

SIU Helps Canadians Strike Ships To Gain Full American Conditions



Official Organ of the Seafarers International Union of North America

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No. 16

Phone Strike Gets Helping Hand Of SIU

NEW YORK — Reinforced by hundreds of white-capped Seafarers, the picketlines of the striking telephone workers bore evidence this week of the solidarity of labor.

While assistance and support of commie-dominated unions was refused, the SIU was called on to help bolster the thin lines of the New York telephone employees who are out on strike as part of a nation-wide action to force the American Telephone and Telegraph Company to bargain with the National Federation of Telephone Workers, an independent union.

And New York Seafarers were not the only ones who were called upon for aid. In New Orleans the unions formed a committee to plan the strike strategy for the telephone workers, and all possible assistance is being given to the strikers.

Meanwhile, the almost two-weeks long strike rolled along with seemingly little chance for a settlement. The company turned thumbs down on a Government proposal that all issues in dispute be arbitrated by a single arbitration board, preferring instead ten regional boards.

(A full page of pictures of telephone strike appear on page 5.)

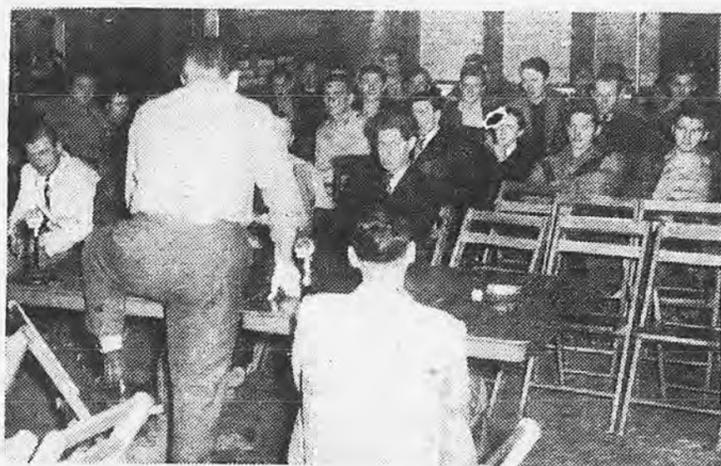
In refutation of this idea, Labor Secretary Schwollenbach quoted a report made during the war by a telephone panel and in which AT&T had concurred. This report held that it would be "unrealistic to make wage adjustments without taking into account the inter-company rela-

(Continued on Page 4)

Attention Seafarers!

Last week the membership of the SIU went on record declaring the Merchant Mariners of America a phony outfit, and ordered its representatives to be kept off SIU ships and out of SIU Halls. The MMA purports to be a fraternal organization, and has been claiming that it has been approved by the SIU. THIS IS A LIE! They have never had SIU indorsement, and the membership's action is the answer. KEEP THEM OFF SIU SHIPS AND OUT OF SIU HALLS!

"WE'RE WITH YOU"



When the Canadian seamen called on the SIU for aid, it was given to them immediately. They held a meeting at the SIU Hall, where they were pledged any help they needed by Paul Hall, SIU Director of Organization. Hall, back to camera, is shown addressing the crewmembers of the two ships.

SIU Prepares To Tie-Up All Panamanian Ships

Instructions regarding the planned boycott of Panamanian ships went out to all SIU Ports this week. If, and when, it becomes necessary to take such action to protect the interests of American seamen, the Seafarers will be prepared to jump into instant action.

No date has been set for the tie-up, but since notice has already been served on President Truman and the Congress of the United States, the boycott can start at any time now.

All AFL Maritime Unions have pledged their active support and cooperation in this beef, and the International Transportworkers Federation, of which the SIU and the SUP are members, have promised that Panamanian ships will not be worked in any foreign port where the ITF has affiliates.

This means that any action taken by the SIU will, in a short time become worldwide. Never before in the history of the merchant marine has there been such a wide-spread tie-up planned, and if it goes through will mark the second time that the Seafarers completely stalled shipping on a large scale.

INTERNATIONAL SCOPE

The first time was during the 1946 General Strike, when, in answer to a ruling by the Wage Stabilization Board which would have robbed SIU members of wage increases won in negotiations with the shipowners, the SIU brought all United States shipping to a standstill.

Even then the action had in-

ternational implications because foreign ships, once they docked in an American port, were prevented from moving until the victory was won.

At the time foreign ships were hung up during the 1946 General Strike, foreign seamen pledged full support to the SIU, and no attempts were made to scab ships out in violation of the picketlines set up by the SIU-SUP.

Now, however, Panamanian ships in foreign ports will be boycotted, and this is a project which has never before been attempted.

The main objective in the entire beef will be to prevent Panamanian ships from moving, or from loading or discharging cargo. Once this is accomplished, it is certain that the shipowners will discontinue their phony practice of "transferring" U.S. ships to Panamanian and Honduran registry in order to avoid paying decent wages and guaranteeing decent conditions to American seamen.

Every consideration will be shown to the crews of the struck vessels, since the beef is with the operators, not with the men sailing the ships. Arrangements will be made for the comfort of the men once the ships have been tied-up.

Everything is in readiness now for the jump-off. The AFL Maritime Trades Department, and the International Transportworkers Federation are prepared to pull the pin as soon as the Seafarers gives the signal.

Canadian District's March To Higher Wages Begins

NEW YORK — A milestone in the history of Canadian seamen was marked this week when a Canadian steamship company, operating six vessels, was forced to sign a standard SIU contract, embodying all the provisions of the Waterman agreement. The six vessels were taken over by the India Steamship Company, a Canadian company, and men were shipped from Vancouver to man the ships at the wage scale set up by the communist-dominated Canadian Seamen's Union.

Two of the ships are in New York, undergoing repairs, and four are in California for the same purpose. Those in New York are the SS Dominican Victory and the SS Lewiston Victory.

The crewmembers of the ships berthed in this city were not satisfied with the wages and conditions under which they worked, and they called the SIU to find out what could be done about it.

A special meeting of these men was called at the Hall, and at this gathering the crews were pledged the full support of the SIU, and its strong maritime affiliates.

GATHERING MOMENTUM

By this time events were rolling along in snowball fashion. Taking heart from the promises of the SIU, the Canadian seamen voted to use economic action, if necessary, to force better wages and conditions on their vessels.

It did become necessary for the men to use job action, but because of the solid backing of the SIU, it did not last long and the company capitulated to all the demands made by the men.

In a congratulatory message following the signing of the contract, Paul Hall, SIU Director of Organization, said:

"The SIU policy of economic action at the point of production has always been successful. We are glad to see that you came off your ships in good SIU style. We told you that the only way

Texas City Disaster

J. P. Shuler, Secy-Treas.
Seafarers Int'l Union
51 Beaver Street, N.Y.

No SIU Members in the terrible disaster in Texas City. We are helping in every way we can.

D. L. Parker
Galveston Agent

to win anything is to pile off your ship—and whenever you do, we'll be there to help you."

OPERATORS UNHAPPY

It is expected that international operators and foreign governments will do all in their power to break this contract because it sets, for them, a dangerous precedent.

If the SIU program is extended, all seamen all over the world will soon get the same wages and conditions now enjoyed only by the Seafarers International Union of North America.

For many years the just ambitions of Canadian seamen were subverted to the aims of the communists who have captured the Canadian Seamen's Union. This was recognized at the Third Biennial Convention of the Seafarers, when a new Canadian District was set up.

Already the move has borne fruit, and Canadian seamen have taken new hope from the fast moving militancy of the SIU.

Seafarers Wins Union Election On Petrolite, Mathiasen Tanker

PHILADELPHIA — Another company was added to the ever-lengthening string of bargaining elections won by the SIU when a National Labor Relations Board election here resulted in a 27 to 2 victory for the Seafarers.

The balloting was held on board the SS Petrolite, a tanker operated by Mathiasen Tankers, Incorporated.

Certification is expected on April 21, after which negotiations for a contract are expected to start.

At one time the National Maritime Union, CIO, was endeavoring to organize this company, but it soon became apparent that the members of the crew wanted no part of that union, and before

the issue came to a vote, the NMU withdrew.

Of course, with its usual dog-in-the-manger attitude, the NMU waited for six months before withdrawing, and that deprived the men of union conditions for that much longer.

The NMU officials boasted many times that the SIU would never be able to win a tanker election on the East Coast. The results of this voting should force them to eat their words.

The result of the bargaining election made the crewmembers very happy. Some of them stayed with the ship for a period of eight months to insure an SIU victory, and to them goes the lion's share of credit in this worthwhile achievement.

SEAFARERS LOG

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OF NORTH AMERICA**
Atlantic and Gulf District

Affiliated with the American Federation of Labor

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

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GEORGE K. NOVICK, Editor



Bosses' Offensive

The present Congress of the United States could be likened to a bunch of small boys showing off to catch the attention of a pretty little girl. When one boy stands on his head, another does cartwheels, while the third walks along a fence imitating a tight-rope walker.

All for love of the pretty little girl.

The men who represent us, supposedly, in Congress, are much the same. One Senator comes up with a bill to outlaw industry-wide bargaining, another comes up with a measure to prohibit the closed shop, and then another brings out his pet, a bill to combine all anti-labor measures into one bill.

All for the love of big business.

In the past year the SIU has made vast gains in wages and conditions. It has gone to the aid of the United Financial Workers, the Office Workers, the Telephone Workers, besides assisting its affiliates in the AFL Maritime Trades Department.

None of those gains could have been made, and not one of those unions could have been helped, if the laws which are now being considered in Congress had been in effect.

There is a mad rush going on in Congress to pass laws to curb labor. Senators and Representatives partial to labor are in the minority, and in hearings on the various laws, labor-haters have been cordially received while labor leaders have been harassed and brow-beaten.

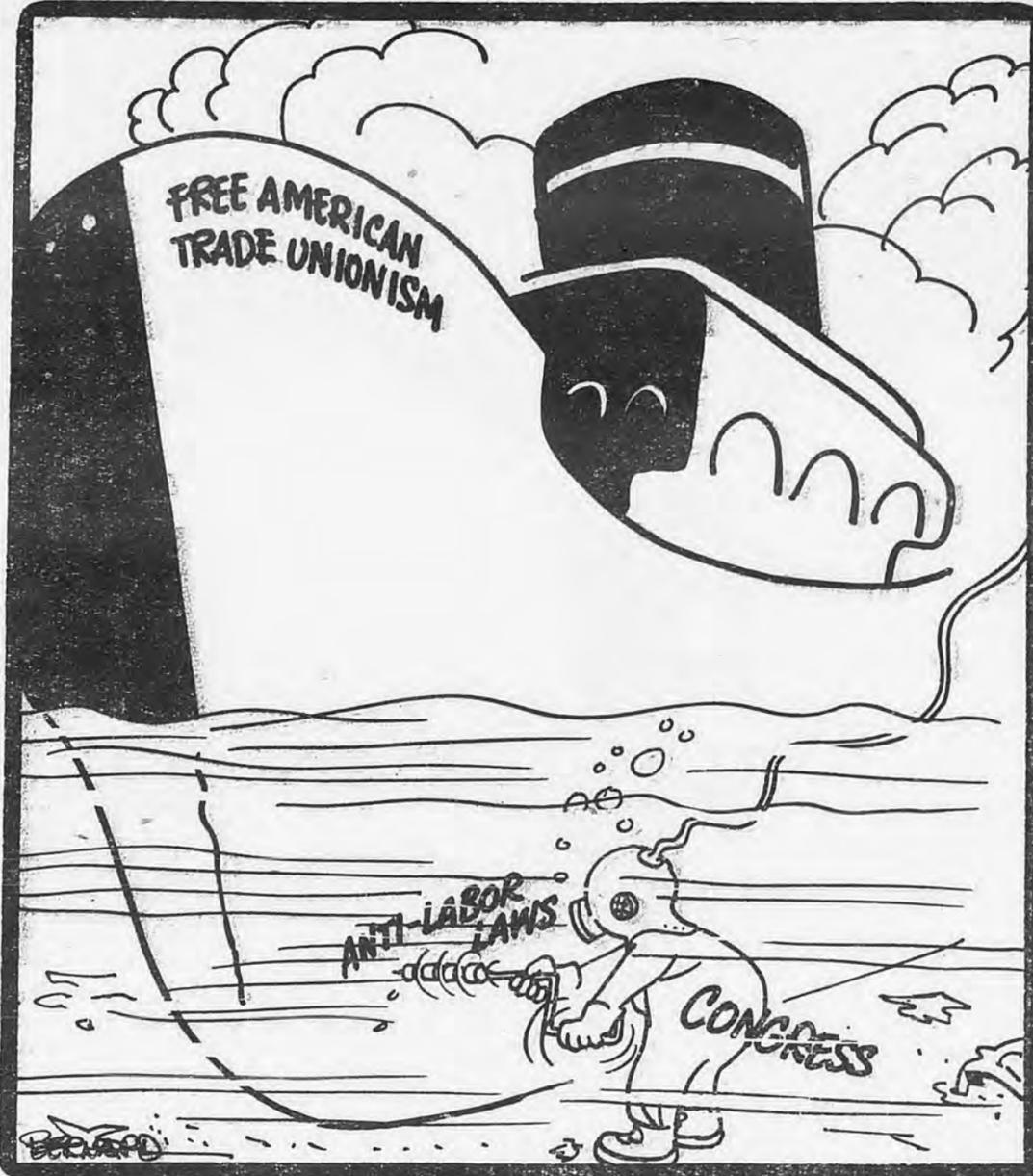
Do these sound like the actions of men elected to represent the majority—people who work for a living—rather than the minority—those who employ others and live by exploiting them?

All of the bills now being debated could have been written by Hitler, Mussolini, or Stalin. All are designed to rob the worker of his rights, and all are designed to strengthen the hand of the already too-powerful employer.

If these bills go through, and the bosses are exerting every effort to make sure they do, it will mark a serious defeat in the history of the American labor movement.

The time for us to fight is right now. The AFL has entered the battle against restrictive labor legislation with all its forces. AFL affiliates all over the country are going into this fight together, and the fight won't be over until the dignity of labor is so well established that big business serving politicians are retired to running errands for the companies they so dearly love.

"BELOW THE WATER-LINE..."



Men Now In The Marine Hospitals

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

NEW ORLEANS HOSPITAL

- GUS KREZTER
- C. MASON
- STEVE MOGAN
- R. B. "BOB" WRIGHT
- N. LONGTINE
- ED. DUDEK
- J. J. O'NEILL
- E. J. NAVARRE
- J. N. HULL
- C. TYNER
- C. J. COMPAN
- WM. H. CAO
- J. W. DENNIS
- ED. CUSTER
- WM. BROCE, Jr.
- GEO. F. DUFFY
- ADAM KARPOWICH
- C. LOCIGNO
- WM. MEAGHER
- D. LAUBERSHEIMER
- G. F. HART
- H. N. LEAVELLE
- S. HAMILTON



BALTIMORE HOSPITAL

- FRANCIS O'BRIEN
- FRANCIS BRENNAN
- CHARLES SIMMONS
- CHARLES MILLER
- CORRIE SHARTZER
- BEN PRICE

- MICHAEL J. LUCAS
- MANUEL ROMERO
- PETER LOPEZ
- JOHN FOX
- JOHN APPLE
- JOSEPH PODGORSKI
- LESLIE BRILHART
- LEONARD BAILEY
- ANTONIO AMARAL
- EDWARD CAIN JR.
- STANLEY ROWE
- SALEM COPE
- WM. BENNETT
- JOHN RILEY (G. L.)
- JAMES McMAHON (G. L.)



ELLIS ISLAND HOSPITAL

- W. R. MUIR
- C. RAMUSSEN
- J. KOSLUSKY
- D. McDONALD
- B. HOFFMAN



NEPONSIT HOSPITAL

- J. R. HANCHEY
- C. LARSEN
- J. S. CAMPBELL
- R. A. BLAKE
- L. TORRES
- L. CLARK
- J. FIGUEROA
- C. SCHULTZ
- L. L. LEWIS

Hospital Patients

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

Staten Island Hospital

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

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

- H. BURKE
- E. FERRER



STATEN ISLAND HOSP.

