore liberty was over. At Paramaribo, Dutch Guiana it was necessary for the Captain to sound the ship's whistle numerous times to get the crew back aboard, as no one in the crew knew when the ship was to sail.

NO DRILLS

In the two months that we have been aboard we have had only two fire and boat drills which were carried out in a very haphazardous way.

Our main radio transmitting and receiving antenna has been down most of the trip. It is now

draped around the top of the deckhouse tied to handrails. One of the deck crew just missed getting severely shocked while the Radio Operator was sending a message.

The aforementioned items are only a few of the things that we, the crew, are complaining about. We hope that another SIU crew will not have to sail under this Captain.

We also ask that this letter be published in the Log at the earliest possible time.

This letter of protest against Captain J. L. Splane has been signed by five full book members along with the balance of the Pro-book and trip card members down to the last man.

Crew of M. V. Manrope Knot, Alcoa SS Co.

SEAFARER SAM SAYS:



CUT AND RUN

By HANK

Well, it seems just about everybody is in New York right now trying to ship out before the winds start whispering the old white uncomfortable magic of winter . . . Spurgeon Woodruff didn't give his working gear and his sun-tanned, mustached face a chance to rest. He grabbed another ship for Santos, etc. for some of that intoxicating Brazilian music and those beautiful butterfly trays to buy . . . Vince Kane came in smiling from a visit to his home town. Say, Vince, can your pal, Whitey Phillips, still be in New York or down there in Puerto Rico again for more rum and sunshine? . . . John Bilinski, a humorous character at all times, really gave the boys a lotta laughs aboard the South Bend Victory, according to a reliable rumor.

Frank Radzvila, the big smiling cook, is in town again, with a few more shipmatey bellyrobbers similar to his size. Say, Frank, how did some of the crews like that much garlic in their food? . . . Chet Pyc shipped out to the Land of Perfume . . . Johnny Meghrian, who said adios two weeks ago, should be walking under the blowers getting some Atlantic air right now . . . Robert High, pride and joy of Tennessee, just came in from Baltimore which is hot with ships . . . Where's Harold Nelson, the Junior Engineer right now? Hasn't been in New York since he and Pete Bush were waiting for ships many months ago . . . Slug Siekmann was talking about Pork Chops, Roddy Smith was dreaming about Havana, Cuba, and Frank Moran was galloping away with some horse sense when all of a sudden they started to wonder where Joe "Rudy" Rudolph, the watch-fixer, is right now.

Say, where's that little singing salt of a brother, Jimmy Crescitelli right now? . . . We just got the flash that Tommy Hannan, the Pinochle Champ and Irish Oiler, and Joe James just came into New York five days ago . . . Robert McQueen says he might have to go down to the Southern part of the coast for a ship to England.

Looks like all the oldtimers, mostly Gulfers, too, are right down there in Mobile. There's Otis Edwards, C. Walker, L. H. Jones, Armfield Chappell, Eunice Chappell, Cyril Lowry, Henry Dukes, Ernest Anderson, Mathes Oswald, A. S. Nelson, Leroy Eckhoff, Antonio Schiavone and C. F. Eberhart . . . In New York there's Steve Simmons and W. A. Beyer . . . Over there in Frisco there's Gulfer A. B. Edwards and Maurice Lizotte . . . And in good Philly there were Evaristo Aldohondo, George Lopshas, Walter Hartman and Joe Velazquez . . . Jimmy Reynolds said he lost a swell home when they recently laid up the tug, SS Farrolon. It always happens, Jimmy.



THE MEMBERSHIP SPEAKS



THE ROAMER GIVES SOME SIU HALLS THE ONCE-OVER

Dear Editor:

After visiting all the Halls on the Atlantic Coast, with the exception of Savannah and Jacksonville, and all the Halls on the Gulf coast, I found them to be in excellent condition.

However, the Hall in Mobile is in dire need of change for the following reasons: the building is too old to keep in decent condition; it is as obsolete as one of the oldtime fo'csles, if you Brother Seafarers know what I mean. Also, the Hall is too small for the meetings. I was up there at the last meeting, and the Broth-



ers had to stand five men deep as the seating space had been taken. Pretty much like it would be if a meeting were held on the first deck of the New York Hall.

Now this Hall has gone on record for a change, and I understand that all of the other branches concurred. What is the holdup? The officials here say that a lot is obtainable in a good location, but it will not be available for a month or so.

ALL OKAY

Outside of Mobile, all seems to be okay to this roamer of the beaches. The officials seem to be very attentive to their duties.

Brothers, if by any chance I am able to get hold of any films for my camera, I will send pictures of the different Halls.

BROTHER REYES READY TO FORGIVE EX-OFFICERS RETURNING TO THE FOLD

Dear Editor:

They are coming back! I'm sending you these words hoping that you can find an empty corner for them in our Seafarers Log. It's to remind you, Brothers, about the bunch of SIU



Brother Reyes at work.

members who during the war borrowed some of those nice shiny Maritime School licenses.

Once they were officers, the union was gone and forgotten.

They spent their spare time talking about the Union in belittling terms, not thinking that sooner or later they might want to come back to the SIU. And, Brother, were we treated lousy by some of them!

I remember once that I told the First Asst. on the SS Dorothy to treat me square because we both belonged to the same Union, and were supposed to be Brothers. This one answered me in plain English, "To hell with you and your Union." Me, like a good boy, I just told him, "I'll wait for you at the SIU Hall."

Brothers, has my dream come true! Now, they're starting to hang around the Union Hall and make friends with the boys again. Why? Just because they haven't got enough brains to go through the hard examinations now being given to them.

What about these guys now? Oh, I guess we'll get soft-hearted, and give these brainless guys another chance. Juan Reyes, 2251

'MURPHY' DRINKS ONE ON THE HOUSE



Locale is the Billy Goat Inn in Chicago where many SIU men go to quaff a cool one, according to Seafarer John E. Ross, Bosun, who sent the picture to the Log.

The two guys in the high pressure suits are Charles Jindra, Deck Engineer, and Ray Blair, Second Mate—both friends of "Murphy." But where did you get them suits, fellows?

I am running into some of the oldtimers who went to sea with me, and in our talks it is surprising to discover how many of the oldtimers went down to sea during the war. In Savannah, New Orleans, Mobile and Baltimore, I also heard of the high percentage of casualties among the men I had formerly sailed with.

COAST GUARD

Well, Brothers, it looks like we are in for a fight with the Coast Guard. Despite all the arguments against the Coast Guard, President Truman, and Congress, think

we should come under this Hooligan Navy.

In a ruling, or should I say, proclamation, by the President, all civilians in a military zone occupied by the armed forces would come under military law. Yet I believe there is a Supreme Court ruling to the effect that as long as there was a civil court in a locality, a civilian would have to be tried in that court. Seems to me like it would be the same thing in Coast Guard versus Seamen.

Oh yes, I wonder if Red Davis got that Beachcomber picture? I sent one to him at the San Juan Hall. The Beachcomber

SEAFARERS LOG A REFRESHER TO SUPER IN ISLANDS

Dear Editor:

After moseying around Manila for the past two hours I finally ran into a few editions of the Seafarers Log. It sure was a break for me. They are the best reading by a long ways, in the Islands. The shelves here are all stocked with the phony NMU sheets, but after going through a few Logs I can sure see the difference between the two unions.

