

SEAFARERS LOG



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No. 46

N. O. BALLOTING COMMITTEE



In every port Balloting Committees are elected by the membership. These committees will serve until the last votes are counted in the election of officers for the 1947. This is the New Orleans Committee. Left to right, Henry Gerdes, Walter Newberg, Ralph Tindell, Louis Fuselier, and John Bragg.

Seafarer Soon Finds Out Why Tankermen Need SIU

By PETER DAVIES

This Cities Service tanker I'm on is a good example why tankermen need the SIU to aid them in their fight for better conditions aboard their ships.

This ship is a riveted job built during the last war, and I suspect that half of the rivets are missing. The wooden decks are so sodden with moisture that they continually drip through to the decks below.

Just to give you a clear picture of conditions aboard I'll start with the foc'sle and work up from there.

Two watches and the two deck maintenance men are crowded into one foc'sle. Each man has one small broken locker, and until ten days after I joined the ship we had no fan for the foc'sle—and as the ship's side is all that is between the outboard bunks and the sea and sky, the plating becomes a frying pan from the gulf stream sun, and like a refrigerator when we are in the North Atlantic.

DIRTY LINEN

There are only half as many cots aboard as men, and the linen is dirty and stained. It is not changed weekly, but at the will and whim of the Utility Man. Also soap is something that I haven't seen given out since I have been aboard.

In addition to this we have to heat our own water to wash or

shave. In the Deck Department washroom there is only one tap that works on each of the basins provided. None of the foc'sles has a washstand, but the Deck Department is privileged, for the other departments have only one toilet and one washstand apiece.

FOR THE BIRDS

The stuff called grub is strictly for the birds. We bought a lot of good stuff aboard, but we never see it.

We did get ice cream for dessert this Sunday; but then, of course, the Officers got pie a la mode. The Officers get orange juice every morning; we get water with a tinge of juice every three days or so.

They were only sitting two small tables for the crew at first, but I got ahold of the Steward and this has been changed. The food is thrown at the crew on greasy tables and the coffee pot is empty more often than full.

The second day in port, when we were supposed to pay off, three NMU shore Patrolmen came down to the ship. They claimed that they had a contract with Cities Service, and they were aboard to take care of any beefs.

They asked the fellows as they ate whether they had any beefs, and so I tore into them when they asked if we were getting the

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Feeding Goes On

Feeding still continues in the New York Hall of the Seafarers International Union. Although the strike of the MM&P has been settled on the East and Gulf Coasts, nevertheless the West Coast still has not signed and that means that there are 1500 Sailors Union of the Pacific Brothers still on the beach in this port. Add to this a few hundred MM&P members, and the problem becomes one that can best be handled by allowing these two groups to use the facilities of the SIU Strike Kitchen. The expense for continuing our kitchen in operation will be defrayed by the SUP and the MM&P when they have returned to work.

Times May Be Tough But 360 Firms Gained 70 Percent In Profits

NEW YORK—The net earnings of 350 industrial corporations for the third quarter this year jumped 70 per cent over the figures for the same period in 1945, the National City Bank of New York reported here last week.

The cancellation of excess profits taxes was one reason for the large increase, coupled with "unprecedented peacetime sales volumes, higher prices and the lull in industrial disputes," the report said. Taxes which took 59 per cent of net earnings last year now claim only 35 per cent.

NMU Delays Election In Cities Service As Tankermen Favor SIU

By EARL SHEPPARD

Once again the National Maritime Union, CIO, is playing the company stooge role by trying to delay an NLRB election aboard Cities Service tankers.

In this instance, shortly after the Seafarers petitioned the National Labor Relations Board for an election to

U.S. Seamen Are Now Subject To Chinese Laws

determine which union, if any, shall bargain for Cities Service tankermen, the NMU filed time-delaying charges of unfair labor practices against the Cities Service Company.

We in the Seafarers don't give a damn about what the NMU does, as long as it doesn't affect either our membership or our organizational plans. But here's a case where the SIU is demanding an election so that Cities Service seamen can have the union representation which they have so badly needed for such a long time.

The special privileges enjoyed in China by American nationals and nationals of other countries are now a thing of the past. Due to the principle of extra-territoriality, if an American was arrested and charged with a crime, he would be taken to the American Consul to be dealt with by him.

What happens? Instead of letting the election proceed, the NMU presses charges against the company to prevent the holding of an election.

All this is now changed. All nationals, of whatever country, are now subject to Chinese laws and courts when in that country. Offenders are being dealt with in Chinese courts and in the process of cleaning up the black market which rages in Shanghai, the penalties have been very severe.

Why is the NMU afraid to have an election among Cities Service tankermen at this time? Are they afraid that the Seafarers has a majority of the seamen in this fleet already organized? Or has someone received a piece-off to stall off the election while they try to fix up another phony NMU tanker-form open shop contract?

As the situation now stands, every United States merchant seaman who comes into any Chinese port is warned that he is subject to Chinese law while ashore, and that offenses will result in prosecution.

COMPANY UNION

Seamen and others must therefore be on their guard, for if found guilty and sent to jail they will find that Chinese jails are far worse than the worst American penal institutions.

You can expect to have outfits like Cities Service, Esso, Isthmian, and numerous others fight to the limit to prevent SIU Union representation for their employees. But when an outfit like the NMU, which is supposedly a bonafide union, injects phony issues into the picture, that only confirms our previous statements that they are playing the company stooge role again. Their actions smell strongly like those of any company union.

NOT LIKE HOME

From authoritative sources in China a report has been received which bears this out.

"Keeping in mind the lowest prison standards in America," the report says, "it is fair to say that jail conditions in China are worse than America's worst. The jail I visited is a series of 9x6 cells, filthy and badly ventilated, each accommodating approximately five occupants.

"The diet consists of dry bread and watery soup. The conditions are unsanitary, consistent with the absence of any sanitary standards in China.

"Those who have actually had the experience of eating the food will tell you that it is so un-

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The Job To Be Done

The past hundred years have seen great strides made by the merchant seamen. From virtual slavery, combined with low wages and very poor working and living conditions, now American seamen have advanced to where their standards are the highest in the world.

None of these changes came about through the good nature of the shipowners. Every time the seamen took one step forward, they had to fight a combination that consisted of the shipowners, the Government, and all other groups that wanted to hold down the workers.

And now, today, with most of the deep sea mariners already organized, and with great strides being made in the tanker field and along the Great Lakes, the job still is a long way from being finished. A halt to organization now might prove the death knell to all that seamen have gained through years of struggle and unity.

As long as one deep sea sailor, one tankerman, one Lakes seaman, or one inland waterways worker remains unorganized, the whole structure of waterfront unionism is not safe. Unorganized seamen are the weak link in the strong chain that has bettered the lot of the workers in the maritime industry.

The only way to eliminate the threat is to organize all unorganized seamen. And the only way to organize is to get out and do the job.

Organization on a broad scale cannot be carried on by the handful of paid organizers who are primarily employed to direct the various parts of the campaign. The best organizers are the volunteers who sail on unorganized ships so as to pass the word. They are the men who carry with them the truth about unions, and how membership in a union is the first step towards higher pay, better conditions, and decent treatment.