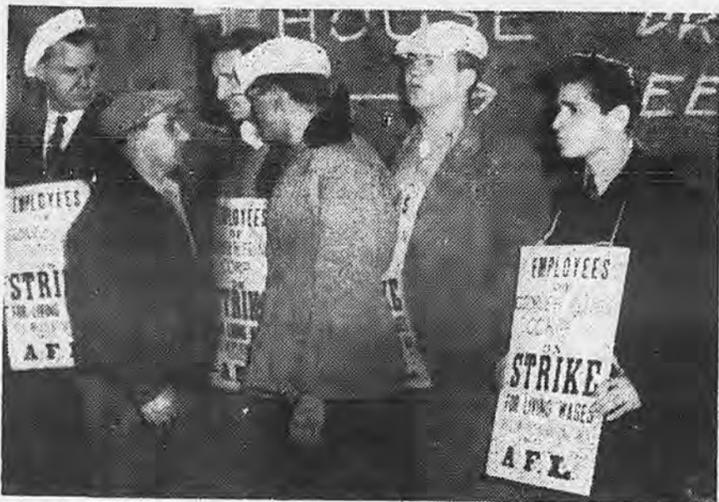
- O. KAELEP
- M. BAUSKI
- E. CARRERAS
- R. G. MOSELLER
- J. A. DYKES
- K. KORNELIUSSEN
- C. H. SULLIVAN
- E. E. CASEY
- D. NELSON
- W. R. BLOOM
- M. MORRIS
- F. NERING
- H. R. BELCHER
- L. JILES
- P. REYES
- P. LATORRE
- J. BOLGER
- H. A. ECHEVARIA



BRIGHTON HOSPITAL

- E. DELLAMANO
- H. SWIM
- R. LORD
- E. JOHNSTON
- E. MOFENE
- J. LEVACK
- D. BURLISON
- T. MAYNES

NO SCABBING ALLOWED



The little man with the cap is being told in no uncertain terms that he can't go through the picketline to work inside. This picture was taken at the picketline of the office workers who are striking against the George E. Flinn Company in Brooklyn. Seafarers were called in to help, and as this picture shows, they came through.

The Social Security Act, And How It Affects The Merchant Seamen

By JOSEPH VOLPIAN
Special Services Representative

In the early days of American life, we were an agrarian nation. Family groups were closely knitted and security was attained by each family taking care of its own. The burden of caring for the aged, decrepit and survivors of the deceased was accepted as a family responsibility.

As the nation expanded westward and machinery began to replace muscles as a means of production, the family group was no longer self-sufficient. The old homestead became a nostalgic memory.

No longer could old people count on being taken in by their relatives. Social legislation became necessary to fit the needs of the changing times.

The Social Security Act provides a measure of security for you in your old age and for your survivors in case of your death at any time. It is operated by the government and has no stock-holders to payoff.

Your Federal Old Age Benefit or Social Security tax of 1 percent is really the premium on your insurance policy. After benefit payments are made and the cost of administration deducted, the balance goes into a fund which now stands at seven billion dollars and is growing all the time.

As the fund increases, broader coverage may be expected, probably in the form of disability payments.

UNDERSTAND LAW

Merchant seamen, like 70 million other Americans, are covered by the Social Security Act. It is important that the law be understood so that full benefit can be enjoyed.

Unlike private insurance, in which the entire premium is paid by the workers, the Social Security tax is paid by both the worker and his employer in equal parts.

This makes it possible for you to have protection that could not be bought elsewhere for what is paid under the government plan.

Your share of the cost is 1 percent of your earnings up to \$3,000 in any one year. You can get a refund on any amount paid in excess of this \$3,000.

Inasmuch as seamen have their taxes deducted when their ship pays off, quite often taxes are deducted on money that has been earned in the previous year.

For instance, an electrician ships out in May and pays off the following January. His earnings may be approximately \$2800 from which \$28.00 is deducted for his Social Security tax.

He then ships out again in February and returns in November with approximate earnings of \$3500 of which \$35.00 is deducted.

Thus, he had paid \$63.00 in taxes in one year. He may then apply for a refund from his nearest Federal Security Agency and have \$33.00 returned to him.

The Social Security Administration's main offices are in Baltimore, Md., and all records are kept there in numerical order instead of alphabetical order.

The reason is that there are about 88,000 J. Johnsons in the files and there are no duplications in a numerical system.

However, employers sometimes get the number of your Social Security Card wrong, and as a result someone else may get credit for your payments.

You may check your account at any time by sending a card to the Baltimore headquarters asking for a statement of your account. Special postcard forms are available at any of their field offices.

BENEFITS

At the present time there are two kinds of benefits—retirement and survivors.

Retirement benefits are payable to the wage earner when he retires at 65 or later.

Survivors benefits are payable to his family when he dies no matter at what age death occurs.

Specifically, the retirement benefits are payable to: 1. The wage earner when he is 65 or older and stops work; 2. His wife when she reaches 65; 3. His unmarried children under 18.

(Continued on Page 9)

Striking Office Workers Get Aid From Seafarers

NEW YORK — The militant members of the Seafarers International Union took on a new assignment this week when they went to the aid of the 17 office workers who struck against the George H. Flinn Corporation, contractors for the Brooklyn end of the Brooklyn-Battery Tunnel.

Work on the huge project came to an end when the strikers, members of Local 153, Office Employees International Union, AFL, threw a picketline around the job.

The office employees quit work because the Flinn corporation refused to bargain with the union, notwithstanding the fact that Local 153 had been chosen as bargaining agent by them in a labor board election last October.

Even in the face of the complete stoppage of work, however, the corporation continued to stall negotiations, and it was then that the SIU was appealed to.

SIU ON HAND

A squad of volunteers was dispatched to the site of the project, where their presence immediately heartened the strikers. The Seafarers wore their traditional white caps, and carried the picketsigns of the office workers.

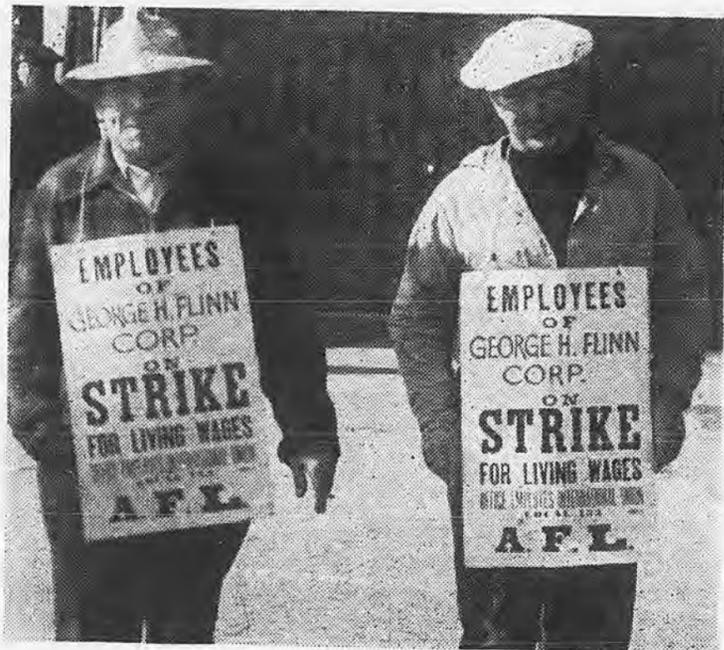
The striking employees include timekeepers, checkers, and telephone operators. Their demands are for a 44-hour week, a 15 percent wage increase, and a 10 percent night differential. According to a union spokesman, the average wage is now \$43.00 for a 48-hour week.

The same spokesman indicated that unless the corporation agrees to negotiate within a short time, a similar work stoppage will be called at the Manhattan end of the tunnel.

Blood Donors

To carry on the work of returning sick and injured merchant seamen to health, the Marine Hospital on Staten Island has put out a call for blood donors of all types.

All men who wish to donate blood to aid their fellow seamen can do so by calling at the offices of the Staten Island Marine Hospital.



Side by side, an office worker and a Seafarer picket together to button up the George E. Flinn Company. Another example of labor unity. See story on this page for more details.

Seafarer Watches The ITF At Work

By W. J. BRADY

Attending a meeting of the International Transportworkers Federation as a rank and file member of the SIU, I saw for the first time how our interests are protected by our affiliation with the ITF—the world-wide organization to which the SIU, SUP and MM&P are affiliated.

At the invitation of the New York Port Agent, Paul Hall, I attended an ITF meeting in Brooklyn this week, where the ITF took up the issue dealing with the boycott of ships flying flags of non-maritime nations—particularly Panamanian ships.

The gathering was presided over by Willy Dorchain, representative of the ITF to America, and representative of the ITF of Belgium.

Paul Hall representing the SIU and Morris Weisberger the SUP explained the American aspects of the boycott in a thorough manner.

The Norwegian representative, Johansen, was quick to point out that he had already taken steps in notifying his union in Norway to have engines on standby should the boycott take place. Clauson, representing Denmark, and Scott, representing England, both gave strong support to the American position on the proposed boycott.

This was added to by the representatives of Greece and Sweden. A glance at the countries represented at the meeting showed them to be the leading maritime nations in the world, and a boycott of Panamanian ships by these unions would be positive to

bring results.

At the meeting I was greatly impressed by the genuine feeling of common interest which prevailed. The most striking feature of the meeting was that seamen's interests were being

(Continued on Page 14)

MORE SIU BROTHERS



Above are the Canadian seamen of the SS Dominican Victory and the SS Lewiston Victory after meeting in the New York SIU Hall to plan the action which resulted in a new contract for them. They all joined the Seafarers Canadian District in a body. Complete story and another picture appear on page 1.

HERE'S WHAT I THINK...



QUESTION: — As a volunteer organizer, what was your greatest obstacle in getting across the SIU message?



O. E. "BUDDY" BASS, Wiper:

I was aboard the Sovereign of the Seas which is an Isthmian scow. There wasn't much problem to organizing on that ship since most of the men realized that without a union they were sunk. Isthmian has a long anti-union record, and the men could see that their conditions and

wages had stood still, while the rest of the industry had advanced. Every time the SIU wins a new contract or a beef, it becomes that much easier to do a good organizing job. Seamen are like everybody else, they want to join a movement that is militant and that will win gains for them. And that's why the record of the SIU is such a good selling point in organizing new companies.

On the Sovereign of the Seas the officers gave us a little trouble. They couldn't stop us from talking union, but they could and did stop us from making any overtime. Our engineer, the First Assistant, took over the Third's watch, and he took over the duties of the Wipers. He was so busy doing this work that he failed to do his own, and as a result we almost had a serious accident at sea. As it was, we had to stop in the middle of the ocean to make repairs. But that really wasn't an obstacle to organizing; in fact it helped us by showing the men that their best protection would be a signed and sealed SIU contract.

SOTIROS FOSCOLAS, OS:

I was on two ships as a volunteer organizer, and on both it was practically the same story. My first ship was the American Trader, American Trading and Production Company, and the second was a tanker that later signed with the SIU. Most of our trouble on these ships was with the NMU. They would come on board and spout a load of bushwah, and then when the crew found out what liars those guys were they even resented the SIU organizers. We had to undo all the harm those phonies did, and after that we were able to start our own job.

On that AT&T ship, the Skipper put pressure on the crewmembers to join the NMU. I wouldn't do that, and the Skipper made it so hot for me that I was finally forced off the ship. Another source of trouble on organized vessels are the company stiffies. Those guys act like they

have stock in the company, instead of being just plain working guys like the rest of us. They go around damning all unions and trying to talk the men into voting for the company in a bargaining election. But those people are getting scarcer, and they are so discredited that hardly anybody listens to them any more.



CHARLES MISAK, OS:

I'm one of those lucky fellows who didn't have any obstacles to overcome when I went aboard a ship as a volunteer organizer. When the other members of the crew found out that I wanted to talk to them about the SIU, they were anxious to hear from me. They asked questions about our Union, and wanted to know how

it contrasted with the NMU. I answered all their questions, but when an NMU organizer came on board, he refused to answer most of the questions and that made a bad impression on the men.

Of course the officers tried to give us a hard time, but as soon as they saw that the men wanted to choose their own union without outside interference, the Skipper and the Mates started leaving the crew strictly alone on that matter. I've heard other volunteers tell about the difficulties they had in doing an organizing job, but with me it was a snap. Maybe on the next ship I'll have a hard time, but I think that the SIU record speaks for itself, and for that reason the crewmembers are receptive to us when we tell them our story. Certainly in the past few months we have won plenty of gains for seamen, and we have knocked over quite a number of new companies. That shows that unorganized seamen respect our Union, and want the kind of protection we can furnish.

JOSEPH DINKINS, Oiler:

As soon as a fellow makes up his mind that he's going to ship out as a volunteer organizer, he starts to get nervous. I know that happened to me. But once I made up my mind, I decided to go through with it, and so I applied for a job on an Isthmian ship. I was turned down a couple of times, but one day they needed a man in a hurry, and that was me. I was assigned to the St. Augustine Victory. As soon as I came on board I knew that there would be trouble. The Skipper was violently anti-union, and even more het up against the SIU. He forbade any union talk, and he went all out to make sure that this rule was lived up to.

Of course, we didn't let him stop us, and we continued to talk about the advantages of the SIU, and we gave out our Union literature and copies of the Seafarers LOG. Our campaign was so successful that some NMU men on board handed in their books and joined the SIU. A few of these guys had been mem-



bers of the NMU for a couple of years. I know we did a bang-up job on the St. Augustine Victory, and the NMU must have felt the same way about it because all 36 votes on the ship were challenged by them. From the way the men talked to me while I was on the ship I'm sure that they voted right down the line for the Seafarers.

Phone Strike Gets Helping Hand Of SIU

(Continued from Page 1)

tionships which have always played a part in the wage history of the Bell System."

ABOUT FACE

Now this same company is refusing to put into operation an arbitration plan which would take into consideration the "inter-company relationships" referred to above.

Schwellenbach took the company to task in very strong language, but he also found time to criticize the telephone workers. There was not much he could say about them since they have been willing to abide by arbitration since the negotiations began many long months ago. Nevertheless, the Secretary of Labor scored the union for failure to realize that "they are working for a public utility which must be maintained constantly . . ."

On another front, the telephone workers in New Jersey were granted an injunction prohibiting the arrest or prosecution of telephone strikers under the drastic new law passed by the state—after the strike had already started.

The injunction was handed down by a Federal Judge, and was based on a Supreme Court decision which held that the right to strike could not be abridged by the states unless such striking would result in "grave or immediate danger to the community."

He maintained that this did not hold true in this case since emergency service is still being provided.

NO EMERGENCY

In regard to emergency long distance service, it came to light that the financial bigwigs in Wall Street, and other money districts the nation over, had made arrangements for long distance service before the strike started. These financiers have open long distance lines at their disposal 24 hours per day, removing many lines from emergency operation.

But even in the face of all these maneuverings on the part of big business, the ranks of the telephone workers are solid, and the support of all honest labor is strictly on their side.

Beside assistance from the SIU, the NFWT received a check for \$20,000 from the International Ladies Garment Workers Union, AFL, as "a first practical token" of its sympathy with the strikers. The money was contributed for the special purpose of placing advertisements in newspapers.

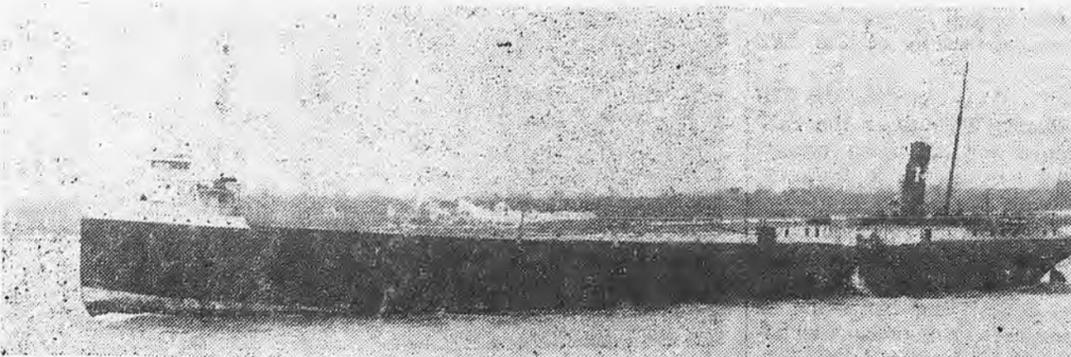
Unclaimed Gear

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

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

Gear without addresses will be disposed of otherwise.