I would appreciate it if you would send the Log to my home. I am a member of the SUP, but enjoy reading your paper too. It carries a true and unaltered view of the existing conditions.

I am also behind any movement that leads to the elimination of Coast Guard and WSA control over Merchant Seamen. Out here is where you really see them displaying their true colors. The sooner these controls are abolished the better off the seamen will be.

George Shearer

MOTHER WANTS WORD FROM BERNARD LOLL

Dear Editor:

Would you please have this printed in the Log.

We would like very much to hear from our son, Wilfred Bernard Loll. The last we heard from him was shortly after the SS Cecil N. Bean docked in New York on July 12, 1945. We are quite worried about him as he has never been in the States without writing. Thank you very much.

Mrs. E. A. Loll

AND ANOTHER WIFE ENJOYS THE LOG

Dear Editor:

I am writing in behalf of my husband who is an Ordinary Seaman and a member of the SIU. He is now on his way to England.

We would both appreciate it if you would send us the Seafarers Log each week, as we enjoy reading it very much.

Mrs. E. T. Mikesh

EX-SEAFARER, GOING OVER, WANTS LOG

Dear Editor:

Since I have been stationed here at Kessler Field I have received each edition of the Log and enjoy it very much. I expect to ship overseas soon, and would appreciate it greatly if you send it to me over there. I will inform you immediately of my change of address.

L. W. Griffith

Log-A-Rhythms

My Dream

By Tony Zaleski

I've sailed the seas in fashion high

To many a foreign land;
Many a time I've said goodbye
And shook a welcome hand.

Yet often I could not release
The hold they had on me;
Ah, if I could but hold that peace
And never sail the sea.

To think, if I should quit the sea
And never sail the blue,
How very happy I could be
Back there at home with you.

I often think of bygone days
I've had on foreign shore:
The old ways and the wild ways
I'll not see any more.

For day has come when I must part

The seas, and never roam;
To put away my empty heart
Into my wife's sweet home.

FIRST ASSISTANT SAYS SIU CREW BEST HE'S HAD

Dear Editor:

As First Assistant of the Lindenwood Victory I wish to voice my praise of the SIU.

I can truthfully say that the men the Seafarers International Union sent me were the best. They all knew their jobs, were good workers and as shipmates were as fine as they come.

My only hope is when I join another ship it will be crewed with SIU men.

DEAR BROTHERS: PLEASE SIGN THOSE LETTERS

The Log has been receiving each week a considerable number of letter which do not bear the signatures of the writers. Practically all of them would be of interest to our readers. Policy, however, prevents the publication of any unsigned correspondence.

The Log, therefore, urges, all correspondents to double-check and make certain they have



signed their letters. Should a writer so wish, his name will be withheld upon request.

Meanwhile, the Log thanks those who have been filling its mail-bag, and asks all Seafarers to keep the mail rolling in.

Maritime Reservist Bill A Strike-Breaking Stunt

Dear Editor:

The other day I felt in need of a laugh, so I thought I'd catch up with what the Hollywood sailors and glamour boys of the Maritime Service were doing. I got a copy of the *Mast*, that slick paper fan magazine of theirs, and was soon howling away at the antics of these subsidised sea-pups, when my eye lit on the following, which stopped my laughing very quickly.

"An organized Merchant Marine Reserve is provided for in a bill recently introduced by Rep. S. O. Bland, chairman of the House Merchant Marine and Fisheries Committee. This bill would lodge administration of the reserve in the U. S. Maritime Service. Known as the Organized Reserve, the new organization would be composed of officers and men required to perform annual training and other duties, and be available for immediate mobilization in a national emergency. Only U. S. civilians would be eligible for appointment to the Organized Reserve.

ORDER TO DUTY

"The Maritime Service would be empowered to order members to active duty during a national emergency declared by the President. Ranks and ratings would be fixed by the Maritime Service, with pay and allowances the same as those prescribed for similar Navy grades. Members on inactive duty would receive retainer pay equal to one-twelfth of base pay for each grade. Organized Reservists would have the same rights of advancement, retirement and longevity as prescribed for Naval Reserve personnel. Members on active duty would be entitled to medical and dental treatment and hospitalization by the U. S. Public Health Service; dependent families of reservists would be furnished with medical advice and outpatient treatment."

Ye gods and little fishes, Brothers! Was there ever a more brazen attempt to organize a national strike breaking machine than this? "The Maritime Service would be empowered to order members to active duty during a national emergency declared by the President." That's really coming out in print! What kind of "National Emergency" are they talking about? The kind Truman meant when he called on the Navy to break the seamen's strike last June? They certainly don't mean the Boll Weevil Plague!

TRICK

Even the Maritime Morons can see that the only emergency this reserve could apply to is a strike. There is as much need for a seaman's reserve as for a coal miners reserve or a lollipop makers reserve. Nevertheless, they will gladly back the shipowners for the bureaucratic gravy of running it—and the satisfaction of breaking the sailors unions.

Notice the bait put out to trap the suckers. One month's pay a year—and hospital treatment for your family. Even the seagoing sailors don't get that!

This plan is too clever to have come from any bell-bottomed bureaucrat. It was obviously born in the million-a-year brain of some steamship lawyer and carefully planted down in the Port of missing brains, there to be quietly slipped through Congress behind our backs. Power-

ful forces are evidently behind this scheme. The chairman of the House Committees, the WSA, the millions of Government money to support it—All these are a dead giveaway of the shipowners behind the scenes, moving their puppets in another grand attempt to return the seamen to involuntary servitude. When Congress reconvenes, we must fight this hellfire plan tooth and nail. If it should go through, no one can be a member of the SIU and a member of these seagoing strike-breakers too. If these Admirals of the head use it to break a strike, God help them. The spirit of Bloody Thursday isn't dead yet.

Steamboat O'Doyle

'POPEYE' POPS OFF ON THE WILLIAM MACLAY

Dear Editor:

Hello Pal—just a line to let you know I came across your piece in the *Log* in regards to Frank, his wife Tina and myself. We were at Mariners Bay at the time.

Say pal, can you spare a minute and hear me out? My last trip was quite a story.

Recently the Alcoa William Maclay unloaded in Brooklyn. One-half of the load was taken off and the rest taken to Philadelphia. Well pal, when the crew wanted to pay off in New York the answer was "nothing doing." In Philly: "Okay." Well, Frank and I went to Philly separately, Frank joined and I didn't due to the fact I was very sick. So I leave Philly, with "Red" Truesdale's help and arrive in Baltimore, as Philly was refused the payoff, and Baltimore for sure was going to be the payoff.

So I get to Baltimore and there was nothing doing. New York had said the crew was to finish the six months articles. Well, we raised a stink here in Baltimore, but nothing could be done about it. The crew was froze to the ship. The crew asked the Old Man for a mutual release and still nothing doing. At this point I got my four weeks pay and as I was sick I went to the hospital. Tomorrow I will undergo an operation.

Aboard ship we had a happy family all around except for the Old Man, and at the payoff the crew and officers were swell. All took it on the chin except for a few here in the hospital.