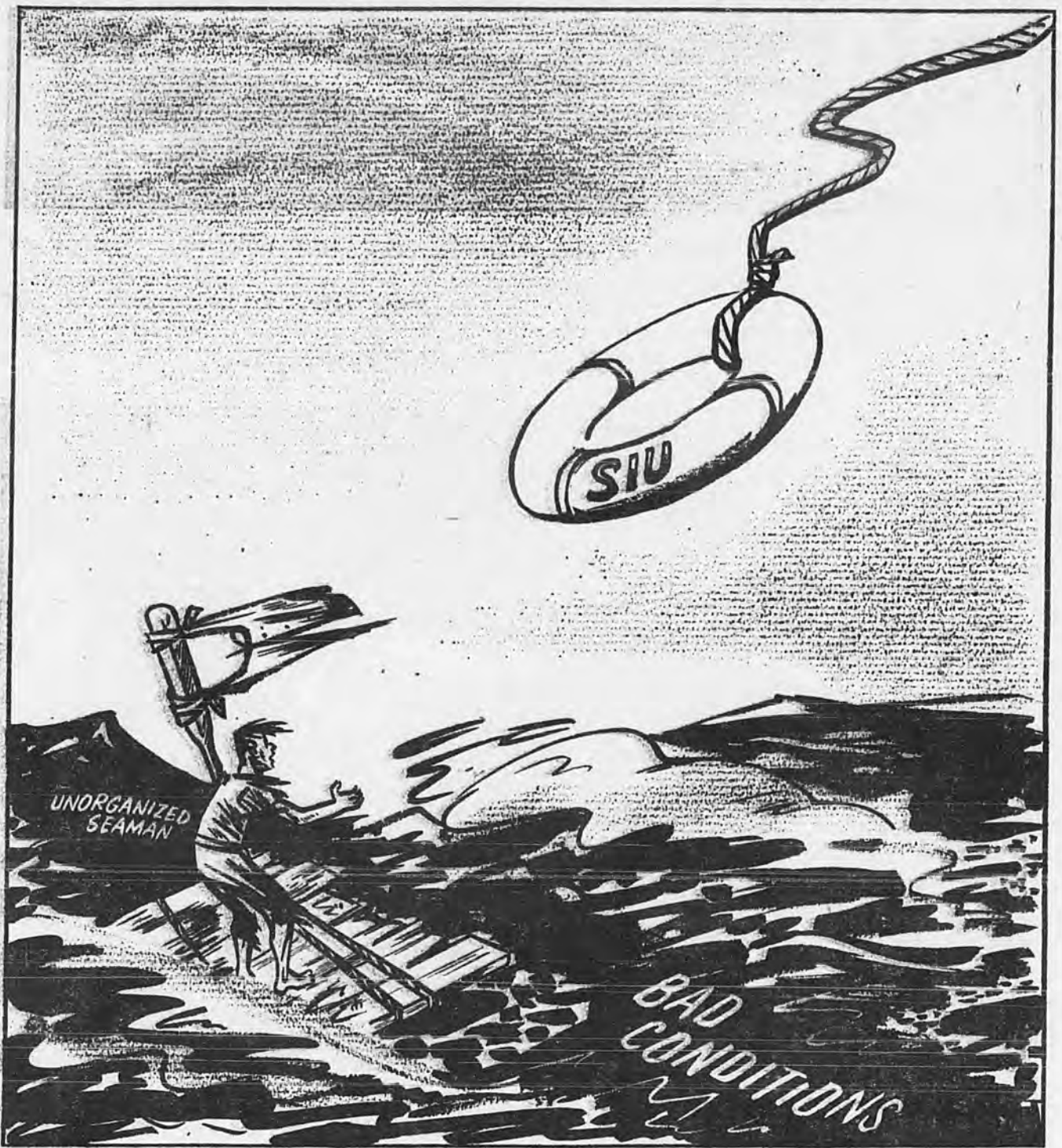
The volunteer organizers of the Seafarers International Union have always done an outstanding job. Under the direction of the Director of Organization and his assistants, they have shipped out on rotten tubs, old rust-buckets, and with wages far lower than they could have received on SIU-contracted ships.

Their efforts have been uniformly successful—witness the way Isthmian seamen flocked to the Seafarers as soon as the drive to organize this line began. There are close to 200 companies contracted to the SIU, and most of these companies were brought into the fold by the work of volunteers.

Right now the pressure is on tanker companies where unorganized seamen are working for coolie wages and with conditions that are a throwback to the years before the SIU. These men want representation by the Seafarers. Wherever and whenever they have been approached, they have quickly signed pledge cards and have started to act like militant Union men.

This must not stop. There are still many seamen who want the benefits of SIU representation. They must not be denied the rights which organized seamen enjoy, and the way to tell them the score is by continuing the good work—both by volunteers and paid organizers.

"GRAB HOLD!"



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 it hanging heavily on their hands. Do what you can to cheer them up by writing to them.

STATEN ISLAND HOSPITAL

- C. G. SMITH
- P. DEODY
- T. WADSWORTH
- E. F. SPEAR
- A. JANIVARIS
- S. G. LOPEZ
- A. GOLDSMIT
- R. G. MOSELLER
- C. W. SMITH
- J. H. HARE
- W. G. H. BAUSE
- W. B. MUIR
- L. A. CORNWALL
- J. A. FREDENSKY
- M. A. DODGE
- L. L. MOODY
- H. BELCHER
- C. M. LARSEN
- C. L. JACQUES
- F. MURPHY
- L. KAY
- R. J. BLAKE
- J. B. PORTER
- J. H. DANIEL
- S. INTEGRA
- V. RODRIGUEZ

- * * *
- ### BALTIMORE HOSPITAL
- KARL LARSON

- LEONARD MARSH
- RALPH FREY
- PETER LOPEZ
- MAX FINGERHUT
- WAYNE TROLLE
- ROBERT PROTHERO
- CHARLES DUNN
- CEDRIC FRANCIS
- MOSES MORRIS
- LENWOOD PHILLIPS
- JULIUS TAYLOR
- DONALD DENNIS
- HARRY SIMMONS
- LEON CURRY

NEW ORLEANS HOSPITAL

- NORMAN PALLME
- E. WESTPHAL
- LEONARD MELANSON
- L. H. HARRIS
- CHARLES TILLER
- J. W. DENNIS
- R. M. NOLAN
- M. W. LOMBARD
- H. C. MERTSCH
- JOE BUSH
- H. G. DARNELL
- JAMES A. ATKINS
- ROBERT OGLETREE
- J. F. BUCKLEY JR.

Hospital Patients

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

Staten Island Hospital

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

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

- EDDIE MAHL
- CENTRAL MASON
- EDWARD BROCE JR.
- JAMES CANARD
- W. QUARLES
- R. C. BETTERS
- MAX SEIDEL
- A. FERRARI
- HOMER HOFF
- KARL PETERSSON
- EDWARD CUSTER
- ALEX JOKI
- DONALD BELL
- AUBERT BOUDREAU
- "SCOTTY" ATKINS

NEPONSIT HOSPITAL

- H. BURKE
- J. S. COMPBELL
- B. BRYDER
- B. LUFLIN
- E. VON TESMAR
- G. F. McCOMB
- E. FERRER
- R. BLAKE
- J. R. HENCHEY
- J. FIGUEROA

NMU Man Gets Lesson In Labor Democracy—The Communist Kind

The Seafarers International Union, and the LOG, has always maintained that the membership of the National Maritime Union is basically sound, and that only the leadership is interested in following the changing patterns of the communist party line.

We are even more sure of this because of an interview we recently had with Edward E. Berndt formerly NMU Book No. 108523.

Berndt was framed and thrown out of the NMU because, as he puts it, "I'm a good trade union man, but I don't go for that commie stuff."

Berndt joined the NMU in August, 1943, and really did his best to do a good trade union job. He accepted responsibilities, and was



EDWARD E. BERNDT

to draw your own conclusion.

When the Eugene Lykes left for the Far East, Berndt was elected Deck Delegate, but from the first day he had trouble—not with the officers, but with another crew member who continually heckled him and tried to show him up.

Berndt controlled himself, but it became obvious that this disrupter had been assigned to the Eugene Lykes only to do a job on Berndt.

Other members of the crew noticed this, and to a man they sided with Berndt and against the commie stooge.

The situation finally came to a head in the port of Shanghai. Here Berndt made arrangements with the Bosun to take three days off without the permission of the Mate. Although this was not strictly legal, nevertheless, it is done.

While Berndt was away, the stooge went to the Mate and reported what had happened, and when Berndt came back, he was met by a welcoming committee.

"The Mate was pretty nice about it," said Ed. "He realized that this guy was doing a job on me, but he had to do his duty. He went light though, and only logged me three days pay."

SILENT TREATMENT

From that time on the crew had nothing to do with the stool-pigeon. Berndt was also prevailed upon to do nothing, although he vowed that he would square matters as soon as the ship came back to the States.

Finally the ship docked in New Orleans, and Berndt went for the squealer to have it out with him. It was a rousing fight, and ended

with the stooge on the floor, beaten and bloody.

Ed Berndt was arrested for this, and charged with aggravated battery. At the trial, the NMU did not send him representation, and only the SIU took enough interest in him to send a lawyer.