HOMeward BOUND



Heading up the Detroit River after discharging her first load of automobiles at Cleveland, is the SS George W. Mead, a McCarthy ship. She's an SIU ship, and a good vessel. Everything that floats is being made ready on the Great Lakes this year, for what Lakes seamen expect to be the greatest year in history. More cargo will probably be carried this year than during the war.

NEW HOURS

Due to the large number of ships in New York calling for crews during off hours and on Sundays, the New York Hall is now operating on a new schedule of hours for registering and shipping.

The new hours are: From Monday through Friday from 8:30 a. m. to 9 p. m.; Saturday 8:30 to 5 p. m. and Sunday from 10 to 3.

SIU Helps Phone Strikers Keep Line Busy



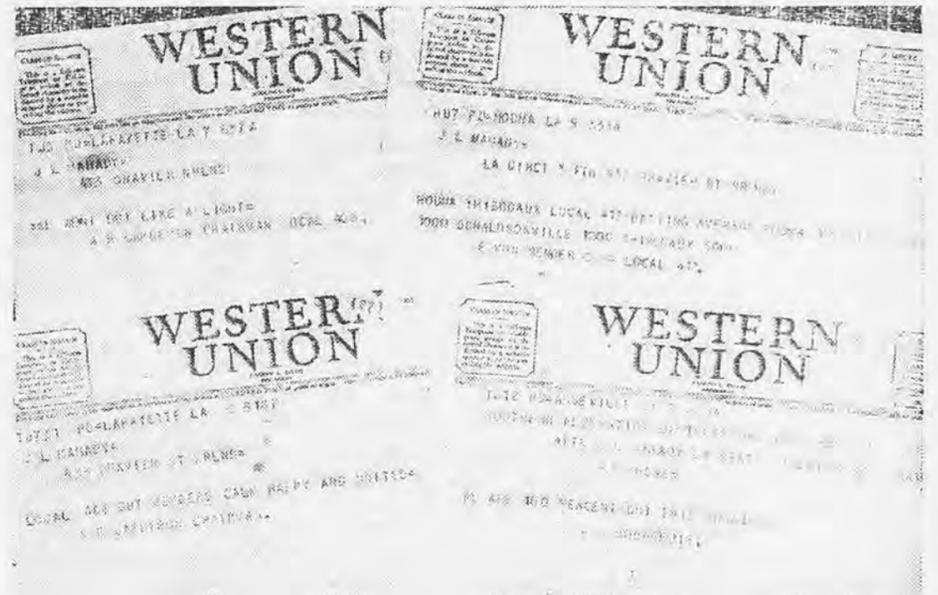
Some people have more pep than others. After walking the picketlines, these telephone workers adjourned to the SIU Hall for a spot of jive. Such energy will come in handy in forcing the Bell Telephone Company to bargain honestly.



Some apples have worms in them, and some unions have scabs to contend with. Take this picture above. Note the scabs scurrying out of the telephone office at 104 Broad Street, New York. They've got their heads down and who can blame them. The company paid good money for scabs, up to \$25.00 per day, but who wants blood money.



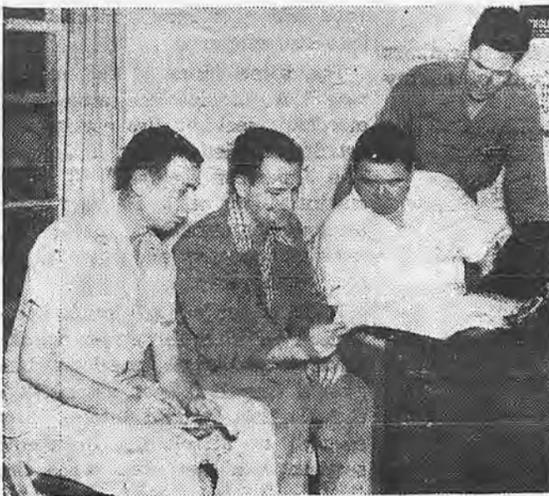
Seafarers joined telephone workers on the picketlines in New York. From this point the sidewalk looks like a sea of white caps, and to the strikers it looked like real labor solidarity.



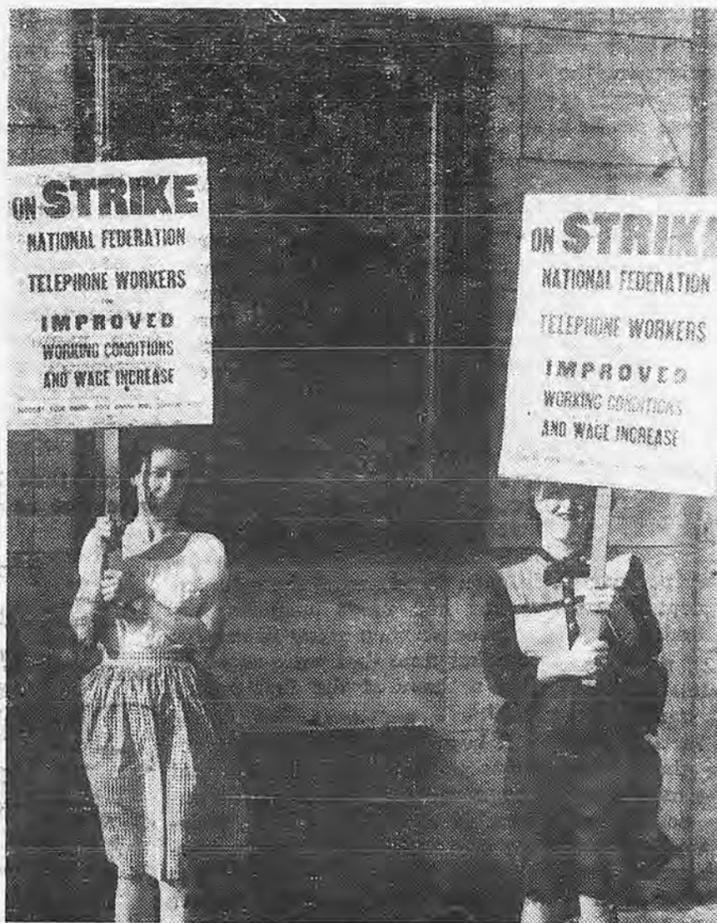
In every state except Indiana and Virginia, which have laws preventing utility strikes, telephone workers quit work on April 7. These telegrams were photographed in New Orleans.



Even the back door was picketed when the Seafarers massed on the picketlines to assist the New York phone employees.



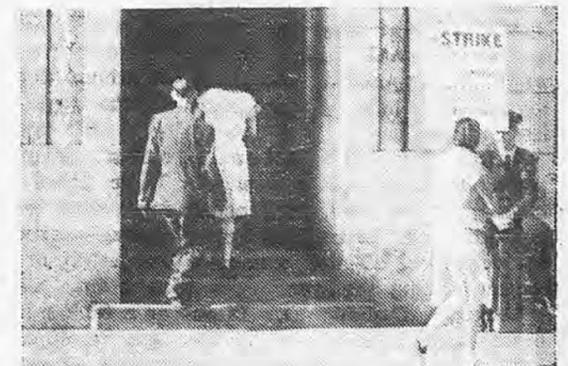
Here's the strategy committee for the New Orleans striking phone workers. Left to right, Steely White, SIU New Orleans Port Agent; Ray Guidry, Publicity Director, N. O. Coordinate Strike Committee; Jimmy Mahady, state director of the Southern Federation of Telephone Workers; and Bill Ranier, Secretary-Treasurer of Local 410 of the same union.



Posed in front of the telephone company office in New Orleans, these pretty operators hold up the picket signs which tell at a glance that they are out on strike. All over the nation the story was much the same, but the militant spirit of the telephone workers was still as high after ten days of strike as it was when the action first started. Pictured above are Leona Himmel and Zoe Seigfried, in the usual order. North or South, picketing is the same.



A short rest from the picketline, and a chance for the photographer to snap a pretty picture. Left to right, Irma Cuguët, Elda Leche, Jane Canepa, Katherine Falanga, and Yolanda Pad-dock.



New Orleans has scabs, too. Unmindful of the picket, these parasites go into the telephone office to work. Wonder if they realize that they are harming themselves in the long run?

American Legion—Stooge Of Big Business

What the American Legion is and what it stands for is no secret to the working people of the United States.

They have pictures, clearly etched in their memories of the many union halls broken into by American Legion mobs, the union and liberal newspapers wrecked by armed goons from Legion chapters, and the disturbances caused by the Conventions of this group.

The dark days following the end of World War I saw the Legion playing a leading role in cracking heads on the picket-



lines. In every community, the men of the Legion took an active and leading part in the strikebreaking that was so prevalent prior to the growth and strength of unionism.

And they are following out their self-designed roles of union busters in their activities since the end of World War II.

It is well known that the average soldier, sailor, and marine had no anti-union prejudices. The Services tried to make the men in the armed forces into union haters, but that program proved ineffectual.

When the war was over, the American Legion took on the task of baiting unions and showing veterans how to fight against labor. It is significant that the largest World War II veteran's group, the American Veterans Committee, is strictly pro-labor, and has attracted many union men into its ranks.

FOR CURBS

The leaders of the American Legion have made it almost a life work to appear before Congress on practically every Bill that would limit the rights of labor unions, or limit the rights of free people, living in the United States of America.

But it is significant that this same organization is struck dumb when it comes to fighting against Bills which give astounding powers to big business or entrenched wealth and power.

Right now the American Legion is howling down the trail against a Merchant Seamen's Bill of Rights. This legislation, similar to the GI Bill of Rights, would compensate merchant seamen for their wartime service.

Outstanding Americans, among them soldiers and sailors from privates up to Generals and Admirals, have given praise to activities of the merchant marine during the war.

General Dwight D. Eisenhower said, in 1945,

"In behalf of the men of my command, I thank the men of the Merchant Marine for their pledge of full cooperation in our common effort to destroy the forces of tyr-

ny and darkness. The huge quantities of supplies that have already been brought across the Atlantic are a testimonial to the job that has already been done."

At the same time, General Douglas MacArthur said of the merchant seamen,

"With us they have shared the heaviest enemy fire. On these Islands I have ordered them off their ships into foxholes when their ships became untenable targets of attack. At our side they have suffered in bloodshed and death. The high caliber of efficiency and the courage they displayed in their part of the invasion of the Philippines marked their conduct throughout the entire campaign in the Southwest Pacific. They have contributed tremendously to our success. I hold no branch in higher esteem than the Merchant Marine Service."

The American Legion Magazine, the official publication of the American Legion, in an article appearing in the March, 1947, issue, takes the merchant seamen to task for daring to request a Bill of Rights.

ATTACKS SEAMEN

The article is authored by William Hyatt, and is called, "The NMU: Paid in Full."

Although the NMU is specifically picked out for attack, it is obvious that all seamen's unions are the object of this sneak attempt to steal from merchant seamen a decent postwar future.

The main line of argument is centered on the fact that merchant seamen were draft deferred, received good pay and allowances, ate decent food, and slept on white sheets.

While this was going on, the article states, all members of the armed forces were drafted,



got very little money per month, ate poor food, and slept on straw mattresses and in foxholes.

On the face of it, these comparisons are absolutely untrue. Merchant seamen were subject to the same terrors and hardship that most of the soldiers, sailors, and marines experienced. Their lives were no different from what most Navy men went through, except that an armed battleship or destroyer is a lot safer than an unarmed freighter, or a tanker loaded with high octane gasoline.

High wages is another source of contention in the article. If the author had thought, or wanted, to delve further into the subject, he could have found that merchant seamen were not paid

more than members of the armed forces in the final analysis.

There were no Government shared allotments for merchant seamen. There were no clothing and uniforms for them either. There were no wages coming in during illness or injury for the "heroes in dungarees," as they were then called.

While members of the armed services received furloughs with pay, seamen took time off with-



out pay when they could afford to do so. And when gear was lost at sea, through torpedoing or bombing, the seaman had to replenish his own supply. No asking Uncle Sam for more.

CHARGES UNJUST

Most of the charges contained in the articles are unfounded, or pertain to only a small number of the merchant seamen who kept the sealanes open even before the United States had been attacked at Pearl Harbor.

Only 70 per cent of the United States armed forces saw service overseas in World War II, and of these, not more than 75 per cent ever heard a shot fired in anger. These are official figures.

But the soldiers, sailors and marines who never met the enemy are not being denied the GI Bill of Rights. No attempt has been made to exclude WACS or Waves who served their full time in the safe shores of the United States.

Why then attack merchant seaman who were the first to fight? In this next paragraph may lie the answer. We quote from Mr. Hyatt.

"... no merchant seaman could sign on a ship without being forced to join a union. As a result union coffers were swollen with the tribute exacted from these thousands of young men."

In other words, the author of the article is angry because the seamen were strong enough to force decent demands from ship-owners who were reaping a fortune from the war situation, and is even more angry because the unions had made such an impression on men going to sea for the first time that were eager to join a union at the first opportunity.

It becomes more and more obvious as the piece continues that the author is not so much interested in withholding the benefits of a Bill of Rights from merchant seamen as he is in doing his little bit to discredit seamen's unions in the eyes of the public.

One of the most serious, as well as the most unfounded, charges made by Mr. Hyatt is that merchant seamen entered the maritime service so as to escape active service.

In this connection he quotes Hanson Baldwin, whom he iden-

tifies as the noted naval and military analyst of the New York Times.

Although many valiant men served in the merchant marine, against them must be measured a great many others who "sought the merchant marine as a soft berth: they escaped the draft, and they got whacking big salaries and bonuses while doing it," says Baldwin.

HIS RECORD

Hanson Baldwin may be remembered as the anti-labor columnist of the New York Times who, in the midst of the 1946 Masters, Mates, and Pilots Strike, asked in print for a return to the good old days when Masters were able to flog seamen, and the unions had not made a seaman's life a half-way decent one.

But during the war, his paper made far different points.

On March 24, 1945, this influential newspaper joined the ranks of those calling for a Merchant Seamen's Bill of Rights. In pungent paragraphs, the Times made the following points:

"It is said that 80 percent of those sailing since the start of the war have been sunk at least once.

"There is no provision for continued periodic treatment for these men, even though the GI Bill of Rights holds out the promise that every veteran of the armed services may have free necessary hospitalization for the rest of his life, if he is unable to pay for it.

"Also, there is no permanent pension program for the disabled merchant mariner. The rehabilitation program promises well on paper, but there are substantial reports that the service is suffering from poor administration in many states, and from ignorance of the operation of it, rather generally.

"The results is that disabled merchant marine personnel who need rehabilitation have been discharged in large numbers from the hospitals and have disappeared to become probable charges on the community as indigents.

"At least there should be an effort to recognize the dignity of the service and give to the thousands of disabled merchant marine veterans some distinction from members of the civilian population who have taken no risk and suffered no injury connected with war."

WAR SERVICE

More than 1500 SIU members were lost as a result of enemy



action. In addition, seamen stood side by side with servicemen during the awful days of establishing beachheads and fighting off enemy attacks.

The odds against merchant seamen were practically double, because they had to transport the troops and supplies through

submarine filled seas and then make their way back through enemy patrolled waters for more men and equipment.

Some only made one trip before they went with the ship to the long layoff, but some made many runs, and lived to have their sacrifices and contributions to the war effort depreciated by a smearing article in the American Legion Magazine.

The men who fought the war, whether on land or on the sea, had only the highest respect for the merchant seamen. True, there



were a few men, in both camps, who were not all they should be, but they were few and relations between the armed services and the merchant mariners were warm from the knowledge of dangers equally shared.

But in the postwar world, the American Legion has taken upon itself the task of destroying the good-will between the services, and at the same time deprive merchant seamen of the benefits which are granted to any member of the armed services, no matter how safe or dangerous his job might have been.