When I arrived here in Baltimore the staff treated us swell even to sending two patrolmen to the ship, but as I stated before what the result was, nothing could be done.

I went to the hospital, the ship went to Norfolk, and where the hell else I don't know.

Well pal, give my regards to Paul Hall and Jim Sheehan, Joe Algina and John Hawk. The brothers here send their regards to the brothers in N. Y. We are all sorry to hear about the trouble on the Bull Line, SS Helen, and hope the Union won't let up until it gets the papers of our eight brothers reinstated.

Harry (POPEYE) CRONIN

SS ROGER SHERMAN CREWMEMBERS



A couple of shots of some of the crew, which were sent in by an unidentified Seafarer. He gave no names.



CATCHER TRIES PITCHING ONE; AGENT HAS BEEF TO PREVENT BEEFS

Dear Editor:

I notice from the beef box that it is a good medium for the gang to let off steam. So I think I'll let off a little steam that will be beneficial to the entire membership.

Members signing on in one port and then going to another port to get their beefs squared away are a great headache to the officials and of no benefit to themselves. The first thing any member should do before signing on is to have the ship thoroughly checked to see that all repairs that were promised have been taken care of, that all stores and fixtures requested have been put aboard, and the articles in good shape. If everything has not been squared away as the former crew requested, then call the Hall and get a Patrolman. Above all, if you have a beef DO NOT SIGN ON.

DON'T ACT ON PROMISE

When you sign on in a port with a promise that the repairs, stores, etc., will be gotten in the next port, then you are stuck. If they want you to take the ship out on a promise, get it in writing or you'll soon be crying the blues for sure.

When you sign on first and request repairs, stores, etc. later, than you are taking away from the Patrolman or Agent the power that he has, because you are then on articles and the "Coast Guard Gestapo Unit" will be on your tail if you refuse to sail. Not only do you make it hard for the officials of the Union to obtain your demands, but you give to the company your privileges as a Union man and your right to pull job action.

So Brother members, before you sign on make sure the repairs and stores you requested have been taken care of. If you have a grievance call the Hall, but don't sign on unless you are satisfied with the set-up.

C. J. 'Buck' Stephens
Acting Agent N. O. Branch

Intercoastal Has Rum & Coke Run Beat, 'Kid' Says

Dear Editor:

For 'IS' and 'IS-NOT' though
With RULE and LINE
And 'UP-AND-DOWN' without,
I could define,
I yet in all I only cared
to know,
Was never deep in anything
but—Wine.

You didn't ask for it Editor, but I'm giving it to you straight. This is the saga of the Nashau (Calmar Line) Victory.

She sailed out of Philadelphia on the intercoastal run and of all places ended up on the West Coast in the land of Golden Sherry and Muscatel wines.

All in all, the crew was a good bunch who worked hard at sea and in port, but they soon became the biggest bunch of lush hounds and giggle juice addicts that were ever gathered together, driven to drink by the old man, who was a direct descendent of Captain Bligh.

In the Deck Dept. there was a turn over in every port we made. One of the Engine Dept. men was left in Vancouver at the mercy of the local gestapo, and of the three Depts. the Steward's was the only one that remained intact throughout the entire trip.

As with yours truly, everyone was not a chronic lush, devoted entirely to the bottle. They



fitted into different categories, such as the occasional drinkers, moderate drinkers, heavy drinkers and chronic drunks.

This has the rum and coke run beat a mile in every way and I have the sworn statements of several men to back me up. So you can tell Bud Ray, that the golden west is calling and when he misses the old timers down his way he will know they are running inter-coastal.

Incidentally, we have one Sam Foss on here as second Electrician, he's either the richest seaman or the damnest liar that ever sailed the seas. Sam has been everywhere and done everything and spent more money than J. P. Morgan ever had. Right now he's considering running for President in '48.

So from the Nashau (Madhouse) Victory, with a log-happy, union-hating skipper, I bid you adieu.

The Moving Finger writes;
and having writ,
Moves on: nor all thy Piety
nor wit
Shall lure it back to cancel
half a line,
Nor all thy Tears wash out
a word of it.

Dennis (The Brooklyn Kid)
Saunders

Editor's Note: The land of the grape must have really worked on Brother Saunders. His quoting from Omar Khayyam brings to mind the lines:

"I often wonder what the vintners buy
One half so precious as the goods they sell."
Glad to hear from you.

Ten SIU Crews Hold Meeting In Trinidad—BWI Marine Workers Ask SIU For Aid In Organizing

(Continued from Page 9)

men, lightermen and tugmen — asserted that their membership would not work cargo or do any work whatsoever on SIU-SUP ships in the event of a strike.

Seafarers at the meeting were loud in their praise of this action expressing international solidarity between Unions, and passed a motion thanking their brother Unions in Trinidad for their support.

In addition, a motion approving the action of Agent Paul Hall in keeping SIU crews in foreign ports informed on all events concerning the Union was passed unanimously. Meeting was then adjourned at 12:00 p. m.

Members from the Hawser Eye, Span Splice, Ransom A. Moore, Oliver Loring, Alcoa Pioneer and five other (unnamed) ships were present at the meeting. Stories concerning the mass meeting appeared in local papers and in those of Surinam also.

REQUEST AFFILIATION

Higgs, Martello and Tarter were all approached by more than a dozen of the local labor leaders to assist them in organizing members and bettering their wages and living conditions. These Union leaders want to affiliate some of their Unions with the SIU, and all of them with the AFL.

According to a report from Higgs, all of the waterfront workers in the British West Indies, and in British Guiana as well, are in desperate need of the kind of unionizing and contracts for which the Seafarers International Union is famous.

It is also plainly apparent from a translation of an article appearing in the Surinam paper that a battle in the bauxite industry is shaping up between Alcoa, which has long ruled the roost in this section of the world, and new interests represented by the Kaiser-Frazer Company.

Bauxite is the basic ore from which aluminum is made, and any struggle between aluminum interests represented by the old Alcoa monopoly and the new Kaiser-Frazer Company will have far reaching effects. Kaiser is trying to break into the aluminum field which has been the sole property of Alcoa for years.

BRITISH GUIANA WORKERS

Higgs was given a letter by one of the British Guiana seamen, addressed to John Hawk, Secretary-Treasurer of the SIU, from their Secretary-Treasurer. Written on the stationery of The Marine Workers' Union of British Guiana with offices in Georgetown, the text follows:

"Dear Brother Hawk:

It is with great pleasure that I greet you in the name of our fellow workers. After some discussion with your Deck delegate on the Alcoa Pioneer, Henry Snelling, Jr., and on his suggestion, I decided to write you of our problems down here in British Guiana.

"Late in 1943, I went to the U. S. on a Panamanian ship and discussed the question of your Union forming a branch in the West Indies with some of your Patrolman. It was then suggested that it was better to organize our own Union back here, and affiliate with your Union or the AFL. I therefore returned to British Guiana and

in March, 1944, the above Union was founded and registered.

"We have at the present time an enrollment of 140 out of a possible 200 deep seamen in our colony. At least 80 of these men are members of one or the other of your Unions in the U. S., but due to unemployment are unable to maintain their financial standing. In addition, over 100 of our men have served in the vessels of the U. S. Merchant Marine, especially during the war. Many of them are survivors, and about 50 lost their lives as a result of enemy action.