When Ed came out of jail on August 31, he headed right for the New Orleans NMU Hall. Here he got a cold reception, and the bad news that he had been thrown out of the union.

Berndt had received no notification, had not been given a copy of the charges, and now was told that he had no appeal. The charge was "fighting with a dangerous weapon aboard ship" and members of the crew told Ed personally that they had not wanted to press charges, but that one of the New Orleans Patrolmen had told them that if they did not bring him up on charges,



the Patrolman would press charges against the whole crew

Berndt was warned about what might happen when his story was published. He was told about Henry Boslooper, a former NMU Patrolman, who was thrown out of the NMU for questioning the commies. Boslooper was set upon a few times by NMU goons, the last time in Boston a few months ago, and each time he was almost killed.

Berndt said to this, "I'll have to take my chances. If I can wake up some of the members of the NMU to what is going on in the Union, then I'm willing to risk a beating."

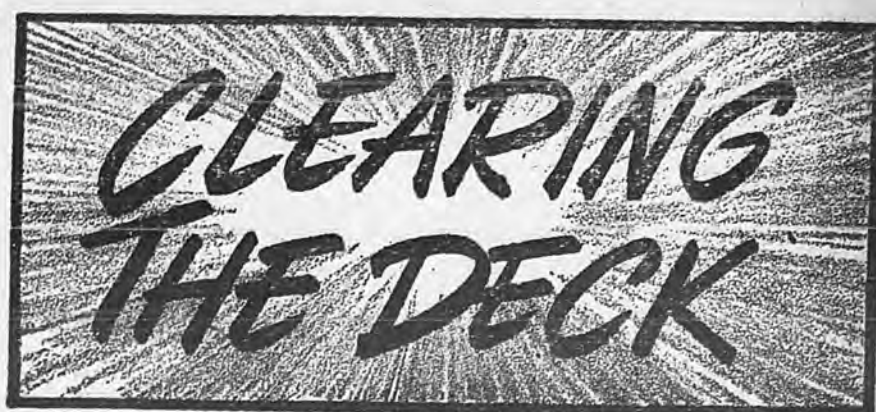
That's why we think that the membership of the NMU is sincere, but that the leadership is dominated by the communists party line.

Berndt now has an SIU trip-card, and he is happy to be sailing in a Union where trade union principles never have to take a back seat to the political maneuverings of the communist fraction in the American labor movement.

DOING HIS DUTY



This member of the Seafarers is doing his Union duty by voting. Have you voted yet?



By PAUL HALL

Some of the political bigwigs of the Republican Party didn't lose a hell of a lot of time after the past election to come out with their threats against organized labor.

Joseph Ball, so-called liberal Senator from Minnesota, has said several times that the immediate objective of the Republican Party will be to pass a law forbidding closed shops. This, in simple language, means that if the bill is passed, the Union Hiring Hall would no longer exist and seamen would be forced to go to the company offices to beg and plead for a job, just as they did many years before the unions developed to the point that they have.

Ball is not just talking to hear himself, either. From all indications, he and the Republican Party certainly intend to take such anti-labor action as the outlawing of the closed shop. When this happens, organized labor will be put squarely up against the greatest problem it has ever faced.

Then we will have to decide to what extent organized labor will go to stop such legislation. There is no doubt about it, but we Union Seamen cannot afford to see such a thing happen, because it means the ultimate crushing of the Union. Therefore, our only course to combat such a move would be simple—the use of economic action—a strike.

Seamen, more than anyone else, realize the value and necessity of Union Hiring Halls because of the many years we spent pounding on the shipowners' doors or making jobs off the pierhead.

No Back Sliding

Those were damn tough days and the shipowner took advantage of them, playing one man against the other, and reducing wages until they got as low as \$25.00 and \$30.00 a month for ABs.

This was under the so-called open shop type of hiring. This is what Senator Ball and his Republican cohorts would like to see once again. The answer for us is simple. When that day comes, we will fight it with every ounce of strength we are able to muster. Whether or not other unions, particularly shoreside unions, agree we cannot say. The average shoreside union doesn't operate the same as the average Seamen's Union, such as rotary hiring, etc. Nevertheless, if all Unions were to hold our opinion—that is the use of economic action to prevent such legislation—then there would be a definite hope of stopping such action on the part of the new set of reactionary fakers now going into Washington.

It is a serious question even at its best, and we must begin to prepare for the answer to this problem, in the event we are put to the test. We should make known to each union worker, regardless of what union he is in or whether he is a shoreside worker, or a maritime worker, the facts of what will happen once such a law is created.

Commie Fakerism

Speaking of one type of political faker, the Republicans, brings to mind another type of political faker even more determined to the cause of labor than the Republican. That, hard as it is to believe, is the Communist Party.

It is to the previous actions of this particular group that many of the present day troubles of organized labor can be attributed. These fellows blow hot one day to cold the next. They are the super militants of today calling for the world revolution—all because that's Joe Stalin's immediate line, and tomorrow they switch completely over to the bosses' side and even go so far as Bridges did during the "win the war at any price" phase, to calling for a no strike clause in wartime and peacetime.

Next came the so-called education school in the NMU, teaching "reading, writing, and no striking."

They have went to such ridiculous extremes as putting a picket line around a ship for political reasons, such as boycotting a ship to Franco and then allow some of their own ships to sail under scab conditions than even any unorganized ships has ever sailed under. These are the antics that have confused so many seamen coming under any particular union's banner in which they have control.

Confusion Experts

This has resulted in confusion not only to the men involved but to the whole organized workers group in the country. Because of this political fakerism displayed by the Communist Party—which makes militants today and 100 per cent scabs tomorrow, all organized labor in the maritime industry has suffered. This political question must be answered on the waterfront by the removal of the Communist Party from any position or power that they may have in maritime.

The truth must be told about these people on all the piers and the ships—that they are not "good union men" as they would like the average working stiff to believe, but on the other hand are the worst type of fink in the world—political finks following a finky political line.

The Union is now in the middle of its annual balloting for the election of officers. This year's ballot is heavier than any one of the past several years, even after several men who had submitted

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elected either Deck or Ship Delegate on his last three trips. He also served as a Delegate on other previous trips.

All this time, however, he was building up a reputation as an anti-communist, and this finally reached the ears of the commies who have a stranglehold on the NMU. What happened after that may be a coincidence, but here is the story, and you are welcome

U.S. Seamen Are Now Subject To Chinese Laws

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appetizing in appearance and in flavor that they are repulsed, and as a result most of them are unable to eat anything.

"Probably the most dangerous of jail conditions is the prevalence of dreadful diseases, such as cholera, typhus, plague, scabies, and other strange, undiagnosed diseases of the skin and gastro-intestinal tract.

"Immunity of foreigners to these prevailing diseases is not partial. Health is further threatened by generally lowered body resistance due to sub-subsistence diet."

KEEP CLEAN

And according to court records, there have been ten American seamen jailed in the past few months.

As before, the legal problems of American nationals arrested and jailed in foreign ports will remain the same. American Consular officials are obligated to visit the jail, offer assistance in providing defense counsel, and to appear at the trial as interested representatives of the government of the United States.

Chinese ports now present a hazard which has not been present in the past. The best way to avoid tangling with the law, and finding out about the jail conditions first-hand, is to stay out of trouble when ashore in any Chinese port.

HERE'S WHAT I THINK...



QUESTION:—What help did you get from oldtimers when you first started as a seaman?



DUFFIN MITCHUM—AB:

I first shipped in 1943, on the Golden Fleece, Bull Lines. The Bosun was a real oldtimer and he showed me how to splice, how to handle myself, and how to get along with the other men. He was a great help to me, and I don't think I will ever forget the help he gave me when I really needed it. Other old salts took time to teach me the names for various objects on board the ship, and they took me ashore with them in foreign ports to make sure that I would not be cheated. Nobody tried any gags; everyone seemed interested in making me into a good seaman.

EMMANUEL LOID—MM:

Now I am a Messman, but I started as a Fireman on British ships. One oldtimer showed me the ropes, and taught me how to fire in such a way that I wouldn't get hurt, and would be able to do the job without too much strain. Within two weeks I was firing by myself, and ready to teach some other green fellow. When I joined the SIU, I became a Messman. It seems that I picked up the tricks pretty easy because I am always eager to learn to do things the right way. I always take good advice.