It should be remembered that merchant seamen did not have to land in enemy territory to become the target of concerted attack. Every time a ship ventured a mile out into the Atlantic and Pacific, it became an immediate prey to the lurking Nazi submarine wolf-packs.

PONDER THE FACTS

Let Mr. Hyatt and the American Legion Magazine ponder over these facts. Let the memory of six thousand dead merchant seamen cause both of them to think twice before writing and publishing such irresponsible statements.

If their object is wrecking the existing seamen's unions, they have bitten off much more than they can chew.

The same issue of the magazine that carried the attack on merchant seamen also carried an article entitled "Why I Joined The American Legion." This is an interview with 20 vets who became Legionnaires. Incidentally, merchant seamen are not eligible for membership.

It is a subject of much conjecture whether these men would have joined the American Legion if they had been aware that the Legion would stoop low enough to attack the merchant seamen, the men who were the first to fight.

From what is known of the average veteran, it is reasonable to believe that he would have held his nose and hurried past the Legion Headquarters before becoming a party to such a betrayal of all that this country fought for.

For Small Place, Port Arthur Has Good Shipping

By HARVEY C. JAMERSON

PORT ARTHUR—There isn't much down here in the way of payoffs, but for a small port this place gets more than its share of ships in transit. Each ship has a few beefs which don't amount to much, but which keep us stepping.

Much as I hate to say it, in more than a few cases the fault lies with the crew. That doesn't mean only the trip-carders or permitmen.

The full bookmen feel that they can stay drunk and foul up a ship without anything happening, but as soon as a TC or permitman goes off the beam, the full bookmen call the Hall and ask the Agent or Patrolman to come down and kick the performer off.

You all know that the agreements of the SIU are the best afloat. To keep them that way we must have a strong Union, composed of men who live up to the Union rules and furnish a day's work for a day's pay.

For men with ratings, this Port is a lulu. We have shipped everyone around here except the cow-punchers and the oilwell diggers, and we still need more men.

Come on down here Brothers, and if you don't want to ship, just come in and visit.



NO NEWS??

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

- NORFOLK
- TAMPA
- GALVESTON
- JACKSONVILLE
- HOUSTON
- CORPUS CHRISTI
- MOBILE
- CHICAGO
- DETROIT
- DULUTH
- TOLEDO

The deadline for port reports, monies due, etc., is the Monday preceeding publication. While every effort will be made to use in the current issue material received after that date, space commitments generally do not permit us to do so.

Boston Covers All New England As Shipping Maintains Peak

By JOHN MOGAN

BOSTON—Business and shipping in the port of Boston remains definitely on the upswing.

As a matter of fact, the Chamber of Commerce has been gloating in the newspaper for several days about the enormous increase in exports and imports through the port.

The patrolmen, and particularly our traveling man, Jim Sweeney, have had a busy week of it.

Brother Sweeney was in Providence for the payoff of the SS

the bosun, who gave the Patrolman a bad time for a while in connection with his beef.

However, the bosun was definitely high man insofar as overtime hours worked was concerned; it was the Sunday watches which gave the ABs a slight edge in total hours.

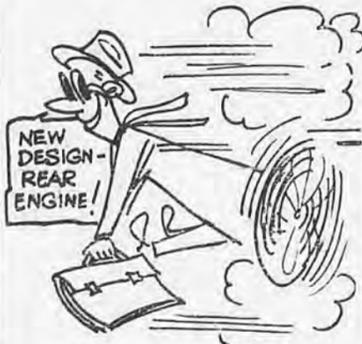
It would be well to see this clause clarified in a special article in the LOG, as the dispute does arise from time to time, and no doubt will continue to come up until each and every bosun knows the score.

Well, we will be starting off the new week with a bang, with two Watermans scheduled for payoff on Monday—the Simmons Victory in Portland, and the Niantic Victory, which was out five months, in Boston.

Also scheduled for payoffs early in the week are three West Coast tankers.

So once more an urgent invitation is extended to all hands to come up this way for good shipping; it's heartbreaking to see a ship go out light a couple of men, but we've seen them go that way fairly often recently.

Latest dope on the Evangeline is that she'll be ready about May 1.



New Eghoto, tanker; in Portland for the SS Irvin S. Cobb; in Providence for the SS Fort Winnebago, tanker; in Portland for the SS Simmons Victory, Waterman, which, incidentally was delayed owing to a heavy blow outside; then back to Boston for the payoff of the Fort Erie, and on Sunday, back to Portland for a Monday morning payoff of the Simmons Victory.

In the meantime, the SS Southland paid off in Boston, with a lot of stuff hitting the port in transit, most of which had better than a fair share of beefs.

The SS Greenville Dodge (Grace Lines-SUP) and the SS Warrior, both in port loading, called on the same day with identical beefs—performers aboard.

FEW AGAINST MANY

It is a damn shame that one or two men can make a ship miserable for the majority, and wherever such a condition is found the Union must crack down on the troublesome minority.

Now that there is a spurt of good shipping, with a consequent scarcity of rated men, there are those who figure they can afford to get fired.

But it should be remembered that the book or permit might be lost also, which is a lot more serious.

The Warrior also had a few necessary repairs due which, according to the crew, were rather slow in shaping up. However, it was learned that they will be made okay, and that their new refrigerator for the crew mess will be delivered before sailing.

OVERTIME PROBLEM

Another beef which came up recently (on the SS Southland) was in connection with Article 3, Section 12 of the Agreement regarding the bosun being allowed to make as many hours overtime as the high man's overtime in the Deck Department.

On the Southland, some of the ABs had more overtime than

This Wilmington Finkherder Is Riding To A Fall

BY CHARLES STARLING

SAVANNAH—Things in the Port of Savannah still look on the brighter side, as we are expecting quite a few ships to payoff within the next month.

As I said in last week's report, we have two paying off this week and are expecting about eight more within a month. So, shipping should be real good in the Port of Savannah.

An invitation is open for any of our Brothers to come down and ship out at any time.

We had quite a beef on the Montauk Point, here in Savannah this last week, in regard to this fink herder in the Port of Wilmington.

This bird seems to be shipping all men that he can get a hold of on any and all ships, without ever making an effort to call our ports for men.

This practice must stop, as it is involving some of our book members who live in the port of Wilmington and also new men starting out to sea who do not know the score.

I am writing the Secretary-Treasurer a letter regarding this matter, and am sure when he contacts Moran Towing and other companies in the Port of New York that this practice will stop immediately.

About all that is left to say is that we are having some beautiful weather in the port of Savannah, and Brother Smith and I are working like the devil right now.

Baltimore, Too, Is Having Trouble Finding Men For The Rated Jobs

By WILLIAM RENTZ

BALTIMORE—Like all other SIU Ports, this Branch is having its share of trouble in getting enough rated men, especially in the black gang.

We have been saying for some time that our membership is not too large for the number of jobs under contract, and this situation proves that we were correct.

This does not mean that we should open our books. While we may be a bit shorthanded at the present time, we should prepare ourselves for the possibility of a shortage of jobs due to permanent lay-up of some ships.

Another factor that may add to lack of jobs for merchant seamen is the transferring of American vessels to the Panamanian or Hondurian flag.

I believe we should tie those ships up wherever they come into an American Port, otherwise our standards will be driven down and our men put out of work.

At the present time we have the MV Gadsden in Port. She is a heavy lift ship belonging to the American Eastern Company.

The SS Mandarin, Robin Line, is also here waiting to be turned over to the Bloomfield Steamship Company. This is another newly organized company, under SIU contract.

CLEAN AND QUIET

The City of Alma, Waterman Steamship Company, paid off here on April 5. This was a good payoff, and we want to commend the three Delegates who bought this ship in clean and with no disputes.

Our old pie-card buddy, Red Sullivan, was the ship's Delegate, and maybe that had some-

thing to do with it. We all remember Red as New Orleans Patrolman for two years, and we all know what kind of a swell job he did there.

Let's hope that the ships continue coming in here with less beefs and fewer gas hounds on board. Baltimore is bearing down on performers as these characters can cause a lot of commotion and disruption in a port.

If a man expects to hold on to his valuable SIU Book, he better be sober at the payoff.

It seems that oilers are claim-



ing overtime for cleaning centrifuge strainers on C-1 type engines. This is always routine duty and is to be done without the payment of overtime.

Ben Rees, formerly Dispatcher in Norfolk, has taken over as Stewards Department Patrolman here. Reliable Ben, or "Old Hoss" as he is known, is right on the ball, as always.

Permit and trip card men are being promoted aboard ship. This is in violation of the Union's Official Shipping Rules, which state, "Section 30—Wipers must not be promoted aboard vessel, but must come off and register."

Knowledge Of Shipping Rules Called Basis Of Union Strength

By W. PAUL GONSORCHIK

NEW YORK—One of the most important items of the Seafarers' structure is the shipping rules. These rules, drawn up by the membership, are part of the SIU's foundation.

Unfortunately, however, all members are not living up to the shipping rules, either through a lack of knowledge or a desire to disregard them.

It is hard to understand this lack of knowledge, as it has been taken for granted that all members are acquainted with the provisions of the rules.

It can be seen now that too much was taken for granted. Here, where an understanding of the shipping rules and constitution are a real necessity to the gaining of a livelihood, many seafarers show only indifference.

Where are the oldtimers who should know the rules and by-laws of the Union? Have they forgotten that our Union fought for these rules and the strength and effectiveness of the Union depend on them?

AND THE NEWCOMERS

And the younger Brothers just out of school: Why are the shipping rules so difficult to understand?

It has always been an accepted fact that a knowledge of the shipping rules is the first principle that must be learned to insure smooth operations both aboard ships and ashore.

On the shoulders of you younger Seafarers depends the future

of the Union. You are the ones who will in time run the SIU.

The responsibility for maintaining a strong union depends on you; and there is only one way to insure that: a thorough understanding of the shipping rules.

The shipping rules are not hard to understand. They were drawn up by the membership in terms every man can understand.

It wasn't easy. A great deal of time and effort went into their preparation and the final draft was voted upon and accepted by the membership.

FOR THE MAJORITY

A few members do not see eye to eye on the rules and will make a practice of disregarding them. It is too bad that everyone can't see a subject in the same light, but disregarding anything that displeases one is not helpful to the Union or the majority of seamen who voted for them.

An important thing about the shipping rules is the correct interpretation. It is understandable that the rules can be interpreted differently, so for this reason I will point out some of the most misinterpreted rules in a subsequent issue of the LOG.

In the meantime, if you have any questions pertaining to the shipping rules, ask your Dispatcher, Patrolman or any of your officials for clarification.

We are here for that purpose and we will gladly help you with any questions.

Petty Chiseling Cheats Seamen Out Of Launch Service Money

By EDDIE HIGDON

PHILADELPHIA—Last week we had a situation that we haven't had in a long time. I mean that a launch beef came up on the Cape Briton, Bull Line, and that's something which we haven't had to contend with in many moons.

The ship pulled out into the stream at about 6 p. m. and no launch was supplied by the company until the next morning. Some of the crewmembers, however, signaled a launch, and paid \$1.00 apiece each way.

They were told by the launch-tender that if they presented their receipts to the company they could collect the money they paid him. The company refused to pay, and claimed that a launch had been furnished, and some of the crewmembers had used the service going to and from shore.

SEA LAWYERS

According to the agreement, when a ship is out in the stream awaiting a berth, and it is expected to stay there for eight hours or longer, the company must furnish a launch for one complete trip every 24 hours.

The company officials claimed that they do not have to furnish a launch until the ship has been at anchor for eight hours, and that they can furnish the launch anytime they please, just so long as one complete trip is made each 24 hours.

Well, according to the agreement, they are right, but this is awfully damn technical, and certainly the Delegates ought to be

informed as to when the launch will show up.

All our members ought to be on the watch for these chiseling tactics, and when they crop up, wait for the launch—otherwise the money spent cannot be collected from the company.

DOUBLE TALK

Another beef last week concerned the Skipper of the John Gallup, Smith and Johnson. This character came on board at 5:30 p. m., and ordered all hands to stand by fore and aft. He then tried to beat the men out of two hours penalty time.

When this was brought up to him at the payoff, he stated in front of both Patrolmen that the three Delegates had never mentioned the matter to him. So the Delegates came up, and then the Captain stated that he had not said anything to the Patrolmen about not hearing from the Delegates on the beefs.

Some guy. He had a split tongue, and he tried to use both parts at one time.

The crew also beamed about a shortage of coffee. We got everything straightened out, and the Port Steward promised to put at



West Coast Gets A New Problem: Shortage Of Men

By W. H. SIMMONS

SAN FRANCISCO—Shipping is so good out here that we are experiencing something new for us. There is a shortage of all ratings, and we are forced to move heaven and earth to get enough men to crew the ships.

Last week we had a case in point. The Waterman Steamship Company took over the Xavier Victory in Coos Bay. We had the problem of crewing the ship and we only managed it by grabbing men as they came into the meeting, giving them bus tickets and subsistence money, and sending them on their merry way.

From this instance, and others too numerous to mention, it can be seen that the Gold Coast is really humming again.

However, although we are enjoying plenty of activity here, our income has dropped off slightly. Atlantic and Gulf members touching any port on the West Coast, can pay their dues. SUP representatives are carrying A&G Dues Receipt Books, and there is an A&G office in the Port of San Francisco.

It has also come to my attention that some of our members are disregarding the Agent in Coos Bay. This shouldn't be since Jack Barton, the Agent, was put in there for both SIU and SUP protection and service.

Let's stop by-passing, and go all out to give him a hand.

least eight and a half pounds of coffee on board for each day.

However, when it came time to bring supplies on board, damn if coffee wasn't found to be short again. So we went to bat with the company and this time enough java was supplied.

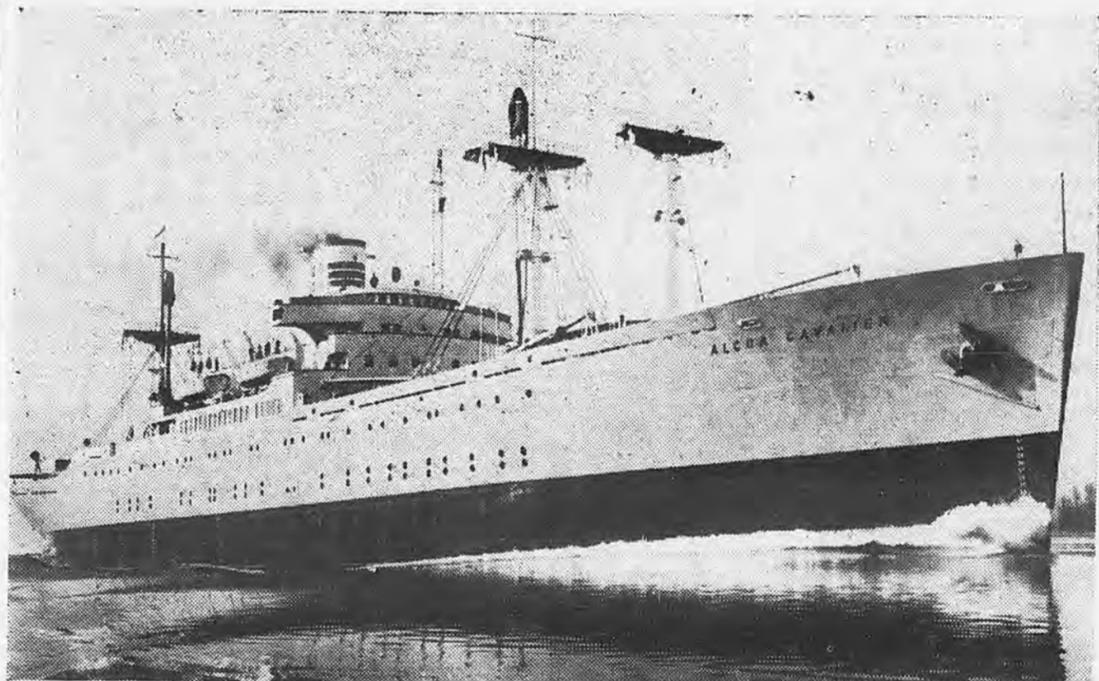
Shipping is very good down here. We have plenty of jobs and not enough takers. Any rated men who want to ship out of the City of Brotherly Love are invited to come on down here and get acquainted.