"From this end, we have made every effort to secure employment for these men. During March of last year, we got our Governor to take up the matter with the WSA through the British Ministry of Transport, but after five months of negotiations, we were told that no arrangements could be arrived at. And this at a time when your Merchant Marine was appealing for experienced seamen! We are inclined to believe that the British authorities do not want us to work in your service, and are doing all they can to prevent it.

"I believe that if it can be arranged for me to meet your National Executives to explain the whole situation in detail to them, we could find a solution to this difficulty. But passenger accommodations are at a premium in British Guiana, and I might have to wait another



six months or more to secure a passage to the U. S. either by plane or steamship.

"Is there any way that the Union can assist me and our Union in this matter? Say a one way job as a seaman or a work-a-way passage. Some of your delegates, I have spoken to on various ships, might bring this matter up in the Union Hall at meetings.

Chas. B. I. Burnham, Secretary-Treasurer."

REFERRED TO AFL

The entire matter of organizing Unions within the British West Indies, British Guiana, and other islands and countries in that area is one of many complexities, and must be taken up with the AFL leaders before any decision or solution is arrived at.

There is no doubt that wages and living conditions in these countries are very poor when compared to U. S. standards, and that these same low standards provide a constant threat to our conditions. But whether they can be settled by the SIU or AFL remains to be seen. It might be necessary to do something for these unfortunate workers through the ILO. Whatever the solution, something must be done for them.



PHILADELPHIA INDIVIDUAL DONATIONS

A. Jean Jr., \$1.00; E. Negos, \$1.00; J. Chamberlain, \$2.00; V. Hipkins, \$7.25; W. Richards, \$2.00; R. Ayala, \$10.00; J. Brazel, \$1.00; R. Willis, \$1.00; A. Triantafilopoulos, \$2.00; J. Scott, \$1.00; Bojke, \$14.00; David P. Bell, \$1.00; Paul Kolsenick, \$1.00; Ed. Sopp, \$1.00; Jos. Yonchik, \$5.00; Robt. Underhood, \$1.00; M. Quinn, \$2.00; Bernard Hunter, \$1.00; F. M. Greaney, \$2.00; Burton S. DeFrees, \$2.00; J. Fisher, \$13.00; Donald McCorkle, \$1.00.

NORFOLK INDIVIDUAL DONATIONS

R. J. Glover, \$2.00; F. H. Glover, \$2.00; A. B. Cummins, \$2.00; C. W. Brantly, \$2.00; M. A. Podnick, \$2.00; H. L. Brady, \$2.00; J. T. Alexander, \$2.00; G. R. Barbee, \$2.00; T. T. Robinson, \$2.00; H. D. Judson, \$2.00; J. E. Scarborough, \$2.00; J. W. Whitley, \$2.00; H. W. Hill, \$2.00; C. L. Mulligan, \$2.00; T. L. Cheshenall, \$2.00; A. M. Welch, \$2.00; W. G. Eudailley, \$2.00; W. J. Meehan, \$2.00; Repsholdt, \$1.00.

BOSTON

Philip Marshall, \$1.00.
FOR BRIGHTON MARINE HOSP.
Crew of SS Nicholas Labadie—\$6.00.
Crew of SS Donald S. Wright—\$26.00.

NEW YORK

SS BUTTON GWINNETT

E. O. Ohman, \$2.00; C. D. Shively, \$2.00; L. E. Pope, \$1.00; B. Boyles, \$1.00; G. E. Phillips, \$2.00; J. J. Smalling, \$2.00; W. J. McAmespy, \$2.00; F. Jenkins, \$1.00; R. F. Curry, \$2.00; R. Cosby, \$1.00; J. M. McDugald, \$1.00; L. H. Pentacost, \$1.00; J. Fredrick, \$2.00; C. E. Scheverman, \$1.00; B. Provenzano, \$2.00; S. H. Cooper, \$2.00; M. Copado, \$1.00; P. J. Jenkins, \$2.00.

SS WILLIAM C. BRYANT Crew—\$8.00.

SS CAPE HATTRAS

J. Calabrese, \$2.00; W. Hunter, \$1.00; L. A. Allen, \$2.00; P. Sanchez, \$1.00; E. J. Olive, \$2.00; T. Walker, \$1.00; J. A. Miranda, \$1.00; R. DiPaola, \$1.00; P. Lipscomb, \$2.50; E. Mofiene, \$2.00; R. S. Confer, \$1.00; R. W. Pohle, \$2.00; A. P. Todd, \$2.00.

SS CEDAR BREAKS

E. A. Lacey, \$1.00; R. D. Steed, \$5.00; R. Reddick, \$2.00; S. E. Miller, \$5.00; T. H. Duncan, \$5.00; J. E. Fedd, \$5.00; N. C. Beck, \$5.00; E. Paris, \$5.00; Lionel Barletta, \$5.00; O. Haakland, \$5.00; Robert Guerrero, \$2.00; Robert C. Fravel, \$2.00; O. R. Kerr, \$2.00; W. S. Heth, \$2.00.

SS JAMES GUNN

B. S. Lacey, \$1.00; J. M. Fuller, \$1.00; S. Borges, \$2.00; K. C. Crowe, \$1.50; J. DeJesus, \$1.00; C. Rominkaitis, \$2.00; J. Prestridge, \$2.00; N. J. Temple, \$1.00; E. H. Desher, \$1.00; K. King, \$2.00; E. W. Weise, \$2.00.

SS CARLSBAD

Leslie T. Wright—\$10.00.

INDIVIDUAL DONATIONS

M. Gordon, \$5.00; Alfred T. Joaquin, \$1.00; E. Laws, \$2.00; D. Horan, \$2.00; C. Olafsson, \$2.00; R. Jaffee, \$2.00; Jose Tossas, \$2.00; M. A. Reyes, \$3.00; J. Anderson, \$2.00; T. P. O'Sullivan, \$1.00; J. C. Vandemark, \$2.00; T. H. MacDonna, \$28.00; H. F. Gallagher, \$2.00; S. Alexander, \$1.00; C. J. H. Adams, \$2.00; L. J. McLean, \$1.00; J. Dixon, \$2.00; A. Valanzuela, \$2.00; Joseph Rose, \$25.00; L. A. Bussi, \$1.00; Robert Asher, \$1.00; S. C. Segree, \$1.00; R. Trumbell, \$2.00; E. Jaks, \$2.00; Ray Wagenhoft, \$2.00; K. A. Pugh, \$5.00; N. L. Trapaga, \$14.00; P. D. Artell, \$5.00; G. H. Palsson, \$5.00;

John J. DuBose, \$1.00; \$1.00; D. W. Gentry, \$1.00; C. C. Buttler, \$3.00; J. W. Tower, \$5.00; S. A. Thompson, \$5.00; Maurice Dement, \$1.00; D. B. Miller, \$3.00; B. Gambill, \$2.00; I. Fridgen, \$2.00; W. C. Heater, \$2.00; H. Kenney, \$5.00.
S. Roman, \$1.00; R. Woodward, \$1.00; A. Helju, \$1.00; Robert G. Bannecker, \$1.00; B. Berglund, \$1.00; Gerard Da Meo, \$1.00.