VIBERT BLENMAN—MM:

I had worked in hotels before I started going to sea four years ago, and so I thought I knew everything that had to be known about the job. But it was slightly different and I sure welcomed the helping hand that the oldtimers gave me. The crew knew that I was a green man and so they took it easy on me. The work didn't come hard to me, and I picked it up fast. I guess I adjusted myself to the job as fast as anyone. If it hadn't been for the oldtimers, though, it would have taken longer.



DAVID PESSIN—Oiler:

The best help I ever got from the oldtimers was information about the Union and what it did for its members. Up until that time I didn't know too much about unions, but they answered all my questions. They also told me how to get along on a ship; the most efficient way to do the job; and they also taught me how to improve on the job. For a while I thought that I might have trouble getting along with officers, but I took the advice of the oldtimers, and I haven't had any trouble.



SIU Organizer Soon Discovers Why Tankermen Need Seafarers

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new tanker agreement. We weren't, so they read their phony agreement to us at breakneck speed.

PHONY AGREEMENT

I asked them why they had never acted on the contract gained five years ago, and why they continued to break down their agreement. Here they were, all of a sudden, representing the fellows and they didn't even have the agreement aboard with them.

It was interesting to note that there were several NMU members aboard but not one of them wanted an NMU patrolman to represent him on a beef. The seamen told me that the Patrolmen never do anything when they present them with a legitimate beef, so what's the use.

They told me that on the last trip there was no Bosun or Deck Maintenance, so the Mate collected all the 90 hours overtime for himself. As there were no takers the NMU Patrolmen left without representing a single man.

LOOKED SILLY

The Patrolmen managed to make themselves look like fools when they argued that the NMU was delaying the Isthmian count for the sake of the two crews that had not voted, and on the other hand they were telling these men that they are going to make a new strong agreement with Cities Service, including the hiring clause without allowing an election to be held on the ships.

This looked so hypocritical to the crew that they laughed in the faces of the Patrolmen.

Several of the oldtimers aboard who were in the '36 strike have thrown their NMU books in, and are disgusted with that phony outfit. One MFOWW man I spoke to is likewise all for an election, and for the SIU as the bargaining agent.

These fellows are really burned up at the NMU. They have seen how the NMU has completely double-crossed them after winning an election five years ago, and since then not doing a thing for the tanker men.

The next day, after the NMU men had been aboard, I got four SIU men to come aboard and explain the phony claims of the NMU. Afterwards one fellow came up to me and said he wanted the SIU because he liked the way the SIU Patrolmen had said that any seaman was welcome at the SIU Halls.

This, I think, is very important

and as we made Isthmian seamen welcome, we must make the unorganized tankermen likewise welcome.

The seamen aboard these ships are not rummies or a different breed of men. They will make fine Union brothers, and at present are just victims of circumstances.

The seamen on tankers need our Union. Let's work 100 percent with them and break the penny-pinching, hamstringing companies' grip on these seamen.

Tankermen everywhere want the SIU. It is our job to go aboard these unorganized tankers and give it to them.

NMU Delays Tanker Election When Men Favor Seafarers

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gains which the SIU has won for its members, Cities Service tankermen have been flocking into our halls in increasing numbers.

These men are tired of being unorganized and putting up with the lousy open shop conditions of the Cities Service fleet. That's why the Seafarers International Union is the Union of their choice. That's why they want an election immediately so that they can have SIU conditions and representation.

SIU RECORD

Among the many comments by Cities Service tankermen when they come into SIU halls to talk over their problems and beefs, they highly praise the record of the SIU in the past years.

Tankermen are all interested in the beefs which have been won by the SIU-SUP, especially through the cooperation of the AFL Maritime Trades Department. They are well aware that the SIU alone was responsible for the raising of all seamen's wages to the same high level as that of SIU members.

The Seafarers clearly demonstrated to the tankermen as well as to all other maritime workers, organized and unorganized, that a real militant, democratically-run union like the SIU can win any beef from the operators or government bureaus.

We proved to the world, by putting on the greatest show of strength ever seen in the maritime industry during our strike in September and during the strike of our affiliates, that the SIU is the outstanding Union in the maritime world.

Backed by the strength and numbers of the AFL Maritime Trades Department, the Seafarers International Union today is the most potent force on the waterfront. With the Masters, Mates, and Pilots; International Longshoremen's Association; Radio Officers Union (CTU); Sailors Union of the Pacific; Ameri-

can Merchant Marine Staff Officers Association (Pursers); Seafarers International Union; and the International Brotherhood of Teamsters on an area basis, the Maritime Trades Department can go into any beef with the assurance that when they do that they can tie up the entire waterfront until their beef is won.

Powerful as it is, the AFL Maritime Trades Department has the solid backing and support of the entire American Federation of Labor behind it. This means that when you are a member of the SIU not only do you have the backing of the AFL Maritime Trades Department, but that 7,150,000 AFL members are solidly behind you in your beefs. That's another strong reason why Cities Service tankermen are turning to the SIU for representation.

Not only does the AFL have 7,150,000 dues paying members as reported at the recent convention held in Chicago, but daily new thousands are being added as a result of the AFL's successful attempts to organize the South.

This is in direct contrast to the CIO which is torn wide open as a result of the internal battles going on in that organization between the commies and the anti-commies. In fact, thousands of Furniture Workers and others have renounced their CIO affiliation to affiliate with non-communist AFL Unions.

WHAT YOU GET

You as a member of the SIU are entitled to the best wages, overtime pay, working and living conditions, union representation and contracts in the industry. In addition, the support and backing of the AFL Maritime Trades Department and the entire AFL organization, makes it certain that you can win any beef against the shipowners because you have the strength to beat him at his own game.

These are the reasons why Cities Service tankermen are going SIU in a big way. And these are the reasons why the SIU will win any bargaining election within the Cities Service fleet, just as we have won on the Isthmian ballot—a fact which will be confirmed next week when the NLRB begins to count the Isthmian votes.

One other thing to remember. Not only are the Cities Service tankermen going SIU in a big way. But many other tankermen from the other unorganized companies like Atlantic Refining, Sun Oil, Esso, Socony, Texaco, Sabine Towing are also SIU-minded. They want the best union in maritime, and that's the SIU.

Clearing The Deck

(Continued from Page 3)

credentials for office were disqualified on constitutional grounds by the Committee on Credentials. The increased number of candidates on the current ballot is a very good thing, inasmuch as it will allow the membership a wider choice in selecting their officials for the coming 12 months.

The year 1947 is going to be a very rugged one—more so than the past few years have been. It is extremely advisable that all members keep this in mind when marking their ballots. Whatever officials the membership elects will find themselves confronted with a tough task in the 12 months ahead. It will be a year of consolidation for the Organization, and it will be a time for the drafting of a program to further enlarge the Union.

It all adds up to this: Whoever is going to be at the wheel in the approaching 12 months should know what he is doing, and should have the confidence of the membership behind him in order to do a successful job. For this reason, members going to the booth to vote should bear these points in mind.

Detroit Hall Is The Focal Point For Organizing



Left—The focal point of the organizing drive on the Great Lakes. The Detroit Hall occupies the entire second floor of the building and there are facilities for holding meetings, shipping, and carrying on the routine business of the port. Incidentally, the Masters, Mates and Pilots and the ILA also occupy offices in the same building.

Right — Here's the correct way to talk over a beef. Herb Miller, Stewards Patrolman, listens to a gripe and gets ready to go into action to straighten it out. That is the Seafarers way, whether on the Atlantic, Pacific, or Gulf Coasts, or along the Great Lakes.



Port business in Detroit is carried on efficiently and quickly, just as it is in all other SIU ports. Records are checked, and dues payments entered by these two girls who compose the office staff. Besides doing their work well, they help to brighten up the office, and that's all to the good.



This week the SIU Great Lakes District opened another new hall at 615 Summit St., Toledo, in order to better service both Seafarers members and the unorganized men sailing on the Great Lakes. Henry Chappell, shown above, has been placed in charge of this latest addition to the numerous SIU halls now dotting U.S. Ports.