Canadian Seamen

Members of the SIU have a long record of supporting other unions in a just beef. For this reason, all Seafarers are urged not to purchase the Vancouver Daily Province, a scab newspaper, set up and printed by non-union labor.

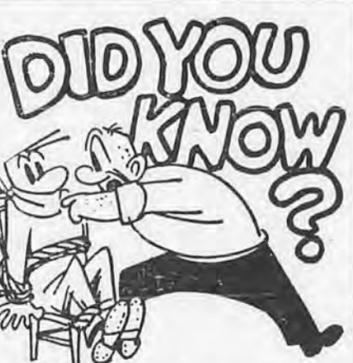
The Vancouver, B. C., SIU Branch is supporting the International Typographers Union, AFL, both morally and physically in their eight month old strike.

When in Vancouver show your contempt for the scabs by refusing to buy a newspaper put out by strikebreakers. This will help the ITU members to win their strike for better wages and conditions.



ALCOA'S NEW PASSENGER SHIP

One of Alcoa's three new passenger-cargo vessels maned by a Seafarer crew, the Alcoa Cavalier is pictured on her recent trial run on the Columbia River at Portland, Ore. The Cavalier, now in New York, will make 17-day trips through the West Indies beginning May 2, while her sister ships, the Corsair and the Clipper, will sail from New Orleans on dates to be announced later. Crew quarters are air-conditioned on the 14,870-ton ships.



By JOHNNY JOHNSTON

Getting a letter home in the 1800's was not an easy matter for a seamen. The Captain of the ship Mary of Boston, writing home to his wife in 1808 from Smyrna, comments as follows:

"I send this by a Barbary Corsair, such acquaintance as I make here, and perhaps I shall experience as much faith in a Turk as we find in the generality of Christians. He will leave it in Malta, and there I expect it may find someone to forward it on, if possible, to America."

A Corsair was a privateer of the Mediterranean, usually Turkish, whose activities often verged on piracy.

There have been many stories told about the ways and means that were used by waterfront characters to relieve the oldtime seaman of his payoff when he came ashore. The most ruthless of all was the boarding-house runner.

This character was paid by the Shipping Master before the seaman was signed on, thus the man went to sea, with his wages well drawn against.

It was common practice for the landlord to charge the seaman double what he obtained from the Shipping Master. This meant many days of no pay before the seaman had paid his debt and was working for money of his own.

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.

New York Has Plenty Of Ships, But Men To Sail Them Is Problem

By JOE ALGINA

NEW YORK—This port is still a beehive of activity. Not a day goes by that we don't have plenty of ships paying off, signing on, or being squared away. That goes for tankers, freighters, and passenger vessels.

With so many things happening at once, the Dispatcher and the Patrolmen take a real beating. A shortage of rated men is making the Dispatcher see things at night; and being kept on the run until all hours is not doing the Patrolmen any good, either.

Our new companies, notably Bloomfield and American Eastern, are adding to their fleets. That means more jobs, and so the pick of ships is good here.

Last week the SS Francis, Bull Lines, paid off after a fairly long trip. Everything went along in fine shape and the crew collected a good piece of cabbage. Same thing on the SS Richard Rush, Robin Lines, in from a trip to South Africa.

The sign on of the Waterman's SS Yaka was delayed due to certain repairs requested by the SIU. These have been completed and the ship is ready to leave any day for Bremerhaven.

Four Seatrains are now on the steady run from New Orleans to New York. This is good news for many Seafarers who like the run.

New York is now having a smallpox scare. In order to avert a real epidemic, all inhabitants of the Big City have been requested to be vaccinated.

If any Seafarers are contemplating coming to New York, it is wise to be vaccinated before arriving here.

In case there are any SIU men who want to be immunized here, many spots have been set up for that purpose. Here are the addresses; all city hospitals; all police stations; all Department of Health clinics; and the Health Department's main office, 125 Worth Street.

The whole business takes only a few seconds, and it doesn't hurt fellows — they tell me.

On Overtime

All overtime must be turned in to the head of each Department at least 72 hours before the ship is scheduled to dock. But this does not mean to hold the overtime until then.

As soon as penalty work is done, a record should be given to the Department head, and one copy held by the man doing the job. In that way there is less chance for things to get fouled up.

The Patrolmen Say...

NEW YORK—I found the ship that cannot be beat for fine food and an excellent Stewards Department. She is the SS McIntyre, South Atlantic Steamship Company.

When I went aboard for the payoff, while she was in the stream here in New York, my nostrils were assailed by the indescribable perfume of broiling steaks. It was wonderful.

Never have I seen a more contented crew than the boys aboard this ship. Each meal is looked forward to with the impatience that accompanies the payoff.

The crew found itself unable to bestow upon the cooks all the praise they felt for the fine cooking laid before them and on that point I can back them up—it sure was wonderful.

The cooking was wonderful and the Steward treated the crew like kings. There was nothing that possibly could be done that wasn't provided for the men at chow time.

From the crew and myself a rousing hand of applause to the Stewards Department of the McIntyre.

Jimmy Sheehan

Canadian SIU After Raise For Restorer Crew

NEW YORK — Representing the Canadian District of the Seafarers International Union, Secretary-Treasurer H. Murphy this week began negotiations with the Commercial Pacific Cable Company to gain the six percent increase recently won on SIU American ships.

Operators of the Canadian cables, Restorer, the company is expected to fall in line and sign up without too much difficulty.

The Union demands, identical to those gained from the American operators, call for a six percent increase in wages, overtime, standby, longshore, and tank cleaning rates retroactive to January 1, 1947.

Also asked for are increases in the traveling and subsistence rates from \$4.00 to \$4.25 and the meal allowance from \$1.00 to \$1.05. These rates call for retroactivity to March 11, 1947.

The Restorer, now doing cable repair work in the Pacific, operates out of Vancouver, B.C. with a Canadian crew. Contracted to the SIU Canadian District, she enjoys the highest standard of wages and conditions of any ship in Canada.

Negotiations are expected to wind up shortly when the manager of the company returns to New York for a meeting with Brother Murphy at the company's offices.

Commie Union Sabotages Auto Union Demands

For the second time within a year, the communist-dominated United Electrical, Radio and Machine Workers of America, CIO, sabotaged the wage-increase demands made by the CIO United Auto Workers on General Motors with the acceptance early this week of a 15c raise following a secret meeting with company officials. The UAW is pushing for a 23½c raise for its membership.

Last year, when the UAW was conducting its longest and most costly strike against GM and was holding out for a 19½c hourly wage increase, the UE signed a pact with the auto corporation for 18½ cents in circumstances strikingly similar to this week's settlement.

Terms of the latest UE-GM agreement, which was announced just 24 hours before the opening of a special meeting of the UAW's executive board in New York City, pointed up the intense degree of the communists' hatred for the auto workers president, Walter Reuther.

The UAW head, a bitter foe of the communists' destructive trade-union tactics, has been hamstrung by them in his own union in his fight to better conditions for the membership.

In addition to spiking the effectiveness of their brother unionists' demands, the UE's action dealt a blow to efforts of the CIO to bargain on an industry-wide basis.

LEAFLET FOR CANADIAN SEAMEN



THE SEAFARERS IN CANADA

SEAFARERS INTERNATIONAL UNION • CANADIAN DISTRICT •

Reproduced above is the front page of the leaflet, "The Seafarers in Canada," the first in a series of organizational literature to be issued and distributed by the newly-formed Canadian District of the Seafarers International Union.

Addressed to the vast number of unorganized Canadian seamen, the leaflet explains in question and answer form the structure, policies and unparalleled maritime accomplishments of the SIU.

Marcus Hook Blasts Mineowners Who Put Profits Above Lives

By BLACKIE CARDULLO

MARCUS HOOK—Everything is shaping up fine in the Port of Marcus Hook — shipping is good, the girls are beautiful, and there is plenty of work to do on the unorganized ships.

Any of the boys who would like to come down here and give us a hand organizing will be welcome with open arms. We have at least 10 unorganized ships coming in every week, and the work involved keeps us right on the ball.

We wonder if some of those Washington crack-pots and labor-baiting bums, like peg-leg Pegler and his comrades, have read the paper lately—and we don't mean the jokes or the funnies.

We're referring to the Centralia mine incidents, where 111 men lost their lives recently.

These dead men were the same men who were asking for a raise in pay and a lousy nickel-a-ton royalty to take care of their families in case of accidents such as the one just occurred.

These men had to risk their lives time and again to bring about correction of the unsafe conditions in the very same mine. This also includes calling of the Illinois governor's attention to the conditions.

GREED

There are 111 men dead, hundreds of mourning relatives—all because of some greedy mine owner, who wouldn't spend a few dollars to make conditions safe.

We see where some lame-brained jerk wrote into a Philadelphia paper, blasting John L. Lewis for calling a six-day mourning period.

This character suggested that Lewis send the miners back to work, and that the men set aside a certain sum of money out of their pay to help support the families of the 111 dead.

This stupid individual has absolved the company of all blame for this tragedy and holds Lewis as directly responsible.

If the writer of the vicious letter didn't have a one-track mind he'd realize that Lewis and the United Mine Workers have organized and fought for safer conditions a lot harder than they have for pay increases.

When some big shot dies, he gets big headlines and a national holiday is declared, but when 111 hard working men are recklessly killed, and their co-workers pay tribute to them by declaring a mourning period, they are bombarded.

We know what John L. Lewis stands for and we are with him 100 percent, if it will just change unsafe working conditions.

If some of these people who are so quick to blast the miners were made to work in these same mines, they would very soon change their tune.

As far as I am concerned, I have sailed ships on all oceans and sailed all through the war, from beginning to end, and if these people were to depend on me to mine coal under these horrible conditions to keep them warm they would all soon freeze to death.

MC School Saves 7 Million Bucks — By Closing

American taxpayers will benefit by a saving of \$7,000,000 with the closing down of the Pennsylvania Maritime Academy at Morristown, Pa., on May 31. Only 49 cadets are now enrolled in the school.

It was also disclosed that work on a \$6,500,000 project to establish a shore base at Morristown already had been halted.

The announcement of the abandoning of the training school points up the validity of the arguments presented by the Seafarers International Union.

The Maritime Commission's training program has long been the object of attack by the SIU, which contends that the entire project is a needless and unwarranted drain on the taxpayers' money.

Arrangements are being made for the completion of the training of the cadets at other east coast maritime academies whose wastefulness far exceeds the expenditures for the Pennsylvania school.

How The Social Security Act Affects Seamen

(Continued from Page 3)

Retirement benefits are payable to the wage earner and his wife until the death of both and to the unmarried children until the age of 18.

Survivors benefits are payable to the following survivors of the insured:

1. Children (including adopted and stepchildren). These receive monthly payments until they reach the age of 18.

2. Widow, regardless of age, caring for a child entitled to benefits — If she does not remarry, she receives monthly payments until her youngest child is 18. Payments stop then, but begin again when the widow becomes 65 and continue until her death.

3. Widow, without child—she receives monthly payments when she reaches the age of 65, provided she has not remarried.

4. Dependent parents—where the deceased left neither widow nor child who might never become eligible for monthly benefits, his parents 65 or over may receive monthly benefits if chiefly supported by the wage earner at the time of his death.

A lump sum death benefit is payable to the widow immediately upon the death of her husband. The regular monthly benefits then begin when she reaches 65.

There are special provisions for survivors of men who served in the armed forces if death occurred after they left the service. Details may be had at any field office of the Social Security Administration.

It is important that claims be filed as quickly as possible after death, as retroactive payments will not be made for more than three months.

In order to qualify for the benefits of Social Security, the wage earner must be fully insured.

To gain this status, the wage earner must have paid tax on \$50 or more in at least half the number of calendar quarters as there are between January 1, 1937, when the program began, and the quarter when he becomes 65, or dies.

In no case can he become fully insured unless he has been paid at least \$50 in wages in each of at least six calendar quarters.

You may become fully paid up for life when your record shows that you have acquired 40 of these \$50 quarters—called quarters of coverage.

Thus, you are assured of receiving payments when you become 65 or your survivors may collect benefits in case of death.

This does not mean, however, that your payments will not change. If you continue to work in covered employment after earning the 40 quarters of coverage, your benefits, generally speaking, increase. If you leave covered employment, they decreased.

CONCLUSION

The Social Security Administration maintains 450 field offices throughout the United States, all of whom are there to serve you if you have any problems.

From personal contact with the New York staff, we have found them to be very courteous and helpful. They seem anxious to see to it that you get what is coming to you.

If you cannot call at one of their offices for assistance, they will go into your individual case if you contact them by mail.



SHIPS' MINUTES AND NEWS

Crew Stages Rip-Roaring Vodvil Show

Crewmembers of the SS William Cox shook the mothballs from their stored up talent, when the vessel tied up in Galveston recently, and shaped up a star-studded shipboard show that, at least, was a screaming success. Seventeen sizzling vaudeville acts, running the entire range from an accordion recital right down to the inevitable strip-teasing bump and grind routine sparked the night's entertainment.

There was little doubt as to the Seafarers' versatility when the curtain rang down on the last glittering act. The three passengers who came in on the Cox beat the drums in booming measures for the lads who shuffled across the boards. Their acclaim for the performance was reported by Ray Sweeney, Galveston patrolman.

AMONG THE BEST

A ten minute intermission followed the ninth number — a group singing of "Hail, Hail,



The Gang's All Here," which was reported heard in some quarters of the borough of the tree and the Lipless bums. Refreshments —FREE—were served as a courtesy of the Stewards Department.

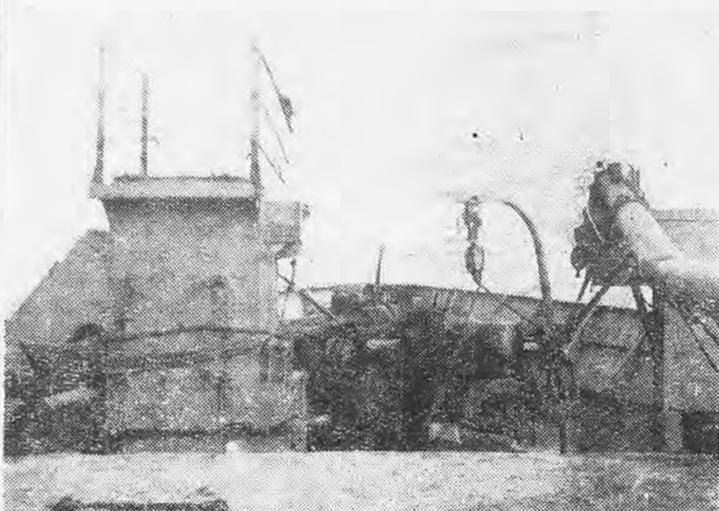
Then back on the boards went the spoofing and hoofing members of the Deck and Black Gangs for the second half of the production, led off by "Teddy, the Troubadour," singing "If I Had A Nickel" under a shower of coins from the responsive audience.

In addition to the song, stripper and accordionist, the riotous program included a soft shoe shuffle, the tearful "Frankie and Johnnie" ballad, and a scintillating samba sung and hipped by "Rosie" Terrill.

The committee which arranged and produced the shipboard spectacle was comprised of the following: Arthur J. Moelter, Ch. Eng; Thomas Case, Third Mate; Sylvester Zygarewski, Steward; Thomas Brescia, OS; Andre Touchon, AB; Marice Parker, Oiler. The program states the committee was given special assistance by Ludwig Proskauer, apparently a passenger.