NORFOLK

INDIVIDUAL DONATIONS

R. B. Mullen, \$2.00; S. E. Hargrave, \$2.00; A. L. Lofland, \$3.00; L. O. Posey, \$2.00; W. H. Garbee, \$2.00; M. Sporch, \$2.00; R. E. Cooley, \$2.00; H. L. Moore, \$2.00.

GALVESTON

INDIVIDUAL DONATIONS

B. C. Jones, \$2.00; T. A. Wainwright, \$2.00; C. Medley, \$1.00; E. A. Hansen, \$1.00; J. Evans, \$2.00; J. Martin, \$1.00; W. S. Stewart, \$1.00; B. Ingram, \$2.00; J. C. Brown, \$2.00; W. H. White, \$3.00; G. W. Weathers, \$2.00; J. A. Winget, \$2.00.

NEW ORLEANS

INDIVIDUAL DONATIONS

SS John Quitman—\$1.00.
SS Cos. Competator—\$2.00.
SS Robert Treat—\$40.00.
SS Tulane Victory—\$34.00.
SS Nicholas Biddle—\$12.00.
SS Delvalle—\$9.00.
SS Haiti Victory—\$17.00.
SS Flagstaff Victory—\$14.00.
Flagstaff Vic UNRRA Cattletender—\$5.00.
A. Santiago, \$1.00; H. A. Walker, \$1.00; L. Ledingham, \$1.00; S. Skiba, \$2.00; A. Evenson, \$5.00; H. Seymour, \$2.00; James Johnston, \$1.00.

New SIU Shipping Rules As Amended

(Continued from Page 6)

the vessel taking the place of the lost one, providing such vessel goes into commission within 15 days.

27. When a vessel has been laid up and orders a full crew, all respective ratings shall be shipped from Union Hall.

28. Standby jobs shall be shipped in rotation. No man shipping on job will be permitted to take a regular job on the same vessel, but must return to the Union Hall when standby jobs are completed. Only one standby job allowed each member. All members have a chance. Members taking standby jobs must report to our Union Hall within 15 days or lose original shipping number.

29. Any man may be promoted on a ship providing he is capable of performing duties required. But he must make one complete trip before promotion.

30. Ordinary seamen, wipers and messmen must not be promoted on board vessel, but must come off and register at next rating before being permitted to sail at next highest rating.

31. Members of the Union serving as officials of the Union and leaving office, shall be entitled to have a 30 day shipping card issued them.

32. In the event an employed member wants time off, he shall have the ship's delegate call the Union Hall and secure a relief and shall pay the relief himself at the regular overtime rate as per the agreement and no reliefs

will be furnished for less than four hour periods. Three days shall be the limit such reliefs are furnished. This shall not apply when replacements are unnecessary.

33. In the event that anything happens not specifically covered by these rules, any member has the right to present his case in writing to the Union and have it settled by the membership at a regular meeting.

34. Men coming ashore on vacation shall register on bottom of list and ship out in their regular turn.

35. (a) All Tripcard Men and Permit Men who have their dues paid for the current month shall register on a separate shipping list other than the regular shipping list and shall ship from this list as Tripcard and Permit Men in a rotary manner.

(b) All Tripcard Men and Permit Men shall be shipped only after book members do not take jobs. If no members on regular shipping list take jobs after three hourly calls, then Permit Men or Tripcard Men shall be allowed the privilege of throwing in cards for the job.

(c) Tripcard Men and Permit Men shall be allowed to make either one complete round trip or not less than 60 days continuous employment on same vessel."

HOSPITAL CASES

1. When a member has been discharged from any hospital he shall report to the Union Hall where he will be given a dated shipping card.

2. When a member who is on the shipping list goes to the hos-

pital he must, upon his discharge, report immediately to the Union Hall where he will receive, upon presentation of proper proof of his hospitalization, his original shipping date providing he has not been in the hospital over 30 days. If the member has been in the hospital over 30 days, he shall be given a new shipping card prior to his date of discharge from the hospital.

3. Any member who has been in the hospital 30 days or longer shall be given, upon presentation of proper proof of hospitalization, a shipping card dated 30 days prior to his date of discharge from the hospital. Any member who has been in the hospital less than 30 days shall be given a shipping date as of the date he entered the hospital.

4. Any member receiving outpatient treatment shall have his shipping card stamped in the regular manner at the regular business meeting.

5. Any member who is discharged from any hospital shall have his hospital discharge honored at any Union Hall providing he reports within a period of 48 hours from the time of his discharge from the hospital.

6. Any member forced to leave his ship on account of illness or injury, who goes to the hospital immediately and is later discharged as fit for duty, shall have the right to go back on the ship upon her first return to the port at which he left, providing there is a vacancy. However, the man shall register on shipping list as soon as he leaves the hospital.



BULLETIN BOARD

M

Miller, Raymond E.	2.67
Miller, Richard	6.93
Miller, Robert	1.48
Miller, Victor R.	2.23
Miller, Wm. A.	.32
Mills, Donald A.	.45
Mills, Lloyd D.	1.14
Mills, Russell	2.75
Mills, Russell	11.93
Miltner, August LU.	2.82
Mims, David N.	36.72
Minark, Louis C.	2.75
Miner, Paul C.	31.84
Minke, Donald E.	17.21
Minks, Lucian H.	1.34
Minotto, R.	1.00
Minton, James M.	4.74
Miotke, John A.	.69
Miraglia, Felice A.	12.88
Mire, Karl E.	34.17
Misko, Michael	.69
Minstretta, Salvatore	36.96
Mitcham, John R.	3.82
Mitchell, A.	11.19
Mitchell, Barton A.	1.42
Mitchell, J.	5.35
Mitchell, J. R.	3.96
Mitchell, Kenneth E.	2.25
Mitchell, Marcell	2.79
Mitchell, R. J.	64.83
Mitchell, R. M.	45.34
Mitchell, William W.	.47
Mobert, Roy K.	5.69
Mobley, Maurice M.	7.23
Moe, Wm. K. P.	1.37
Mogan, Stephen J.	4.13
Mogyorossy, Julius	6.91
Moldovan, John	102.96
Molgard, Louis G.	2.25
Mole, Raymond A.	7.61
Moller, J. H.	.34
Moloznik, John	2.25
Monaco, Elmer Armand	.45
Monahan, Alphonse	1.34
Mondel, Jacob	1.72
Monju, Raymond H.	26.74
Monnon, John P.	5.40
Monroe, Henry F.	.89
Monroe, J.	13.96
Monteiro, John V.	62.16
Montemarano, Angelo M.	1.78
Montes, Rinaldo	5.26
Montgomery, Cecil	3.56
Montgomery, Charles	27.07
Montgomery, William E.	21.66
Montierro, John V.	15.33
Montrose, Paul J.	.35
Moody, Howard H.	51.07
Moody, Robert Jr.	5.62
Moon, Eugene	10.82
Moon, Jessie W.	.65
Mooney, Edward J.	2.32
Moore, Arthur R. Jr.	13.86
Moore, Benjamin B.	8.53
Moore, Gordon S.	1.50
Moore, Henry E.	4.00
Moore, Isaac C.	1.34
Moore, Monta A.	120.41
Moore, Wilfred J.	10.32

—Unclaimed Wages—

Mississippi Shipping Company, Inc.