The SIU and the ILA work together in all ports. Here in Detroit they even share the same building. Left to right, William "Red" Rouse, Detroit Business Agent of the ILA, and Fred Farnen, SIU Great Lakes Secretary-Treasurer, discuss matters pertaining to the two Unions. Detroit has a functioning AFL Maritime Trades Council, and as usual the SIU and ILA are in the forefront of any organization that will raise wages and better conditions in the maritime industry.



No need to go to a ginmill when you're in Detroit. The Union Hall has a well equipped recreation room and you can relax here without worry or cost. Plenty of newspapers, including the Seafarers Log, and organizing literature for the asking. Unorganized seamen are also welcome. Besides playing cards, there are facilities for writing letters, listening to the radio, and just plain resting. What is even more important is that here you can meet the real Lakes old-timers. The men above are relaxing by playing cards. Looks like a hot game, but they obey the traditional Seafarers rule of "No Gambling on the Premises." Works out fine, and everybody's happy.



These men are scanning the shipping board very closely, for it is here that ships are listed and the positions open on them. Seafarers along the Great Lakes like the democratic SIU method of rotary shipping, and they like the other points about the SIU that sets it apart from undemocratic, commie-dominated unions. That's why they are for the Seafarers International Union. The NMU found this out to their embarrassment when they tried to pull strikes in the area without having any support. They made a lot of noise, but the SIU has the members along the Great Lakes.

High Food Prices Make Recent Labor Gains Worth Just Nothing

The newspapers are once again trying to whip up public opinion against the strikes which will certainly be coming, by citing that labor has very recently won wage increases ranging from 13½ cents to 22 cents per hour. This is only part of the truth, and conceals the fact that huge price rises nullified all the gains.

What the newspapers conveniently forget to publish is the news that, while big business was crying that labor's gains would put them out of business, corporation profits have increased approximately 500 percent in the past twelve months.

Weekly earnings averaged a boost of little more than \$4.00 per week, amounting to about 13½ cents per hour, but at the same time food and other prices continued an upward trend with little attempt to check them. If rents are decontrolled, as is anticipated, another huge jump will be added to the cost of living.

PATTERN SET

The past seven years started the pattern of workers wages being increased slightly, while prices were raised so high as to offset the wage boost and make the wage earner dig into his own pocket to meet the rising costs. Take these comparisons for instance:

In June, 1939, you could buy a rib roast of beef for 25 cents per pound. Today the price, if you can get it is 69 cents. In June 1939, pork roast was 11 cents a pound. Today it is 63 cents per pound.

These prices are not isolated instances of the huge and almost unbelievable climb in the cost of living in the United States during the past six years. Any ideas like that are immediately discounted by the recent statistics made public by the AFL Weekly News Service.

Here are some more impressive cost increases for food and other commodities:

Ham—from 25 cents to 49 cents per pound.

Eggs—from 20 cents to 75 cents per dozen.

Coffee—from 20 cents to 60 cents per pound.

Toilet tissue—from 4 rolls for 15 cents to 10 cents each.

All this has had a far reaching effect on the standard of living. As the price of food products goes up, the largest part of the workers' budget is allocated for food. Even so, many have had to cut their consumption of food.

LESS FOOD EATEN

This has already happened as is shown by statistics which prove that more than 72 percent of the families are buying less milk, nearly 90 percent are purchasing less butter and oleomargarine, and more than 70 percent are buying fewer eggs.

If this situation continues much longer, it will have far-reaching affects on the future health of the American people.

Since 1939 food prices have increased an average of from 400 to 800 percent. During the same period of time, wages increased

only approximately 25 percent, and 11 percent of this wage raise has come since the end of the war.

It is significant to note that since V-J Day the cost of living has gone up 21 percent.

In the face of such exorbitant price increases, the pressure by big business is for less control of commodity prices, but with wages being controlled at the present level. Labor and unions cannot afford to stand idly by while prices zoom far out of sight.

NEW STRIKES

Thus we stand on the threshold of new strikes which will make the recent strike cycle, set off by the action of the United Automobile Workers, and ended when the Seafarers International Union won its General Strike, look like mighty small potatoes. Labor will not be satisfied with a Presidential 18½ cent formula when big business is allowed to rake in the money without regard to wage scales.

The largest part of a worker's salary is now being spent for food. Other things, such as clothing and furniture, are very important. During the war, workers were told that the postwar era would be full of new radios, refrigerators, and automobiles. The bad planning and do-nothing attitude of big business has resulted in little production of these items, but even if they were available, the average worker would not be able to purchase them.

How can he when he has to spend most of his pay for food?

A PROBLEM, BUD?

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

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

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

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

Call Out The ASPCA

Probably the first instance in U. S. labor history in which a union was formed to protect its members against wolves was recorded in Philadelphia recently. A group of attractive models formed their own organization when they decided they were fed up with being pawed off as dinner dates and convention hostesses. Although completely inexperienced in unionism, the girls quickly saw the advantages of a closed shop when the wolves came pounding at their door.

Roving Seafarer Takes Sampling Of Small Businessmen's Opinions Of Trade Unions

By JACK GREENHAW

WEST MONROE, La. — After listening to some of the remarks made by representatives of small business concerning strikes and labor unions in particular, ye roving reporter became a bit curious as to their sentiments in regard to the present strike situation, and decided to personally interview several small business men.

Some of their ideas and sentiments seem to be good as you will no doubt discover, and some of it, of course, is what is sometimes called "snafu."

So here goes:

The first place of call was the office of H. A. Gentry, owner and operator of a furniture company and operator of cotton plantations.

BACKS SIU

Mr. Gentry said he had read of the Seafarers International Union and its recent strike against the governmental agency, the WSB. Queried as to his opinion of a Union that would be so brazen as to challenge a bureau of a powerful government, Mr. Gentry said, "I think your Union and its members are to be applauded for taking such a stand, and if other Americans would do likewise our country would be a lot better off."

He said he was in favor of la-

bor's right to organize and bargain collectively, but that he was opposed to the closed shop and to Union participation in jurisdictional disputes. His opposition to the closed shop is a result of his belief that a man couldn't be made a good Union member against his will.

Mr. Gentry believes in the maintenance of rent controls, and says that the OPA failed because of the unscrupulous business men whom it favors. It hasn't been enforced because big business, which is against price ceilings, controls the government.

Interviewed next was George Temple, a former accountant for the State of Louisiana and presently owner and operator of the Monroe Sales Company, a dry goods concern.

HARRIED BY LONG

Did Mr. Temple see a need for a labor union while he was employed by the State? He answered that he did, that he had discussed the matter with his co-workers at the time, but Huey Long was entrenched and he opposed unionization of the state's employees. Consequently, attempts to organize would have resulted in firings.

The task was difficult too, because the white collar worker,

though efficient and informed in his own work, had a false outlook on problems of labor organiza-



tion, said Mr. Temple. He added that they erroneously believed a union was beneath their dignity.

From talks with farmers and laborers who come into his store, Mr. Temple has gathered that they are not well-informed, do not read the papers, formulate opinions on the basis of prejudice and feel that Unions are doing the country a great injustice.

Before taking leave of Mr. Temple, we learned that he, too, was against price controls.

BACKWOODS FARMER

The next visit took ye roving scribe to the backwoods to interview a real dirt farmer, a Mr. Jones who rented land and had

(Continued on Page 15)

MEET THE SEAFARERS

Omar 'Les' Ames



On the fifth floor of the New York Hall there hangs a bloody Seafarers white cap. This cap is now famous, and it dates back to the attempt by the communists to take over the New York waterfront during the ILA beef in 1945. The cap belongs to Omar "Les" Ames, Bosun.

Les is a real SIU militant, but the bloody head that went with the cap was received while he was helping a Union Brother, and while he minding his own business. Here's how it happened.

Harry Bridges was making one of his periodic (losing) raiding attempts, this time trying to take over the AFL longshoremen in New York. The Seafarers, as always, came to the aid of their Brother AFL unionists and hit the streets in a mass demonstration to warn 'Arry and the commies to keep off.

The streets were full of La Guardia's police called out by the hysterical commies who had demanded "protection." The police tried to hem the Seafarers in, and one of Les' buddies was kicked by a cop's horse, and went down.