The program distributed to the audience was as follows:

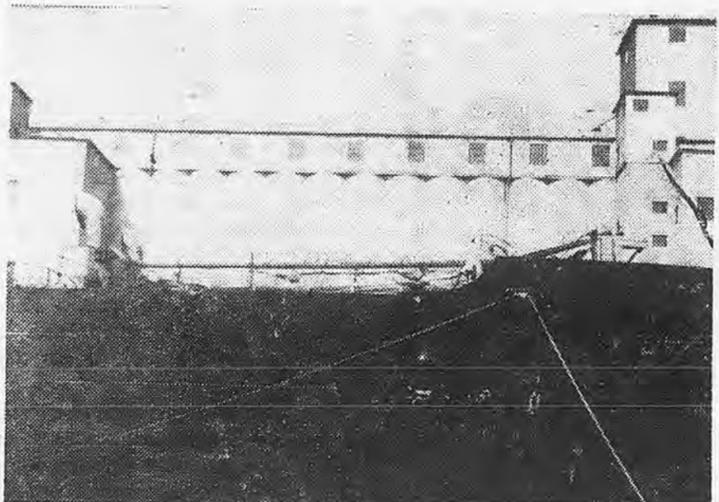
NORTH ATLANTIC STORM MAULED THE MANDAN VICTORY



The heavy seas and gales that played hell with trans-atlantic traffic last month didn't skip over the Waterman vessel. In the ruckus the night of March 20, the forward mast was ripped out, went splashing over the side. Damage up forward is seen in photo above. Top n' lift laid across and creased the starboard boom.



Twisted ladder hangs lonesomely at spot where mast stood solidly before storm took a hand. No one was hurt. Donald Herlihy, AB, who took the pictures was in the wheelhouse when the accident occurred. He said the ship was traveling light on the return voyage when she ran into the storm's fury.



Safely tied up at a Brooklyn dock, the Mandan Victory presents this picture of a vessel minus her mast. After the mishap, the ship heaved to and waited four days for the storm to subside.

At Seven-Thirty P.M. The Deck and Engine Departments present SEVENTEEN, COUNT 'EM, SEVENTEEN BIG ACTS OF VAUDEVILLE!! featuring that sensational comedy team MOELTER & CASE and MAESTRO LUDWIG PROSKAUER (on the accordion)

PART ONE

1. That great Gershwin Classic "Rhapsody in Blue," poured sweetly from the accordion by MAESTRO LUDWIG PROSKAUER
 2. A Hot Little Numbah, "By Mir Bist Du Schoen," a rendition by TINY, THE SINGING WAITER
 3. "A Few Words from one of the special guests of honor" BILLY, 2nd MATE
 4. The Black Gang Band with "I'm Sure of Everything But You" on his guitar NICKY, THE PITS
 5. A Soft Shoe Shuffle to the tune of "Darktown Strutters Ball" by JOE FRISCO ZYGAROWSKI
 6. That International Two-Some in an Intimate Love Song, "Take Me In Your Arms" MARIE and GENE
 7. And now, to that popular show-song, "A Pretty Girl Is Like a Melody," the bumps and grinds of ROSIE, THE STRIPPER
 8. "Rainbow at Midnight," gaitered and moaned by the Deck Gang hill-billy TEDDP, THE TROUBADOUR
 9. "Hail, Hail, The Gang's All Here," Everybody raising their voices and shaking the Brooklyn Bridge EVERYBODY!!
- TEN MINUTES INTERMISSION —
FREE REFRESHMENTS!!! FREE REFRESHMENTS!!!
(Courtesy of the Steward's Department)
Real Elegant Service by TINY THE SINGING WAITER and That Continental Concubine MADAME ANDRENEVA TOUCHON!
- ### PART TWO
10. Plunking and crooning "If I Had A Nickel," a return engagement of TEDDY, THE TROUBADOUR
 11. By Popular Demand, shuffling to the "St. Louis Blues," in his own inimitable way ZIGGY, THE FRISCO KID
 12. Lifting his dulcet voice on the wings of that Neapolitan melody, "O, Solo Mio" TINY, THE SINGING WAITER
 13. A sizzling South American number, "Ay, Ay, Ay, I Love You Very Much," danced by luscious ROSIE TERRILL
 14. Our illustrious Maestro, playing a medley of Russian songs on his accordion MAESTRO LUDWIG PROSKAUER
 15. "Frankie and Johnnie" GENE, THE PURSER
Rendered by that Hangover from the Gay 90's
 16. At last, THE STAR OF THE SHOW assisted by MOELTER and CASE
 17. A Community Sing: "My Bonny Lies Over The Ocean"
"Let Me Call You Sweetheart"
"Hand Me Down My Walking Cane"
"Auld Lang Syne" EVERYBODY!

SS Yarmouth's Black Gang Asks Change In Quarters

The Black Gang men of the SS Yarmouth, Eastern Steamship Lines have urged steps to procure a change in their quarters to "C" deck aft, charging that the rooms presently assigned to them are crowded, poorly ventilated and generally unsuitable.

The Engine department men, in a resolution adopted April 1, recommended that officials in the port of New York act in the beef upon termination of the present series of Nassau runs.

Conditions in the quarters now available were likened to those prevailing seven years ago when the vessel was chartered to the Alcoa Steamship Company. At that time the Seafarers International Union fought

successfully to have the Black Gang quartered in "C" deck aft.

"Today, after a lapse of seven years," the resolution says, "we again find ourselves forced to occupy the original quarters under even more unsuitable conditions, while the licensed personnel have been given new quarters."

The resolution concluded with a recommendation that "we request our New York Hall to contact the Boston branch to insure similar steps being taken in regard to the SS Evangeline, now in the process of reconversion."

Malden Comes In Ship-Shape With A Crack Crew

At the payoff in New Orleans last week, the Seafarers International Union's crack crew aboard the SS Malden Victory, Waterman Steamship Corporation, wound up "a very good trip" that was highlighted by an exceptional spirit of cooperation among all hands.

The vessel called at Bremerhaven and Bremen, Germany, and stopped at St. John's, New Brunswick, and Jacksonville, Fla., before paying off in the Crescent City. Patrolmen who boarded the ship at the point of payoff complimented the crew on the cleanliness of their quarters.

At shipboard meetings during the course of the voyage, matters which received unanimous support were Union control of the stowage and measures to maintain shipboard cleanliness. The crew also concurred in the resolutions adopted at San Juan and New York meetings calling for pictures and biographical sketches of men running for Union office to appear in the SEAFARERS LOG.

Militancy Marks First Meeting On Seatrain Ship

Militancy marked the first meeting aboard the SS Seatrain New York, one of the four new Seatrain ships, with the passage of several motions calculated to insure safe and satisfactory conditions on the vessel's coastwise trip.

The meeting, held April 1, was chaired by Fred Lewan and Arthur L. Smouse did the recording.

In the interests of safety, the crew unanimously declared that the ship would not sail until the cargo was properly secured. Nor would it leave until all Stewards stores were aboard.

Under Good and Welfare, it was agreed that an effort should be made to set up a library aboard ship. Also that a washboard should be placed in the laundry room, and that paint should be made available for the Deck and Engine Departments.

SIU Ship's Minutes In Brief

DEL MUNDO, Nov. 24 — Chairman Johnson; Secretary James Johnston. Discussed matter of payment of overtime. It was decided to check with Patrolman to find out if overtime was involved owing to fact that deck men were called before sailing time. Deck and Engine Delegates reported all okay in their departments. Slight difficulties in Stewards Department were straightened out to everyone's satisfaction, reported the Delegate. Motions carried: to see Purser about keeping slopchest open from 2:30 p. m. to 3:30 p. m., and from 6:30 to 7:30 p. m. to give all hands chance to be served. Discussion on number of men eating in both unlicensed messrooms. Decided to retain status quo on seating arrangements.



§ § §
WALTHAM VICTORY, Jan. 11—Chairman P. A. Tumas; Secretary P. A. Kenfield. Minutes of last meeting read and approved. Discussion on Stewards' stores. Stores will be checked as they come aboard, with motion being carried to make purchases from a different chandler. Motion carried to extend thanks to Third Mate Sullivan for the work he did for the unlicensed personnel. One minute of silence observed for Brothers lost at sea.

§ § §
ROBERT R. McBURNEY, Feb. 19 — Chairman L. A. Wright; Secretary T. A. Laumann. Proceeds of fines are to go direct to hospitals. Motions carried: that sand soap be issued each week; that desk light be installed in 12-4 foc'sles; laundry scrub board be repaired; if possible, to install steam pipe in laundry room for boiling clothes. Third Cook will attempt to change books. Decided foc'sles will be left clean, with fresh linen on bunks for next crew.



§ § §
YORKMAR, (Date not given) Chairman William Speaker; Secretary Arthur Reciniti. Decided to check fans and replace missing ones. No cots aboard. Steward said they would be put aboard at first opportunity. No hand soap or stoppers for sink. Several necessary repairs listed for action. Crew decided to call for additions to library when the ship hits port.

§ § §
DIAMOND HITCH, Feb. 17 — Chairman Howard Guinier; Secretary H. Carroll. (Special meeting) Deciding whether the ship should sail with present Chief Engineer. New crewmembers aboard do not realize the situation—matter explained in detail. Motion carried not to sail with present Chief Engineer.

§ § §
DEL MUNDO, Jan. 19 — Chairman Trewil; Secretary Adolph Capote. (Special meeting) Charges by one of the crewmembers against a crewmember of another ship were discussed. Crewmember denied ever making the charges.



FLORIDA, March 2 — Chairman Dan Thomas; Secretary Charles Cuminskey. Delegates reported good cooperation from ship's officers. New Business: Motion carried: that Deck Delegate be instructed to see that all members of the Deck Department stand their watches, or get someone to stand in their place if they wish to go home in port. Motion carried: that Delegate have a sign placed in crew's stairway forbidding all persons other than crew members from entering crew's quarters. Motion carried: that Deck Delegate be instructed to see Steward and inform him that messmen shall not be allowed to procure native help for the messroom while in port, unless those persons have a doctor's certificate stating that they are free of all communicable diseases.

Mandarin Slopchest Got Under His Skin

Thanks to shoreside competition, Brother Laffler, AB aboard the SS Mandarin didn't have to shed his skin to purchase a suit of underwear at the ship's slopchest. But he did get scraped a bit in the deal.

When he popped in on the Purser, who was doing business as usual at the old seagoing clipstand, and ogled the price, he figured he'd be trading his shirt for the cotton undies. The tariff was \$2.40—per pair. Shoreside the price was \$2.04.

Brother Laffer wasn't going to be caught with his pants—certainly not without a suit of underwear.

So he squawked. The Purser dropped the price somewhat. Laffer squawked some more. The price finally came down to \$2.25 for the doo-dads. But they have got to come down still more. The price, that is.



§ § §
BRAZIL VICTORY, March 2 — Chairman Daniel Segal; Secretary Leo M. Morsette. Delegates reported. New Business: Motion carried to have messrooms and pantries locked at all times to keep unauthorized persons out. Motion carried to have the Delegates go through crew's quarters and pick up all library books not being read. Motion carried to instruct headquarters that when improvements and changes are made they should become standard on all similar type ships. This would eliminate a lot of headaches and beefs. Motion carried to have N. O. Agent check and see if there is a penalty for 183 tons of butane and Petroleum gas, as crew is uncertain whether or not this is considered explosives.

ROBERT M. T. HUNTER, Feb. 23—Chairman M. Pappadakis; Secretary Tom Williams. New Business: Motion made to donate 50 cents each to send radiogram to Sec.-Treas. concurring with his answer to Joseph Curran of the NMU. Motion carried. Fines set up for various offenses in messroom. Money to be sent to Seafarers LOG. Two plates of night lunch to be put out, one for watches after midnight. Good and Welfare: Suggestion that members refrain from removing toilet paper from one head to another. Arrangements made for each department to clean recreation room. All crewmembers to help keep library clean and in order.



§ § §
ROBERT R. McBURNEY, Feb. 9—Chairman L. A. Wright; Secretary T. A. Laumann. Deck Delegate reported four or five hours overtime. Engine Department Delegate reported attempting to get two or three hours overtime for wipers cleaning hot well. Steward Department Delegate reported all okay. Old Business: Motion carried to make all fines one dollar, except laundry which will remain the same.

§ § §
ARTHUR M. HULBERT, Feb. 16—Chairman O. F. Martin; Secretary Harold Evans. List of fines for offenses drawn up all fines to be donated to hospital fund at payoff. The crew as a whole gave credit to the Stewards Department for the splendid work they have done during the hard luck they have been having. A thorough check of the slopchest and medical supplies to be made and all shortages to be ordered upon arrival in the United States. List of repairs and improvements drawn up.



§ § §
EZEK HOPKINS, (Date not given) Chairman A. R. Valasco; Secretary W. T. Barber. New Business: Delegates reported everything running smoothly. All members stood for one minute in silence in tribute for brothers lost at sea: Motion carried to have OS and Wipers clean the crew's recreation room and laundry; to have crewmembers keep the mess-hall clean from cigarettes and matches. Each person who uses laundry to clean it after use.

§ § §
ROBIN GOODFELLOW, Mar. 5—Chairman Bud Bryant; Secretary Cameron. Motion carried to take up only new business and farewell of the crew. Motion carried to get library aboard. Motion carried to elect a departmental committee to investigate stores and slopchest. All hands stood in silence for one minute for brothers lost at sea. Good and Welfare: Quite a few members blew their tops, mostly on education of union members.

SEAFARER SAM SAYS:



ARRANGE MUTUAL TIME-OFF THROUGH HEADS OF DEPARTMENTS ONLY!

CUT and RUN

By HANK

We would like to advise the Brothers who have been and are now using the fourth floor Baggage and Mail Department for their letters, baggage, etc., that after three months these articles cannot be held in New York any longer. However, they shall be sent to home addresses, etc., or if addresses are not given, they shall be disposed of otherwise. So, Brothers, when you come back from your trips and hit the other ports down the coast, before you make another trip make sure you have notified your New York Mail and Baggage Department asking for your mail, etc., and where you want it sent . . . New York shipping continues to be real good and more and more Brothers are coming into the Hall to get away from the hot summer weather which will be baking New York soon . . . In fact, shipping is swell down in Mobile, says little Charlie Stevens, who came in from his trip without his familiar cigar. We'll bet a deflated dollar that New Orleans is booming with ships for those Souse American voyages with plenty of cool weather and Latin jazz . . . Brother Herbert Braunstein, whose hometown is Waterloo, Indiana, shipped out for New Orleans and elsewhere. Let's hear from you, Herbert!

§ § §
We would like to extend this shipmate-type of a message. Blackie Hoffstein, Bosun on the Captain Knot, says that he has another dog for good old Peg Leg Anderson. Doggone it, Brother Anderson is sure lucky to have a shipmate like that, indeed . . . Fred Johnson, the oldtimer of a deck engineer, says that he feels like a million dollars now after working seven days on a ship which was finally sold. Now he's going to grab the first deck engineer's job he can and enjoy a trip for awhile . . . Oldtimer Paddy Nash is all set to ship out while his son Eddie Nash just came in from a trip to Nassau . . . Little Eddie Kasnowski, the oldtimer of a Steward, really did think of his shipmate, little Joe Ehrhart, whose home town is in St. Louis, Missouri. The LOG is now being mailed every week so little Joe can keep up with current union activities or catch up with what happened during the months he's away on a voyage.

§ § §
Deck Engineer Claude Davis said last week that he was going to ship out with Brother Pete De Pietro who had just come in from a trip to South America. Let's hear from you guys how the trip is getting along . . . To Steward James "Skeets" Coyne we want to let him know that his shipmate Johnny Burke is here in New York, fresh from a trip concluded in Houston Texas. Your pal, Johnny Burke, heard that you were asking for him while you were in New York. No doubt you two shipmates will meet each other unexpectedly in the hall one of these days . . . We received a short letter from oldtimer John Santos who is taking it easy up there in Massachusetts: "I'm writing to say hello and how are all the boys in New York. Okay, I hope. I'll be seeing everybody sometime in June." . . . Brother Blackie Vince Kane, who loves those trips to the islands, just dropped in to say hullo and confessed that he's anxious to grab a ship down there again. In fact, he'll even fly down there if he has to. Well, as they say it down in South America, Blackie, take it easy, boy . . . Brother Lucky Lee Luciano said last week that Captain Francis Boyer is one real swell skipper and it's a pleasure to sail any ship with a man like him, indeed . . . Brother James J. Sills, who proudly announces that his nickname is "Boxcar Kelly," just came in from a trip out of New Orleans and is all set for another voyage out.