This list comprises unclaimed wages as of December 31, 1945, some of which may have already been paid. If you still have a claim, write to Mississippi Shipping Company, Hibernia Bank Bldg., 13th floor, New Orleans, La., enclosing your z-number, social security number, date and place of birth and present address.

Moore, William H.	1.93	Munyer, Harry J.	22.93	Newton, Wm. P. Jr.	1.98
Moore, William M.	6.24	Murchison, Sterling	.59	Nick, Jules T. Jr.	2.47
Morales, Alfred	3.74	Murdo, R.	2.89	Nicles, Paul	5.30
Moran, Edmund F.	2.48	Murpher, Herbert	4.50	Nidifer, James C.	2.28
Moran, Walter J.	30.20	Murphy, David V.	17.64	Niedt, Norman A.	5.83
Morente, Ralph P.	.45	Murphy, Francis G.	2.25	Nielsen, Eugene E.	.89
Moreaux, Allen A.	2.74	Murphy, James M.	7.38	Nielson, Robt. F.	1.38
Moreau, Camille	.61	Murphy, Maximo	3.22	Nielson, Nils	1.98
Morel, Jose	1.98	Murray, Chevalier C.	9.44	Nihoff, Archibald	1.38
Moreland, Gerald W.	8.26	Murray, John A.	2.25	Ninkonowicz, Walter	2.23
Morejou, Greg	1.68	Murray, Francis	3.17	Noah, Wilbur	3.40
Moren, Francis A.	.48	Murray, John C.	.80	Noble, Albert	2.23
Moreno, Luis	4.82	Murray, John T.	8.63	Noble, Harold R.	.69
Morgan, Claude A.	.89	Murray, Joseph B.	18.80	Noble, L. W.	2.25
Morgan, David L.	1.42	Murry, James K.	1.04	Noel, Harold L.	10.34
Morgan, Floyd E.	.69	Murray, Paul A.	1.34	Nogas, Edmund	.99
Morgan, John C.	7.63	Murphy, Peter	2.11	Nolan, E.	5.15
Morgan, J. W.	14.00	Muscatto, Charles A.	2.11	Nolan, John J.	16.50
Morgan, Obert Julius	1.78	Muskat, Edward	14.52	Nolan, Robert	2.69
Morgan, Richard H.	2.25	Musselman, C. H.	6.75	Nolan, William V.	1.32
Morgan, Robert J.	.74	Mustakas, G.	1.48	Noone, Thomas F.	2.97
Morgan, Thomas E.	2.58	Musto, Brien A.	9.88	Nordell, James L.	4.22
Morgan, Walter T.	1.00	Myers	4.58	Norek, John P.	3.56
Morgan, Wm. T.	.45	Mylonas, Peter	3.94	Noren, Donald R.	2.23
Morgan, Warren	3.48	Myers, Raymond C.	20.65	Norman, Anton	2.82
Morissey, Francis J.	2.97			Norris, John D.	7.09
Morrison, Israel M.	2.06			Norton, Francis E.	.89
Morley, Charles W.	2.23			Novaes, Delmar	4.92
Morris, Albter A.	1.78			Novak, Frank J.	2.47
Morris, David	1.78			Nowlin, Albert E.	5.61
Morris, David R.	.45			Nunez, Eugenio	4.98
Morris, J. E.	12.87			Nunez, Gaillermo	1.77
Morris, L. A.	1.98			Nunez, J.	.02
Morris, William J.	2.23			Nunn, Wellington, C.	13.15
Morrissey, John T.	3.20			Nunnelley, Luther	4.00
Morrison, Vernon M.	8.40				
Morrow, J.	9.02				
Morrow, Joseph T.	248.16				
Morrow, Roy N.	11.88				
Morse, Antone W.	2.28				
Morse, Howard	15.82				
Morse, P. M.	4.16				
Mortenson, Gus	1.72				
Mosedale R.	1.21				
Mosher, William F.	27.29				
Moskowitz, Myron M.	28.58				
Moss, Chas. D.	.89				
Moss, George D.	10.74				
Motes, Louis J.	.63				
Motler, W.	2.47				
Mount, Donald L.	10.89				
Mouton, O'Rell P.	17.14				
Mowen, Chas. C.	4.90				
Moyne, R. H.	82.15				
Mracko, Frank Stephen	150.00				
Mulars, Frank A.	12.52				
Mulholland, Robert	4.02				
Mullen, Edward J.	1.42				
Mulley, James	11.66				
Mulligan, Donald F.	6.91				
Mulligan, Leo V.	3.23				
Mullins, Charles	14.24				
Mumford, Henry J.	3.24				
Munck, Axel S.	1.78				
Munday, David E.	16.10				
Mundus, Charles	11.03				
Mundy, Munrow R.	3.61				
Munnerlyn, Chas. J.	8.78				
Munoz, Fernando	1.78				

N

Naasik, John	4.97	Nash, Frederick J.	5.83	Nason, Edward	.77
Nadal, Francisco	4.21	Nassar, Mohammed	18.16	Nassar, Mohammed	18.16
Naes, Sylvian O.	.30	Nasukiewicz, Labielaus	5.51	Natale, Alfredo	1.75
Nagle, J.	1.16	Naugle, John G.	.35	Naugle, John G.	.35
Nagle, Joseph W.	.69	Naylor, Edwin L.	7.33	Naylor, Edwin L.	7.33
Nagle, Richard	9.00	Neal, Alfred	6.56	Neal, Alfred	6.56
Naimo, James S.	2.06	Neal, G.	.79	Neal, G.	.79
Naklicki, Frank	4.43	Nealon, J. P.	6.00	Nealon, J. P.	6.00
Nalley, Chas B.	.09	Neevley, F. T.	5.94	Neevley, F. T.	5.94
Nash, Frederick J.	5.83	Nehlhauff, Wilmer	.59	Nehlhauff, Wilmer	.59
Nason, Edward	.77	Neibauer, Thomas F.	8.26	Neibauer, Thomas F.	8.26
Nassar, Mohammed	18.16	Neighbors, L. C.	2.25	Neighbors, L. C.	2.25
Nasukiewicz, Labielaus	5.51	Neveille-Neil, George V.	7.12	Neveille-Neil, George V.	7.12
Natale, Alfredo	1.75	Nielson, Charles	5.50	Nielson, Charles	5.50
Naugle, John G.	.35	Neisler, Robert Hoke	15.29	Neisler, Robert Hoke	15.29
Naugle, John G.	.35	Neitzel, John Geo.	1.98	Neitzel, John Geo.	1.98
Naylor, Edwin L.	7.33	Nelson, A. C.	.45	Nelson, A. C.	.45
Neal, Alfred	6.56	Nelson, Charles A.	4.13	Nelson, Charles A.	4.13
Neal, G.	.79	Nelson, C. E.	3.00	Nelson, C. E.	3.00
Nealon, J. P.	6.00	Nelson, Charles F.	.79	Nelson, Charles F.	.79
Neevley, F. T.	5.94	Nelson, Clifton	5.51	Nelson, Clifton	5.51
Nehlhauff, Wilmer	.59	Nelson, Eldred E.	.63	Nelson, Eldred E.	.63
Neibauer, Thomas F.	8.26	Nelson, Eric	9.00	Nelson, Eric	9.00
Neighbors, L. C.	2.25	Nelson, Harry G.	1.65	Nelson, Harry G.	1.65
Neveille-Neil, George V.	7.12	Nelson, John A.	24.48	Nelson, John A.	24.48
Nielson, Charles	5.50	Nelson, J. W.	5.25	Nelson, J. W.	5.25
Neisler, Robert Hoke	15.29	Nelson, Robert M.	.94	Nelson, Robert M.	.94
Neitzel, John Geo.	1.98	Nelson, Wm. A.	2.25	Nelson, Wm. A.	2.25
Nelson, A. C.	.45	Nemer, John G.	.45	Nemer, John G.	.45
Nelson, Charles A.	4.13	Nesky, Steve	16.39	Nesky, Steve	16.39
Nelson, C. E.	3.00	Nesser, Wm. F.	1.48	Nesser, Wm. F.	1.48
Nelson, Charles F.	.79	Ness, Leonard P.	1.04	Ness, Leonard P.	1.04
Nelson, Clifton	5.51	Nevling, Ralph P.	2.06	Nevling, Ralph P.	2.06
Nelson, Eldred E.	.63	Neville, Dennie	1.37	Neville, Dennie	1.37
Nelson, Eric	9.00	Newak, Joseph J.	2.97	Newak, Joseph J.	2.97
Nelson, Harry G.	1.65	Newberg, Walter	8.91	Newberg, Walter	8.91
Nelson, John A.	24.48	Newland, A. W.	9.00	Newland, A. W.	9.00
Nelson, J. W.	5.25	Newman, Irving	1.79	Newman, Irving	1.79
Nelson, Robert M.	.94	Newton, C.	.01	Newton, C.	.01
Nelson, Wm. A.	2.25	Newton, Clarence O.	18.82	Newton, Clarence O.	18.82
Nemer, John G.	.45				
Nesky, Steve	16.39				
Nesser, Wm. F.	1.48				
Ness, Leonard P.	1.04				
Nevling, Ralph P.	2.06				
Neville, Dennie	1.37				
Newak, Joseph J.	2.97				
Newberg, Walter	8.91				
Newland, A. W.	9.00				
Newman, Irving	1.79				
Newton, C.	.01				
Newton, Clarence O.	18.82				