Ames bent over to pick up the kicked man and as he did so a cop broke a billy-club over his head. Dazed as he was, it was only after he and another man had picked up the fallen Seafarer that he noticed the blood streaming from the cut on his head.

FIRST AID

He was given first aid at the SIU Hall and then taken to the Hudson and Jay Clinic where it took six stitches to close the



wound. Now the bloody cap is kept in the Hall as one memento of the time the commies were beaten—but bad.

Les has been sailing for about eight years. His first ship was a Cities Service Tanker, and as he puts it, "they were so phony that I couldn't get into the Union fast enough." However the SIU books were closed at that time, and it was in 1939, after he had made another trip on a Cities Service Tanker, that he was able to join.

During the war Les sailed ships into many danger areas. He was torpedoed twice, but in each case he escaped injury.

TWO DOWN

The first torpedoing took place when he was on the Lillington, right after leaving Gibraltar for the States. Although the ship was equipped with anti-torpedo gear, it did not help them. The tin fish found its mark anyway.

Next dunking was when he was on the Noonday, coming into Le Havre. No casualties this time, and he is glad that he did not have to try his luck a third time.

With the war over Les satisfied his love of adventure by sailing as a volunteer organizer on the Isthmian Lines' George M. Bibbs. From the story told by the crew members, this vessel cast a 2 to 1 vote in favor of the SIU.

NO LUCK

When talking about the 1941 Bonus Strike and the 1946 General Strike, Les shakes his head and says, "I wasn't around for either one of those beefs. It seems as though strikes are always pulled when I'm out at sea."

Ames comes by his union spirit naturally. His cousin, Harry Singleton, is an Oiler who belonged to the old ISU. When the SIU was formed, Singleton joined immediately and has been a member ever since.

Les Ames does not confine his Union activity to sailing on unorganized ships or doing his share when a beef comes up. He accepts his responsibilities as a good Union member and he has therefore served as Deck Delegate or Ships' Delegate on many trips. He really believes in taking an active part in the affairs of the Union.

And so hats off—and we don't necessarily mean bloody ones—to Les Ames and the other men who have made the SIU the strong Union that it is today.



AROUND THE PORTS

Galveston's Marine Hospital Is As Bad As The Rest Of Them

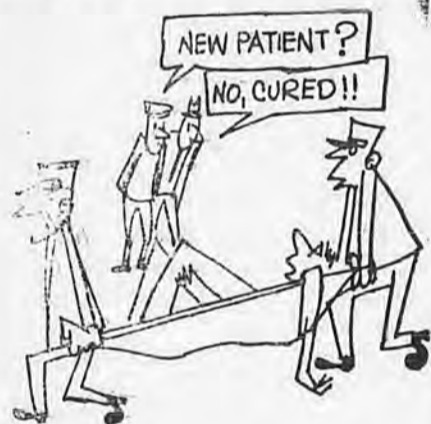
By D. L. PARKER

GALVESTON—The stories in the *Seafarers Log* about the conditions in certain of the Marine Hospitals are not isolated instances. Some people may feel that if things are bad in a hospital it is the fault of the administration of that particular institution; but when the same conditions are repeated in other hospitals then it starts to look like it is general policy to make the situation intolerable in all of them.

For quite a while we have been receiving complaints about the United States Marine Hospital here in Galveston. The letters and statements have been signed by members of the SIU, NMU, and by licensed Deck and Engine union men. Add to this the many complaints which have been made by the unorganized seamen, Army, Navy, Coast Guard, and veteran patients, and it swells to quite a protest.

POOR FOOD-

Most of the griping is about the food, although other points also come in for comment. The men complain that the food is poor, inadequate, and what there is of it is badly prepared. Diets are not adhered to, and many



men have been discharged from the hospital weaker than they were when they were admitted.

This situation, coupled with indifferent treatment, and lax medical standards, has made the stay of most of the men a nightmare.

I know that all of the beefs are justified since I was a patient of this hospital at one time.

Something must be done to correct the entire situation. Seamen deserve better treatment, and if they can't get it under the present set-up, then it is time to change to another system or administration that will work.

FOR THE RECORD

For the record, here are the names of those patients in the Galveston Hospital who are complaining about the state of affairs:

J. B. Aderhold, SIU; B. B. Fuller, SIU; S. Daniels, SIU; F. O. Seemsen, SIU; T. H. Morse, SIU; H. Trahan, SIU; E. O. Orchard, SUP; J. Thompson, SIU; D. Robinson, MM&P; J. S. Peeples, MEBA; R. E. Perdue, MEBA; P. F. Murphy, MEBA.

J. Brach, MFOWW; G. H. Castagner, CSU; J. Colofen, NMU; H. N. Vagen, NMU; M. E. Lewis, NMU; D. McLaren, NMU; J. Cremins, NMU; E. L. Williams, NMU; J. P. Henry, NMU; W. Adams, NMU; J. P. Pritchard, NMU; L. T. Cloleden, NMU; J. C. Stewart, NMU.

E. R. Werd, NMU; Z. G. Hentz, NMU; H. A. McHenry, NMU; E. J. Levilotte, NMU; S. James, NMU; L. Antoine, NMU; W. G. McClure, NMU; D. L. Dawson, NMU; J. J. Lawless, NMU; W. A. Ball, NMU; J. E. Ashley, Jr., NMU; G. W. Reed, NMU; R. Green, NMU; A. King, NMU; F. W. Giles, NMU; J. E. Steel, NMU; J. B. Watson, NMU; W. E. Easter, Veteran; R. L. Rohden, Veteran.

N. Ingle, Veteran; D. H. Van Ness, Army; J. F. Wiley, Veteran; C. Hargrove, Veteran; D. F. Miller, Veteran; M. Gardner, Veteran; G. Lewis, Veteran; A. L. Champ, Veteran; J. D. Daugharty, USCG; D. W. Blansett, Govt. Worker; L. A. Roff, Seaman; O. A. Tannehill, Boatman; J. Davis, Jr., Seaman; H. L. Johnson, Seaman; D. Jones, Seaman; R. Conley, Seaman.

I know that Headquarters of the SIU will get right to work on this beef, and I hope they take it up immediately with the United States Surgeon General in Washington.

But while those bureaucrats are passing the buck, these men and men in other Marine Hospitals are having a hell of a time. Complaints don't seem to do much good, and we may be forced to take further action to bring our case before the proper authorities.

Right now it is up to the Surgeon General. Let's hope he does something before it is too late to remedy the situation.

Corpus Christi Back At Work

By J. S. WILLIAMS

CORPUS CHRISTI — Business and shipping are about to come back to normal here in Corpus Christi, now that the ILA Warehousemen and the MM&P have settled their beefs. Those of our members who came off ships when the strike calls came are now back on their old jobs.

The Bull Line is coming back on their run again, and we even have a foreign payoff due for next week—which is certainly a rare occasion in this area.

For this port it is like getting money from back home, since practically all of the ships that make Corpus Christi, Brownsville and Harbor Island are on a coastwise run, and always pay-off on the other end.

This is a small port and there is not much news these days; but whenever things start humming, we'll let you know soon enough, so keep tuned in to this station.

NO NEWS??

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

- CHARLESTON
- PORT ARTHUR
- TAMPA
- HOUSTON
- NORFOLK
- JACKSONVILLE
- BOSTON
- PHILADELPHIA
- SAVANNAH
- BALTIMORE

New Launch Service Arranged For Seafarers In Puerto Rico

By DAN BUTTS

SAN JUAN — The Columbia Victory was the first ship to arrive here since the termination of the strike. The people down here lined the waterfront waiting to cheer the first food-laden ship, which would alleviate the extreme food shortage.

Much to their surprise and disappointment, however, the ship was loaded with fertilizer. Adding insult to injury, three days later the Luther Hurd arrived also laden with fertilizer, instead of the so badly needed food.

We now have quite a few citizens wondering how fertilizer tastes with ketchup. But, seriously, the food situation is acute. The Belgium Victory was due here with foodstuffs, but had engine trouble 24 hours out of New Orleans, and was towed all the way back. That left quite a few restaurants and private homes in very bad straits.

NEW HALL

We have finally moved to our new Hall. It's in the same building, but on the lower level. We held our first meeting there last Wednesday and those members who hadn't seen our new place as yet were really surprised and pleased with our new location and equipment.