THE MEMBERSHIP SPEAKS



Backs Michelet's Voluntary Plan For Assessment

To the Editor:

I have just read a letter in the LOG by Brother Macauley wherein he, like me, found Frenchy Michelet's open letter full of sound advice for the membership.

However, I think that Brother Macauley misunderstood Frenchy's voluntary assessment proposal. Brother Michelet definitely meant that the proposal should be submitted to the membership for referendum vote. Frenchy is a stickler for constitutional procedure, as anyone who was within shouting distance of a regular meeting in New Orleans several months ago can testify.

I am wholeheartedly in favor of a voluntary assessment as proposed in the open letter. No book member would be obliged to pay it unless he wanted to from purely militant union principles. On the other hand, it could be made obligatory in practice for all future tripcard members.

Half of these guys are only going to sea to skim off the cream. As soon as things get tough again, they'll head back for the farm. So why shouldn't they bear some of the costs. The money would be used to continue the fight for decent conditions for those men who went to sea in the lean and hungry years, and who propose to keep right on going to sea for the rest of their lives.

If this type of assessment had been in effect during the war years, we would now have an additional two hundred grand in the treasury to fight seamen's battles.

Charlie Wilson
Baton Rouge, La.

(Ed. Note: Michelet's proposal was made in the following paragraph of his open letter, which appeared in the Jan. 10, 1947 issue of the Log:

"Brothers, the financial reserves of our organization has been dangerously depleted during our recent successful strike (Sept. 1946). The Union was forced to lay out an enormous sum to feed and flop the membership and to conduct the business of striking. So I want to take this opportunity to urge all of my brother members to actively work for a ten dollar voluntary rehabilitation assessment.")

Memo To Michelet: We Miss You

To the Editor:

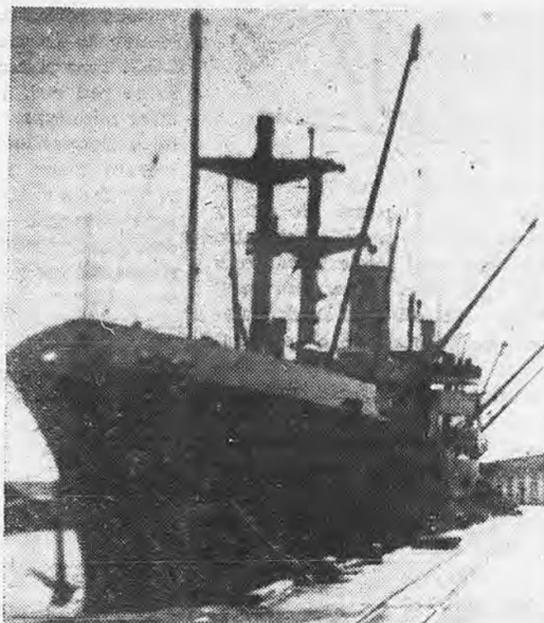
See by the LOG tha 'Frenchy' Michelet has been 'seen' in ump-teen more places. That guy get's to more places than Kilroy. Next time he shows up will you please put some salt on his tail. The gang here would like to make another swell trip with him like the one we all made to Savonna on the Cecil Bean.

Jimmy Judd & The Gang

TWO CREWMEN AND THE MONROE VICTORY



Jack Tropeano, Wiper and Robert Bell, Messman.



The Isthmian ship returned recently to New York after a voyage to Honolulu. Photo above shows vessel tied up in the Hawaiian port.

Oldtimer Bids Young Seafarers Carry On In True Union Style

To the Editor:

I am one of those Seafarers who doesn't have a chance to get the LOG hot off the press, but even at this late date I'd like to answer Brother Henry Sohl on his letter "Strengthening Ties Binding New and Old Members," (LOG, Dec. 20).

Brother Sohl has mixed unionism with money loans, and when it comes to new members I believe he has the wrong course.

I have sailed with many young members, some were the finest boys I ever met. During the war I taught them to the best of my knowledge, but now I am a sick man trying to teach a bunch of back-riding tripcarders who think the Union is only a place to get a job so they won't starve to death.

Many times I've had the honor of acting as delegate, and serving the men was my greatest pleasure. This trip I had to give the delegate's job up because it's impossible to be a bosun, a teacher and a father to seven tripcards out of eleven men.

TRYING TASK

Did Brother Sohl every try to delegate a man to stand gangway watch during overtime hours and hear six refusals? Or did he try to teach a guy to splice and have a tripcard tell you its the Bosun's job?

But when it comes to sweat overtime they stand in front of me blowing their tops and telling me "how do you expect us to be good union members unless you teach us?"

According to them I should stand th' weekend gangway watch because I have no girl in this port or such other bilge water arguments.

I suppose Brother Sohl would take it to the Mate instead of straightening it out. Of course,

if you take it to the bridge you are a jerk. It doesn't matter how much you try to do the right thing, you're still a bum in their eyes.

No Brother Sohl, I don't want you and the young seamen to learn the same way I learned in the 1920s and up. I have a son, too, who may go to sea and I don't want anyone to kick him around as they kicked me. Nor do I want him to eat from a tin plate covered with dirt and rust or stand watch on and watch off without making a full day.

Okay you say, why don't these guys get on the ball? Okay, you see that the young jokers get on the ball then we old jokers will do the rest. The young members should realize that many old jokers died to build a union.

To them we owe what we have today. Let's remember and honor our departed brothers especially those who fell during the 1934-37 struggles. Let you, Brother Sohl, write an article to the LOG about calling on them for their share instead of living on the struggles of the

old men who are tired now.

After four years of war it kind of got the best part of our energy, it's time for the young seamen to start learning. It's time for them to put their hands to the job instead of standing by with their teeth in their mouth like a bunch of fools while the old men do all the seamen's work.

PITCH IN!

Pitch in, fellows! You can't learn with books alone. You must get your hands dirty. Give a hand Brother, ask questions, forget the portlight zone just for a few hours a week. When the serang gives you a job that you don't know — tell him, he will gladly teach you.

Remember your serang is between fog and fire. He must get along with topside and you. Cooperate with him, and you will have a fine trip and bring in another SIU ship with flying colors.

We want you to keep on sailing in SIU style, the best and nothing but the best. How about it Brother Sohl and all the rest of you young men? V. PEREZ

SS Fisher Is Covered All Over With Rust

To the Editor:

I have read in the LOG that you would like good tips about different ports we hit. Well, if any of you fellows hit Port of Spain, Trinidad, stay away from the local doctors. If you need treatment for anything go to the Carribean Medical Center. They have a nice hospital, they give you the best of service, and the doctors are very good.

So much for my trip.

We are aboard the SS Benjamin A. Fisher, an Alcoa pride and joy (so the Skipper thinks.) There is nothing but rust from stem to stern. The Skipper and

Chief Mate would like to get her all cleaned up but they won't turn the Deck Gang to on overtime, because they are afraid it will hurt Alcoa's bankroll.

BELL TO BELL

They only work the watch on deck, and it is strictly from bell to bell. The Chief Mate is so afraid of his job that he lies awake all night thinking about it.

SHUTTLE RUN

Since sailing from Pensacola, Florida on the 28th of January, we have made a trip to Reggio,

Your words have a ring as true as steel,
It tells so clearly how you big lugs feel,
But since you can't define the reason why—
I'd like to tell you what I think—
at least I'll try.

For decades and centuries beyond our ken,
This world has always been ruled by men,
And yet behind each man, both small or great,
A woman always helped to decide his fate.

When a man is "on the make,"
He'll do anything for her sake—
So I'm willing to wager "Baby" is now his wife,
And Vic's acting male cause she's hooked him for life.

SEAMEN'S WIVES URGED TO BACK 'FIGHT FOR RIGHTS'

To the Editor:

I want to congratulate you for the interesting articles appearing in the LOG. I read every page, and if it does happen that something isn't quite clear, I ask my husband, who is a merchant seaman. And now a word to the wives of seamen.

Calling all seamen's wives:

Now that I have the opportunity to get my hands on the LOG every week, I realize how this paper can help you get acquainted with your husband's job. To be a seaman's wife means more than counting the days when he will be ashore, and until you will be saying goodbye to him when he sails away again...

Stand by his side and help him in the fight for his rights!

Mrs. Charles B. Martin
Mobile, Ala.

Italy, with coal, and from there we went to Paramaribo, Dutch Guinea for Bauxite. Since then we've made one shuttle run to Port of Spain and back to Paramaribo.

We don't know whether they are going to keep us down here on a shuttle run or send us straight home. I can be safe in saying the crew is praying they will send us straight home.

Well, I guess that is about all I know of to squawk about. I'm sorry I haven't anything good to say about the trip other than we have a very good SIU crew.

G. B. Gillispie
Port of Spain, B. W. I.

SEAFARERS AND BASEBALL IN THE PHILIPPINES



SIU-SUP men sparked the game between the crews of the SS Niantic Victory and the SS Mount Greylock. Seafarers in the photo above are, front row: 3rd and 4th from left, G. J. Miller, SIU, and L. H. Westcott, SUP; back row, left to right, Denny White, SUP; I. P. Martin, SUP; and 4th and 7th from left respectively, Bernard E. Lin lin, SUP and Julien Tomas, SUP.

Union Men Must Respect Picketlines, Says Brother

To the Editor:

This article is in regards to the crossing of legitimate picket lines. We note from time to time in front of stores, restaurants, apartment buildings, small shops and various other places, one or two picket lines marching up and down. Their picket cards clearly state that such and such a local union is on strike for better wages and working conditions.

In spite of this, I have noted, in various cases, many people ignoring these small picket lines and patronizing the struck places. This is, in my opinion, a sorry situation. Strikes, no matter how small or seemingly insignificant, should be supported by all working people. The crossing of a picket line stamps the violator as a scab in the eyes of true union men and women.

These beefs are legitimate beefs for wages and working conditions and should be respected, regardless of size. Of course, it is well to remember that political commie and phony fascist lines are another story. Picket lines of these types are purely for the purpose of misleading union people into thinking that they're out there for increasing

wages and conditions. Such is not the case. The intent behind the front is to spread false propaganda, and to strengthen the ideology of certain foreign powers.

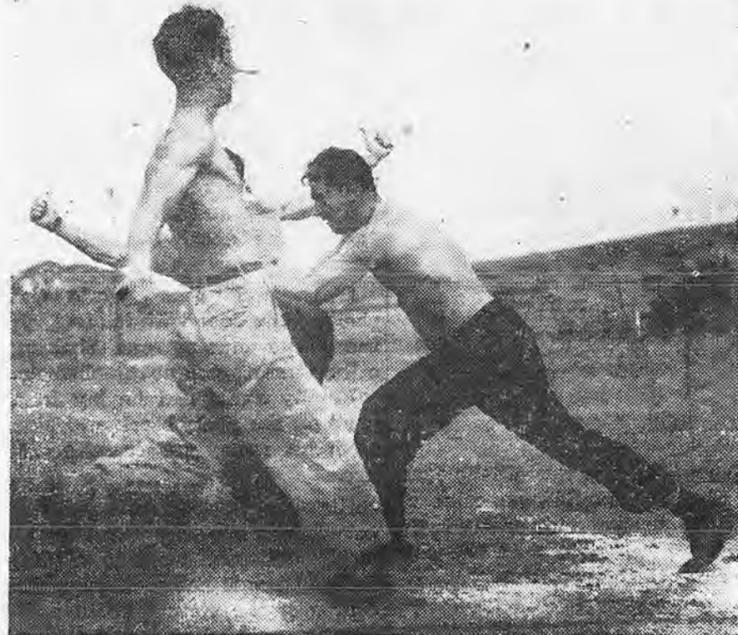
Let's not be misled. It is always a good policy to inquire of the pickets just who it is they represent and the object of their beef. If their beef is legitimate we should back them. If they



are simply fronts for commie and fascist organizations making a political line, they should be ignored.

But to be remembered is the fact that regardless of how large or small a picket line is, if it is there because of a genuine trade-union beef, don't cross it!

Louis Goffin



Seafarer Bill Willridge stretches for an easy putout.

SCORES JOB STUNTS PULLED BY PERFORMERS

To the Editor:

The practice of some men taking jobs in order to work a few days and then collect port pay is drawing a lot of resentment from the membership.

These men sign off the ship a day or an hour before the ship sails. This practice not only causes animosity among the members but also between company and Union.

I propose that a stiff fine be imposed on members who pull such stunts if they fail to give a valid excuse for their actions.

(Name withheld on request)

Conditions For Unorganized Lakes Seamen Are Far Below The Seafarers' Standards

To the Editor:

Well, I've been reading in the daily papers lately what a number of people think of John L. Lewis. Well, here's what another one thinks. John L. Lewis has always been, and always will be for the man who works. Wish we had some men like him in Congress—in the House or Senate—and then we'd have a little more justice. We're backing Lewis 100 per cent.

It's about time we Americans woke up, and started to really fight for our rights. Sure, the industrialists give us a raise of 5 to 8 cents an hour, but what happens? Bread goes up a cent a loaf; meat from 4 to 6 cents a pound; rent maybe \$5 monthly; clothes go up 15 per cent; shoes 10 per cent; and everything rises from 5 to 25 per cent. Isn't it so?

What we need is more fighting to have the income tax lifted from the low income brackets.

I'm no commie! In fact, I hate them and all fascists, and all they stand for. But, there is one "ism" that I believe in—that's Americanism!

We've supported some of these politicians for years on the basis

of their empty promises. And most of these guys have never done an honest day's work in their lives. Let them go out and struggle, and try to get along on



what they think we can. Let's try to replace these parasites.

Another thing, why don't they give these GI kids a chance? Most of these kids in the last war are wise, not like us goofs in the first one. They pulled the wool over our eyes, but not these fellows. They're on the ball, and I know, because I've been with them in all zones.

A number of outfits like the Lake Carriers are behind this open shop drive, but they can't cram their phony propaganda down our throats. No one has

ever tried to expose these Lakes outfits like the LCA. Why, when I left the Lakes to sail on West Coast ships for a while, I was astounded.

They had three watches where I'd worked two on the Lakes, two men in a room, fed like a hotel, linen changed twice a week, overtime over 48 hours, and relieved the watch for 30 minutes for coffee and smoke anywhere and any place. On the Lakes, some ships have no coffee time or relief from 6:15 A.M. and 12:45 P.M., and no relief at any time on the rivers, depending on the Skippers.

GIVE GIs CHANCE

Yes, that's why I say give these kids and ex-GIs a chance down in Washington. They can't do any worse than the guys we have down there now, and will probably do a lot better.

Most of those guys down there were sitting around Washington while we were going to Russia, Italy, North Africa, South Pacific, and Japan. Now they want to push us around, and cram the open shop at us. But, we won't take that kind of pushing around. We in the SIU have won all of our beefs in the past, and we'll win against these phonies,

Robert "Baldy" McAadoo

STOPOVER IN THE PHILIPPINES



Posing in the bright sun in the port of Masinloo are five Seafarers, crewmembers aboard the SS Fairland. Left to right: Brothers Baumgardner, Howard, Jonier, Church and Steele.

Hits Anti-Union Sob Stuff

To the Editor:

Have you seen the latest type of shipowners' propaganda? Enclosed is an article from the New Orleans States, which at first glance seems to be about some GI blowing off. But if you read it over a couple of times you can see all the holes.

The article tries to say that this GI is an American, served in two world wars and can't get a job as a steward because the NMU told him their men waiting to ship out would be given first preference. The article says that the guy was told by several shipping companies that he could have a job if the Union would give him papers.

The headlines says, "Union Action Denies Vet Job on Vessel."

If this guy was as American as he says he is he wouldn't want to kick another man out of a job to make way for himself. If he has such a good background as he claims in the article, why doesn't he just get a job ashore, so he could be with his two children after being away from them for so long.

Even so, with an NMU contract those companies had the right to hire their own Stewards, providing he joined the union. If the company wanted him, they could have had him.