CORRECTION

Linen beef on the SS William C. Bryant is not payable until the Chief Steward gets in touch with the N. Y. Hall and Company.

NOTICE!

SS LOUISE

The following former crewmembers are urged to contact their attorney in Baltimore in order to collect the money which he has received from the U. S. District Court:
Rudolph Alvera, Francis Jones, S. J. Ram, John F. Sundstrom, George Ackerson, H. L. Fickle, Vasily Bashkiroff, Frank San Jose Collado.

Willie Walker, Chief Steward on SS Wm. C. Bryant who paid off on August 2, 1946 is requested to see J. Algina on the 5th floor of the N. Y. Hall.

SIU HALLS

NEW YORK	51 Beaver St. Hanover 2-2764
BOSTON	330 Atlantic Ave. Liberty 4057
BALTIMORE	14 North Gay St. Calvert 4539
PHILADELPHIA	9 South 7th St. Phone Lombard 3-7651
NORFOLK	127-129 Bank Street 4-1083
CHARLESTON	68 Society St. Phone 3-3680
NEW ORLEANS	339 Chartres St. Canal 3336
SAVANNAH	220 East Bay St. 3-1728
MOBILE	7 St. Michael St. 2-1754
SAN JUAN, P. R.	45 Ponce de Leon San Juan 2-5996
GALVESTON	305 1/2 22nd St. 2-8448
TAMPA	1809-1811 Franklin St. M-1323
JACKSONVILLE	920 Main St. Phone 5-5919
PORT ARTHUR	445 Austin Ave. Phone: 28532
HOUSTON	1515 75th Street Phone Wentworth 3-3809
RICHMOND, Calif.	257 5th St.
SAN FRANCISCO	59 Clay St. Garfield 8228
SEATTLE	86 Seneca St. Main 0290
PORTLAND	111 W. Burnside St.
WILMINGTON	440 Avalon Blvd. Terminal 4-3131
HONOLULU	16 Merchant St.
BUFFALO	10 Exchange St. Cleveland 7391
CHICAGO	24 W. Superior Ave. Superior 5175
CLEVELAND	1014 E. St. Clair St. Main 0147
DETROIT	1038 Third St. Cadillac 6857
DULUTH	531 W. Michigan St. Melrose 4110
CORPUS CHRISTI	1824 N. Mesquite St.
VICTORIA, B. C.	602 Boughton St.
VANCOUVER	144 W. Hastings St.

PERSONALS

BERNARD LOLL

Your parents wish you to contact them immediately.

JOSEPH C. LEAUMONT

Please contact Sol C. Berenholtz, 1102 Court Square Bldg. Baltimore 2, Md. Lexington 6967, as soon as possible. Your testimony is very necessary in the case involving the loss of life of Joseph Walton of the SS Phineas Banning. This case is scheduled for trial September 25, 1946. Contact above collect.

L. B. BROWN, Bosun

Contact New Orleans Hall. Your wife is seriously ill in hospital—Mary.

Money Due

SS CAPE HATTERAS (August 6, 1946)

Wipers can collect for Carpenters' work. One Oilér has 1 1/2 hours due him.

This can be collected at the Company Office—Bull Line, 115 Broad St., New York, N. Y.

ALCOA TRADER

The six men who were charged with desertion in Baltimore, April 1946, please contact Alcoa SS Co., 17 Battery Place, New York, to collect your money. If there is any question see Patrolman Volpian, 5th floor, New York Hall, 51 Beaver St.

NOTICE!

MARTIN PEDERSEN

Your original book has been found and is being held for you on the 6th floor of the New York Hall.

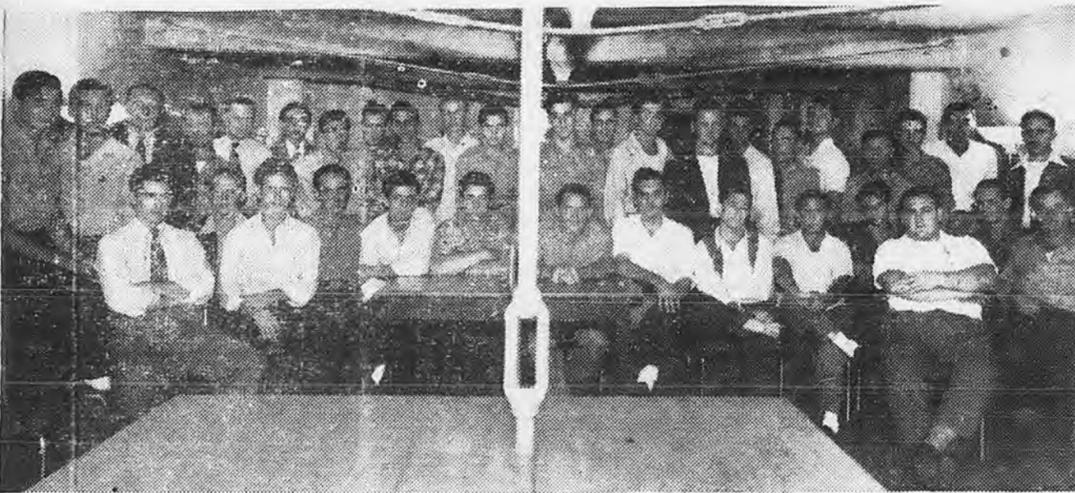
Holder of Receipt No. 4850

Give or send your name to Patrolman H. Guinier so your dues record may be recorded.