So don't forget, when you are in San Juan, drop around and have a look for yourself; you are always welcome. The baggage room and sanitary facilities haven't been completed as yet, since materials are difficult to obtain, but they will soon be ready for the use of the membership.

In the past when one of our ships was in one of the Island ports, at anchor, and transportation was to be furnished to and from the ship, it was as a rule of the crudest type.

We have had several cases of small sailboats or rowboats overturning and men being lost, while going ashore in these small craft.

I am now making a survey of all the Island ports and making arrangements with both the Bull and Waterman Steamship Companies to supply motor launches with proper lifesaving equipment aboard.

So remember, when you get to an Island port, insist upon twice

Victory Over Fascism Abroad Does Not End Labor's Hard Fight

By HENRY CHAPPELL

DETROIT—The United States has waged a successful war against the fascism of Italy and the nazism of Germany, but now, in our midst, we are facing another form of dictatorship—that of communism, as it is practiced in Russia.

Unlike our system of directly elected representation, the Russian system does not permit the election of government officials by a majority vote. Russian officials assume office through force and fear as did Hitler in Germany, Mussolini in Italy, and as Huey Long attempted in this country. Long fortunately was checked before he could do any harm to our structure of national government.

Labor union members and

prospective members should know who the communists are, how they operate, and what is their ultimate goal. My statements are based on personal observations and intensive study of all available material.

Members of the communist party operate within labor unions as a clique. They use parliamentary technicalities, disruptive tactics, and in general create nuisances to block passage of any measure unfavorable to the clique trying to gain control of the union. Young members are schooled under order of higher-ups, to make bids for the union leadership.

In national politics, their tactics are pretty much the same. Operating through political action committees, they pick candidates who will jump at the crack of their whip. Hitler and Mussolini liquidated their opposition. Although the communists are not yet strong enough to do likewise, they wouldn't hesitate to do so should they assume power.

DUG IN

Communist party members are already well established within the AFL and CIO, controlling some of the unions, of which the NMU is an outstanding example. Capitalizing on the rank and file defection in the old seamen's unions, the NMU originated in 1936 as a plan of communist party. A careful reading of the Pilot will reveal the real purpose of the NMU.

The true colors of the NMU's unionism came to light this year when it started an organizational campaign disguised as a strike on the Great Lakes. Every dirty trick in the book was thrown at Lake seamen, with a few new ones added. Picketing of SIU-contracted ships, calling men finks and scabs who did not quit their ships Aug. 15 were among the more noteworthy.

Then on Aug. 23, the NMU, which had already violated its contracts, signed an agreement with the Bethlehem Transportation Co., thereby letting these ships sail unhindered by picket lines or shoreside interference. Other members and sympathizers were left in a lurch, picketing on the beach while they wondered why the agreement was signed.

MADE CLEAR

The SIU stand on this strike was made crystal clear to NMU officials. In the press and by circular, we stated WE DID NOT INTEND TO VIOLATE CONTRACTS. We said we would respect picketlines around ships they had under contract, but that we would not tolerate lines around ships we were trying to bring into the SIU.

Now that returns are in from the Midland elections, which the SIU won by an overwhelming majority, the SIU intends to put on an organizational drive to bring under our banner other non-union lines operating on the Lakes. This will eventually bring the entire great Lakes district under the SIU banner.

SIU halls are established in Buffalo, Chicago, Cleveland, Detroit and Duluth. They are there for your convenience. Use them. We will open a hall in Toledo some time this winter. Watch for the date and the address.

daily service, and be sure that the launch in use contains the proper lifesaving equipment.

SHOREGANG WORK

We are on the verge of signing a shoregang contract with Waterman. The only thing that holds us back is the fact that Bull Line is not satisfied with the present shoregang work. They have good cause for dissatisfaction, too.

In the past, some of our full book men, supposedly good Union men, have gone down to these ships as scalers. They have done everything but the work they were sent to do. Some have gone so far as to send ashore for a bottle of rum, then hide in



the fantail and completely forget that they were sent to work and not to throw foc'sle parties and get gassed up.

But all of that is a thing of the past. I have given the Bosun, who is sent down in charge of the shoregang, the permission to come down to the Hall with any man who stalls in his obligations, so that I may personally tell the Brother in question what the score is before I pull him off that scow and send someone down who needs and appreciates the work.

Attention Members! Seafarers Sailing As Engineers

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

Eastern And Alcoa Make Plans To Expand Into Passenger Trade

By JOE ALGINA

NEW YORK—There is quite a bit to report out of New York this week, as shipping is definitely on the up-grade with men going out to ships daily. There are still a number of men on the beach, however, and it will be a few weeks before shipping will be what one can call normal.

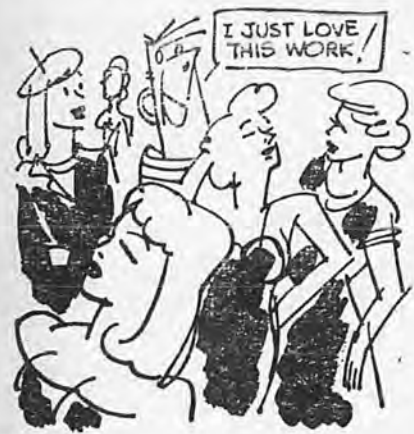
At the present there are a number of ships waiting orders and when these ships are crewed up, the surplus of men around the Hall will slack off.

As long as there is an unusually large number of men on the beach the kitchen will continue serving meals, and from all reports the quality of the food has not depreciated in the least with the SIU cooks still serving the best meals in this section of town.

PASSENGER SHIPS

I've just got the dope from Eastern and Alcoa Steamship Companies that they intend to go into the passenger business in the near future. Eastern intends to operate passenger ships between Boston and Halifax while Alcoa expects to run passenger vessels down to the islands. This should be good news for all Seafarers who enjoy working aboard passenger ships.

For the seamen who don't care too much about passenger ships, I'm sure they will be interested to hear that A. H. Bull Steamship



Company is going to stick their old Hog Islanders in the boneyard and replace them with new C type vessels.

No doubt there will be tears galore shed when the news gets around that the Hog Islanders are heading for the boneyard.

Well, finally, the Isthmian count is going to come off, on November 18, this time there is no doubt about it as the Company and the NMU have run out their string of delaying tactics and now they'll have to face the music.

Below is listed some of the ships that have retroactive pay coming to them. As more retroactive lists come in I'll put them in my column.

Here's a tip to men who have money coming them from Mississippi Steamship Company. If you intend to take a trip to New Orleans, wait until you get there and go to the company office. They'll pay you the money there immediately; whereas, if you write to the company it may take a week or two to collect.

The following is the retroactive pay that can be collected at Smith and Johnson Steamship Company, 60 Beaver Street, New York: E. K. Collins, E. T. Meredith, W. M. Tiyler, M. Brady, Williams Victory, F. Lee, Ralph A. Cran, J. Lee, N. G. Cochran.

The above money will only be paid between the hours of 2 p.m. and 5 p.m.

For Mississippi Shipping Company: Am Mer Mar, George W. Alther, Abraham Baldwin, Murray M. Blum, Tarleton Brown, Del Aires, Del Mundo, Del Santos, Del Valle, Rufus E. Foster, George Gale, Clarence King, Meteor, Charles McDonnell, Richmond M. Pearson, John S. Sargent, Francis M. Smith, Alexander H. Stephens, Ida Straus, Tailsman, Typhoon, Bluefield Victory, Brazil Victory, Cuba Victory, Dashing Wave.

This money is in the company office in New Orleans. Men in New York see Captain Lala, Room 133, 17 Battery Place, New York.

The following retroactive pay for the Tugs of the Moran Towing and Transportation Company can be collected at the Moran office, 17 Battery Place, New York: Fallhead, Farallon, Pigeon Point, Blackrock, Fire Island, Burnt Island, Montawk Point.

Seafarers Making Good Progress With Tankermen In Marcus Hook

By BLACKIE CARDULLO

MARCUS HOOK — Shipping has slowed down some what here in Marcus Hook, but we have kept ourselves busy on the organizing drive. It is progressing very well with Sun Oil seamen coming to us in greater numbers every day to ask us questions about the Union and its contracts.