P. A. Carlson
SS Cape Edmont

Seamen Meet The Queerest Characters

Here Is A Whole Boatload

By JAMES PURCELL

I have been reading with interest the articles in the LOG about the various characters who have been found aboard ships. I wonder, though, if Louis Goffin and "Steamboat" O'Doyle ever sailed with a whole shipload of characters at one time.

My last ship, about a year ago, was just such a ship, so pull up a chair while I unravel the antics of these birds.

The first character was an Oiler, a collector of saponification products.

One day, just prior to sailing for the other side, the boys were knocking off a few bottles of beer in the Oiler's focsle when someone tried to move a body out of the way. It wouldn't budge.

So, the boys investigated and discovered it loaded to the gunwales with soap.

It happened to be the body of one of the Oilers who, being the romantic type, used to go ashore with a few bars of soap, and when he found a fair damsel he would give her a bar to clean up so he could see what she looked like.

If she passed muster she was supplied with soap from then on. This earned him the nickname of "Soapy."

NO EARLY RISER

Then we had a Wiper whom no one less than the Chief Engineer could get out of the sack. It was a regular morning ritual. The Oiler would call him at 7:30 a. m. and again at ten to eight.

Then the First Assistant would call him at eight, and the Deck Engineer at quarter after, finally the Chief at 8:30.

With this he would roll out of the sack, yawn a few times and then raise hell with the Cooks and Messboy for his breakfast.

We had a Third Mate who was a professional wrestler. He con-



tinually boasted of his prowess as a wrestler.

One day the boys had a drinking bout in the Bosun's room. Among those present were the Bosun and Deck Maintenance, young and strong Swedes.

During the course of the fiesta, the question rose as to the Mate's wrestling ability—the next thing I knew the Third Mate was sliding along the alleyway on his nose.

It appears the Deck Maintenance was a rough and tumble fighter from the paper pulp country of Sweden, and he had put the hooks to the Mate before he could lift a hand.

WHAT HAPPENED

The next day the Mate asked me what happened. I told him he had tripped in the alleyway. I don't think he knows to this day what happened.

The next night the party was

in the Third Mate's room—plenty of noise and what have you.

At three o'clock in the morning the Old Man came down to break it up. The Third Mate began weeping on the Old Man's shoulder, pleading with him to let them have a little fun.

Up stepped the Bosun and Deck Maintenance. They asked the Third Mate for permission to throw the Old Man over the side.

Ye Gods! That aquavit is powerful stuff.

Well, to show the Old Man they meant to have some fun, they went below and broke Soapy out of his sack. Soapy, you see, could play hell out of an accordion. They told him to



start playing and the first time he stopped—over the side he would go.

Soapy played, and no one got any sleep for the rest of the night. All night long he squeezed and the sweat rolled off his brow like someone had turned a hose on him. What a night that was!

GREAT LOVER

Then we had a Purser, and answer to a maiden's prayer—Don Juan himself. In every port he fell in love and wanted to get married, but he always sailed leaving a broken heart behind him.

This voyage, on the return trip, we carried some passengers. Among them was a young refugee, a girl about 21, so the race began.

The Purser turned on his charm, but he couldn't speak her language. The only crewmember who could speak to her was Soapy, who was immediately enlisted as interpreter.

Unfortunately she had a brother on board and every time she disappeared he would dash all over the ship looking for her. This got on Soapy's nerves, so it was no soap for Soapy. Of course, the Purser wanted to marry her before we got in.

One night before we got in, the First Assistant went on watch loaded to the gills, unable to stand up. The Old Man heard about it, rushed down and threw him out of the Engine Room.

The First came up on Deck and tried to get the Deck Gang to lower a boat so he and a sleepy Oiler would not have to face charges upon arrival.

BLONDE SHADOW

Of course, the Old Man had his faults. He had a blonde passenger who followed him all over the ship. Whenever you saw one you saw the other. Well, that made it easy for the BR Steward, because she became the custodian of the Skipper's room.

With all these capers going on, the Skipper would sit in the Saloon, holding his head in his hands moaning, "What did I ever

Rank And File Seafarer Sees ITF At Work

(Continued from Page 3)

acted upon, not by brass or pompous politicians, but by men with experience at sea and experience with seamen's problems collectively.

Just as the shipowners of the different countries have the same interest, so do seamen the world over have a common interest. It was this common interest and determination of the ITF members that left a deep impression on me.

With attempts by large shipping interests to transfer tonnage to Panamanian registry to avoid union conditions on their ships, the role of the ITF becomes one of prime importance.

INTERNATIONAL ROLE

Just as a seaman's occupation is international, so are his bosses international. For this reason, if no other, the seaman's protection should be international.

No member of the SIU would feel out of place attending an ITF meeting. It is just like a bunch of seamen on a SIU ship discussing their problems—only on an international scale.

After the meeting I began to realize that this powerful group is almost unknown to many seamen. The tremendous power of this organization and the work it is doing should be on the lips of every Seafarer.

Some method should be employed to spread the facts about the ITF and its work.

One of the best ways of making the ITF known to the members of the SIU and SUP will be through the effectiveness of a boycott of Panamanian ships.

Just as the 1946 SIU General Strike was an education to most Seafarers as to how the government bureaucrats can be licked, so will an international boycott of Panamanian ships teach the importance of the ITF in beating the international shipowners.

SEE IT IN ACTION

There is no better way of learning about a thing than by seeing it in action. The Caliber of the men I saw representing the unions of different countries convinced me that they are of the same material that gives us the strong representation we receive at home.

Our affiliation with the International Transportworkers Federation will demonstrate its value by an effective boycott of the Panamanian ships. There can be no question of its success.

It now remains for all members of the SIU and SUP, as members of the ITF to make the boycott a real success, if and when we decide to hang them up.

do to deserve this."

Well, he sure did deserve it, for he was possessed of a neat little habit of taking pot shots at the Deck Gang with his pistol.

There were more characters on the ship, but you'd go mad if I went any further.

The Skipper Cut Capers

By LOUIS GOFFIN

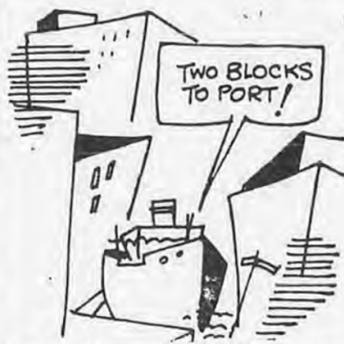
In recollecting my experiences with seagoing characters, I feel that I cannot overlook the experience I had with a Skipper I sailed under many years ago. His career has a tragic end, but while he followed the sea, he was the source of much shipboard amusement, and at times, speculation.

I first encountered him aboard the SS City of Joliet in New Orleans during the early '30's. He was skippering the ship and what a Skipper he was.

When I came aboard he was in the twilight of his career, and his capers were well known to the regular gang aboard. There was little doubt as to where he was destined to wind up, but he still clung to a thread of sanity, so there was little to do but stay out of his way.

The Officers were not so fortunate as they had to obey his orders—orders that at times courted disaster.

One time in particular when we were coming home from North



Europe, the ship was off the coast of Florida. The Skipper came up on the bridge and ordered the Mate on watch to take the ship in close to the coastline.

EXPECTING HIM

When the Mate told him it was unsafe, and there was a chance that the ship might be grounded, he only growled and said he was the Master.

"Besides," he told the Mate, "I have some friends living on the coast and I want to stay 'hello' to them. They are expecting it of me."

When the Mate saw that the Skipper was serious and the ship was heading dangerously close to the reefs, he had no choice but to grab the Skipper, chase him out of the wheelhouse, and put

the ship back on its course.

At another time, while clad only in a pair of shorts he accidentally locked himself out of his room. Realizing his predicament



he grabbed the knob and started shaking it, but the lock held.

He looked at the door, and then addressed it yelling, "I am the Master! Everyone has to obey me . . . that goes for doors too!" (Sorry, no "Open the Door, Richard" joke). The door however ignored his order.

After a few minutes of this useless expenditure of energy, he got red in the face and in a blind rage he reared back, took a flying leap and threw both feet against the door. Nothing happened.

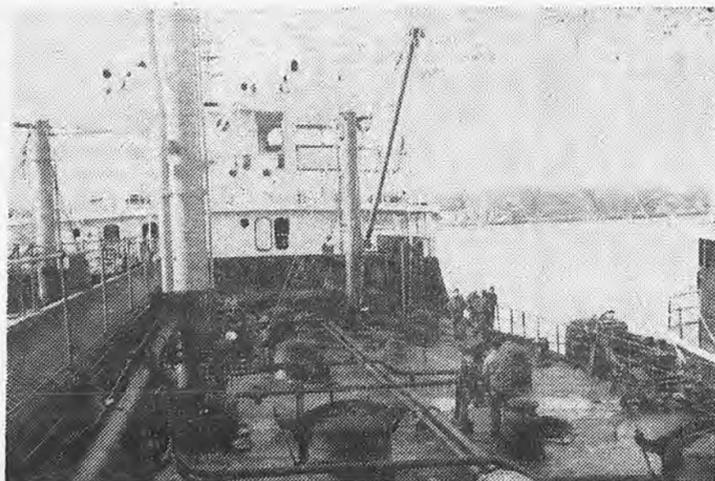
Over and over again he charged the door with his feet, all the while cursing and shaking a threatening arm at the obstacle.

Finally exhausted he lay in a heap on the deck, black and blue from his many unsuccessful sallies.

His wind-up performance, that gave him a one-way ticket to the local bughouse, came in a New Orleans movie house. During the course of the picture he lit a cigarette, and after getting in a couple of puffs he was told by the usher that it was against the law to smoke.

Instead of stamping out the butt, he stuck it in his coat pocket. Shortly smoke started pouring out of his pocket, but he ignored the whole matter. Soon the smoke was billowing around him like a smudge pot, and it was only the quick action on the part of the usher that a panic was prevented. Needless to say he was soon installed in a suite at the Louisiana Retreat.

NEW ADDITION



This week the crew of the SS Petrolite, Mathiasen Tankers, voted for the SIU to represent them as their bargaining agent. It was an overwhelming victory, with the Seafarers garnering 27 votes to 2 for the company. This picture was taken aboard the Petrolite, and shows her to be a clean, trim ship. Negotiations for a contract will start soon, and that's what the men are waiting for.



Great Lakes Seafarers Petitions NLRB For Elections On Five Fleets

By EARL SHEPPARD

DETROIT — This week the SIU petitioned the National Labor Relations Board for elections aboard the ships of three more Great Lakes fleets. This makes a total of five unorganized outfits, with 32 ships, so far petitioned since the start of the Seafarers current organizational campaign.

Considerable progress is also being made in several other non-union fleets, and we expect to petition the NLRB on these outfits in the near future.

As fast as we secure pledge cards from 75 percent or more of the seamen in any unorganized fleet, the SIU intends to petition the NLRB for elections aboard those vessels. That way, we lose no time in bringing SIU conditions to the Lakes seamen who want them.

At the present rate of progress being made in our organizational drive on the Great Lakes, we are confident that the entire campaign will be a successful one. Eventually, the Great Lakes seamen will make a solid bloc within the Seafarers International Union, AFL.

Today, as never before, the Lakes seamen are receptive to the union, and their almost unanimous choice is the SIU. They've had a bellyful of the open shop conditions on the Lakes, and want the security and protection of an SIU contract. And, we're going to see that they get it!

FERRIS BILL

As this is being written, hearings are being held in the Michigan State capital in Lansing on one of the most drastic anti-labor bills ever dreamed up by a reactionary legislator. This bill is known as House Bill 217, and was introduced by State Representative Chester A. Ferris of Wayne County — the county where Detroit is located.

Drastic provisions of this bill make it a misdemeanor for any non-employees of a company to picket that company. In other words, no sympathy picketing in support of our union brothers in another union will be permitted if this bill becomes law. That's why we must fight it.

There is no doubt that this legislation is designed solely to break up the growing solidarity between various international unions in fighting for a common cause. Both AFL and CIO unions have shown an increasing awareness of the need for labor unions to cooperate with each other in all ways possible. This is a must if labor is to survive.

SIU COOPERATION

In the past, and at this time, too, the record of the SIU is outstanding in respect to cooperating with other unions on any legitimate beef. Our union has always practised what a lot of other unions preach — cooperation and solidarity.

Our relations with the CIO Shipyard workers have been very successful. This union pulled their men out in support of our strike last September. In return, we have supported them on any of their beefs, like the strike at the Ira Bushey shipyard in Brooklyn.

At the request of AFL Organizational Director Frank Fenton and President William Green, we gave all possible assistance to the United Financial Employees, affiliated with the Office Employees International Union, AFL. This assistance took the form of leaflet distribution in the Wall St. financial area, picketing of the Cotton Exchange, and the loaning of all our facilities to this union during their beef.

It's past history how the UFE won their one day strike against the New York Cotton Exchange with SIU-SUP assistance. It's a part of the record now, and the grateful Office Employees asked SIU President Harry Lundberg to address their recent Convention in Chicago.

PHONE STRIKE

Currently, the National Federation of Telephone Workers is striking all of the phone exchanges and facilities in the country in an effort to win their just demands. Although broken up into a lot of smaller corporations, the Bell System is owned and controlled by the huge A.T.&T. trust. So, the phone workers really have a tough fight on their hands.

SIU members in a number of cities throughout the country are cooperating in every possible way with the phone workers. This cooperation has taken the form of handbill distribution, token picketing, and any necessary support these union brothers and sisters need.

The NFW is composed of a number of affiliated unions scattered over the country, and is an independent union with more than 280,000 members. There is also a strong possibility that they may affiliate with the AFL some time in the near future.

In Detroit, we have offered the striking phone workers

NOTICE!

J. W. CALLIS

Receipts belong to you have been turned in at the Norfolk Branch.

MARVIN HAUF

Your check for \$25.00 is being held in the Baltimore Hall. Contact Patrolman Masterson and he will send the check to you.

BARNEY SPEEGLE

You failed to pick up \$125.00 due you on overtime from the Belle of the West, which paid off in Baltimore.

GEORGE D. SMITH

Please check your last cash receipt, No. 56796, which you received in Baltimore. Contact Engine Patrolman at once.

DEWEY E. BLAND

Your gear from the Fort Matanzas is being held at the Houston Branch.

MONEY DUE

SS DOROTHY

All crewmembers of the SS Dorothy, Bull Lines, who worked April 4, 1947, have eight hours overtime due them. Money can be collected at Bull Line Offices, 115 Broad Street, N. Y.

every possible assistance. On Tuesday, we sent some pickets over to picket with the strikers in front of the Michigan Bell Building on Cass Avenue. Although we didn't have a large number of pickets, due to the fact that most of our boys were either on the ships or assisting in the organizing drive, the Seafarers with their white caps and SIU-SUP buttons made quite a showing.

They carried several signs containing the printed messages, "AFL SEAFARERS WHITE CAPS OFF TO PHONE WORKERS, SIU-AFL" and "SIU-AFL BACKS LEGITIMATE DEMANDS OF PHONE WORKERS."

Yes, if we let these reactionary Michigan legislators get away with anything like the Ferris Bill then the SIU will no longer be able to support other unions in their legitimate beefs, and these unions will not be able to support us in our beefs. We must do all in our power to prevent any such bills from becoming law in any state. It's been too hard to win union solidarity between international unions to allow anti-labor legislation to break up such solidarity.

Check To See If P.R. Dockers Are Union Men

By SAL COLLS

SAN JUAN—Members coming to Aguirre (Jobos) should make certain that the dockworkers and the men working in the holds and on the winches are union men. The scabbing company which handles the work there refuses to sign a contract with any union representing its employees.

The outfit is taking men out of the factories and off the streets to do the longshore work. See to it, therefore, that all men at work there belong to a bona fide union.

This can be accomplished by asking for the union delegate before they start working the cargo.

If the workers do not belong to a union, call up the SIU Hall in San Juan. The phone number is 2-5996.

The International Longshoremen's Association recently tried to hit the company for a contract, but was turned down with a flat refusal to negotiate.

The outfit works along the same lines as the Calmar Line. It owns the factory and the property for three and a half miles from the docks, and they maintain a rigid guard to see that no one gets anywhere near its docks.

Retroactive Pay

MORAN TOWING CORP.

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