GOOD VISIT IN PHILLY



Looks like the crew of the SS Sea Hawk is enjoying the trip. At least the smiles on the faces of these crewmembers would make you think so. On the far left is Organizer Cal Tanner, and on the far right is Patrolman Blackie Cardullo. Some place in the center is Organizer Bull Sheppard. He should be easy to find.



All the comforts of home in the Philadelphia Hall. The men from the Sea Hawk, and other SIU Brothers wanted a permanent record of their visit to the City of Brotherly Love, so a photographer was called in to do his stuff. Here is the result. Sure a swell looking bunch of fellows—the kind of guys a man is proud to sail shipmates with.

Kathleen Holmes Crew Proves That Seamen Won't Be Slaves

(Continued from Page 1)

August 9 issue, states that the charges against the Captain were prepared by the NMU, and that an NMU attorney was ready to press charges for the men. The Ship's Committee states that the Pilot story was false from beginning to end, and that the NMU has never been approached to fight this case before the Coast Guard.

According to the men who sailed the Holmes, and they should know, the charges which have been heard, and those which are still pending, were prepared in their entirety by the crewmembers of the Kathleen Holmes.

When the charges were prepared, they were sent to Attorney

William L. Standard; who is incidentally the General Counsel for the NMU. The crew had no special reason for sending him the charges, it was just that his address was the only one they remembered.

The crew made it plain that Mr. Standard was to represent them as seamen, not as members of the NMU or any other organization.

BURNED UP

When the Pilot story appeared the men of the Holmes were justifiably burned up. They authorized a statement that as far as

they are concerned, the NMU has not taken any part in the action thus far, and that at the preliminary hearing, held on August 12, only the SIU took the trouble to send a representative.

This is not the first time that the NMU has attempted to ride the bandwagon of an SIU fight. Seamen everywhere remember that it was the SIU that keynoted the fight against the WSA Medical Program, the WSA Competency Cards, and the present fight against Coast Guard dictatorship of peacetime merchant seamen. The case of the Kathleen Holmes is no exception.

The six and a half month voyage of the Holmes also saw a change take place in the make-up of the crew. When SIU volunteer organizers Bob Larsen and Irwin Suall first went aboard, the ship was predominately pro-NMU. At the conclusion of the voyage, through the good work of these two, plus the cooperation received from the SIU on their beef, the crew swung over to about a 50-50 split at the time of the vote. Larsen and Suall say that the NMU was very free with their books, giving them out in Shanghai and Honolulu to anyone who said that he intended to vote NMU.

EDUCATING NMU

However, in the face of this sort of phony dealing, the SIU was still able to win over a number of men who were pledged to the NMU, and to do a good job in educating the NMUers to the point where they know the score on the commies in their union. The NMU picards can expect nothing but trouble from this gang from now on.

The official hearing by the Coast Guard is to be held on August 19. Captain Smith and the Isthmian Lines have learned that seamen will not stand for being pushed around like wooden soldiers. As a result of his phony stunts, Smith now finds his license in jeopardy, and the crew of the Holmes became a solid bunch of seamen who will be prompt to fight for their rights at any time in the future.

Here's The Score

WHAT IT COSTS TO JOIN THE SIU IF YOU ARE AN ISTHMIAN SEAMAN

Current Month's Dues..\$	2.00
Initiation	15.00
TOTAL	\$17.00

WHAT IT COSTS ALL SEAMEN TO MAINTAIN MEMBERSHIP IN THE SIU

Yearly Dues @	
\$2.00 per month	\$24.00
Annual Strike	
Assessment, Yearly ..	3.00
Annual Hosp. Fund	2.00
YEARLY TOTAL	\$29.00

WHAT IT COSTS TO JOIN SIU IF YOU ARE NOT AN ISTHMIAN SEAMAN

Current Month's Dues..\$	2.00
Initiation	25.00
Seafarers Int'l Fund	2.00
Building Fund	10.00
Annual Strike Ass'mt..	12.00
(4 years @ \$3.00 per year)	
Strike & Org'l Fund ..	5.00
Hospital Fund	2.00
Strike Fund	10.00
TOTAL	\$68.00

All assessments in the SIU were passed by a secret vote requiring a two-thirds majority.

Sea Hawk Goes Seafarers By 80 Percent Margin

The SIU bowled over another Isthmian ship when the SS Sea Hawk crew cast their votes last Friday in favor of the Seafarers as their collective bargaining agent. The Sea Hawk, which was voted in Philadelphia, registered approximately an 80 per cent vote for the SIU.

According to the estimates of the crewmembers aboard the vessel, the Seafarers chalked up 27 votes, with the NMU far down the field with a scant five votes. One ballot was challenged by the NMU, and one man refused to vote.

SHIPS TO VOTE

With the Sea Hawk coming into the SIU camp, there remains but five Isthmian vessels to be voted. With the announcement of the new wage scales which the SIU Negotiating Committee has wrested from the operators with which it has contracts, there seems to be little doubt that the still-to-be-voted Isthmian crews will favor the Union which has consistently gained the best wage and working conditions in the maritime industry.

Earl Sheppard, Chief Organizer of the SIU, and Cal Tanner, SIU organizer, covered the ship for the voting. The NMU sent two of their top organizing men on the futile mission.

There were a few doubtful

men on the Sea Hawk when she tied up in Philadelphia after her five months' trip to the Far East,



but, it is reported, they made up their minds when they sighted the SIU's new wage scales.

NMU PRESSURE FRUITLESS

Crewmembers also reported that the NMU had a hard-working volunteer organizer on board the Sea Hawk. But his hard work and high pressure tactics bore no fruit, as the results show. Seamen have to be shown.

The SIU had facts and figures—indisputable record of achievement for its membership. Those facts and figures are hard to beat.

That's why men of the Sea Hawk, and the long list of Isthmian crews before them, cast their votes for the Seafarers. And that's why the remaining five Isthmian ships will cast their votes for the SIU.

GET THE LOG

The Seafarers Log is your Union paper. Every member has the right to have it mailed to his house, where he and his family can read it at their leisure.

If you haven't already done so, send your name and home address to the Log office, 51 Beaver Street, New York City, and have yourself added to the mailing list.

MARQUETTE VICTORY CREW



Snapped at Greenpoint, Brooklyn, these Isthmian seamen from the newly acquired Marquette Victory smilingly attest their choice of the SIU. Front row (left to right): Ed Tassin (from Twin Falls Victory), J. Gonzales, G. Reskovac, B. Cheramie, C. Locigno and L. Cain. 2nd row: V. Hearn-don, R. Hayse, J. Cheramie, P. Bajlasma and W. Bennett. 3rd row: L. Lundgaard, R. Wilton, F. Dam, R. Reed, G. Bane and E. Sommers.