Every tanker man who comes in is shown the new agreement and they are 100 percent for it. To them it looks good to see the highest working conditions on the waterfront down on paper in black and white.

Due to the fact that many cargo ships are tied up here, there are many men on the beach, and our only outlet right now is to make a drive on the unorganized seamen in this port. This the SIU is doing with full force.

While some of the SIU men have been waiting for ships around here, they have given us a hand in the organizing and have done a bang-up job, so any of you boys who are coming down here to ship can look forward to a bit of interesting work helping us organize while waiting for a ship.

TANKER NEWS

Last week the SIU Tanker News made its debut along the waterfront of Marcus Hook. It's a mimeographed sheet we ran off, giving the unorganized seamen the score of the campaign. It was so well received that we intend to make it a regular weekly affair.

When the first issue was passed out to the unorganized tankermen it was hungrily grabbed up. They are quite pleased with it and have made many comments on it to SIU men around the Hook.

The other day we were very successful in crewing up a new Standard Oil of California ship, the SS Bryant. With this parti-



This tattooing came off the arm of an unidentified man who was found dead in New York. If you recognize the tattoo marks, get in touch with the New York City Missing Persons Bureau, or with the New York SIU Hall. This is important as there is no other way to identify this man.

The Patrolmen Say...

Mis-Mate

NEW YORK—I wonder where the shipping companies send their talent scouts to find the material that some of them have on their ships and call officers. I had the SS Von Stueban of the Robin Line to pay off recently and ran into a so called Mate. The Carpenter had some overtime that he thought should not have been disputed, so I went up to talk to the Mate, and see if he was the third party at the time the contract was negotiated and signed.

I tapped lightly with the toe of my shoe on the door marked: Mate. I was told to come in, and the minute that I opened the door I thought I had made a mistake. I took another look at the name plate over the door to see if it said Crew Toilet, but I had read right the first time; holding my breath I entered the vulture's nest.

PRIDE OF SHIP

There stretched out in the bunk was the pride of the Von Stueban. He had his feet propped up against the bulkhead and it did



not seem to bother him that he had forgotten to take his shoes off. After all, the bedroom waiter was responsible for the care of this pig's room, so cigarette butts were thrown around or stepped on wherever they happened to be finished. Before I had a

Chi Shipping Is Still Fair

By HERBERT JANSEN

CHICAGO — Shipping is still pretty fair here, and there are quite a few jobs on the board.

The Buckeye State paid us a visit during the past week. She will carry a load of grain from Milwaukee, Wisconsin, to Buffalo, New York. When she hit here she was in pretty fair shape, and had only a few minor beefs.

We came across a clipping from a Chicago paper which told of how some non-commie seamen broke up a commie meeting in New Orleans when the speaker praised Russia as the only country in the world that was worth living in.

The non-commies blew their top at this and showed their feelings very plainly. The boys here in the Chicago Branch were pretty burned up themselves at these commies and what they stand for, and don't care who knows it.

We are back on the job again after trying to catch that big one for two weeks. A Mississippi catfish was the only thing we can brag about, but we did have fun.

The following members are now in the Chicago Marine Hospital: Paul Kinstout, Pat Wyne, James O'Donnell, Louis Johnson, and Robert Maupin. Those of you who can make it might drop in and say hello.

chance to introduce myself I was asked what the hell I wanted. I told him that I was the Union Patrolman and I would like to talk to him about the overtime in the deck department. He started to bellow and yell, and made two or three attempts to get up off his bunk. It was then that I saw he was stupid drunk.

He started telling me what a bum crew he had and that the Union had to do something about it. Well, you can't talk to a drunk so I left him there looking for his bottle, and had the overtime squared away with the company agent.

INTERRUPTIONS

While talking to the crew, and checking books in the crew's messroom we were interrupted by the Mate who wanted to know what right I had to keep the crew from working, and I should send them up on the boat deck to paint the stack. I told him I wasn't the bosun, and if he wanted the crew to turn to the bosun was the man to see and not me.

Well, I thought we would have to call Bellevue for a straight jacket: he raved, pulled his hair and even cried a little. He finally left the messroom muttering something about, when he was in the NMU they did not treat Mates in such a fashion and the SIU was a bunch of die-hards; if you picked on one you picked on the whole bunch. I really didn't think the old boy had it in him and told him he was talking real Union unity.

SKIPPER GOOD EGG

After the short tussle with the Mate; the Captain called me into the saloon and told me the Commissioner would be a little late. He said if it was all right with the crew and I, he would pay off all overtime, transportation and retroactive pay so the crew wouldn't be held up any more than could be helped. He realized that the men had made train and plane reservations that they would miss if the payoff didn't come off in short order.

About this time the seagoing version of a lost weekend came strolling into the saloon and thought the Captain was having an argument with me and wanted to lend a hand. He rushed up to the table and said, "Captain, this man has been giving me a hard time ever since he came aboard; I want him put off the ship." The Captain is an old timer and has a good name with SIU crews.



He sat there and didn't raise his voice at all, but in a quiet way told the Mate, "Mister, you have been drinking and you are holding up the payoff. Please leave the saloon."

SAD SACK

Well the lamb, or should I say pig, turned and slowly walked out. Sorry Captain that you have such a sad sack for a first. I hope the next trip will be different.

Four days later I had the dubious honor of seeing the First again. While on picket duty with

(Continued on Page 14)

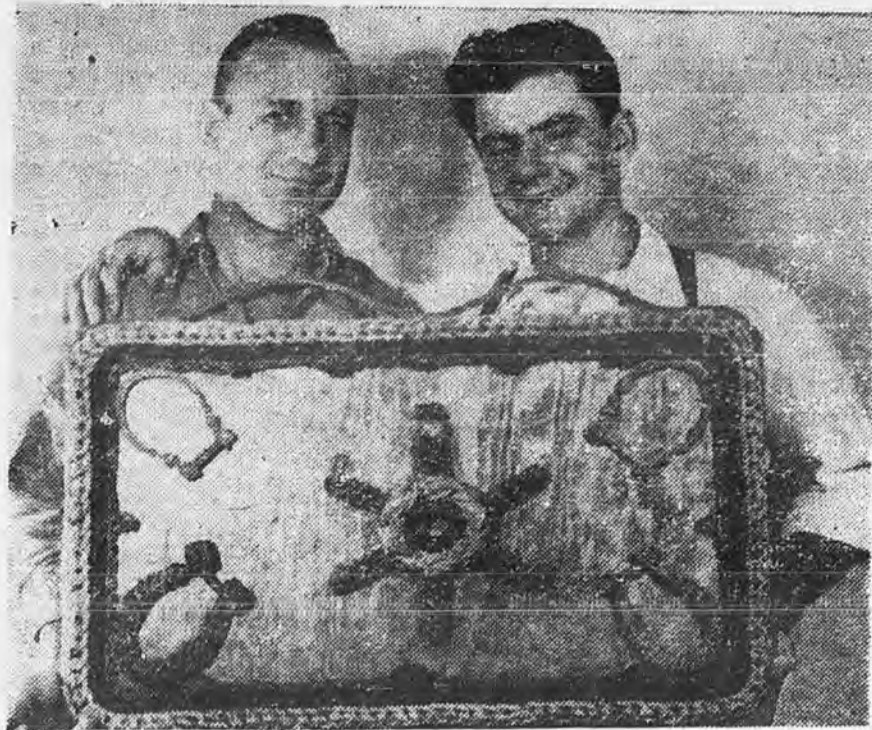


amidship with the Black Gang sleeping aft.

Each one of these foc'sles looks like a stateroom on a passenger ship, and to top it all off they have a crew's lounge, which is next to the crew's messroom.

The crew's messroom looks like the saloon on a C-2. If this sounds appealing to you, I'll let you in on something. There'll be another new ship like this in here around December 1, so hold onto your cards.

THEY KNOW THE SCORE



Besides being a very good volunteer organizer, Warren Wyman, left, has a reputation as a knot-tying specialist. Here he is with his latest board of knots. Helping him hold it up is Organizer Johnny Arabasz. Warren came off the Isthmian's Twin Falls Victory with the crew lined up 100 percent for the Seafarers. With his knot-tying and his organizing, Wyman is a valuable man to have around.

Isthmian Needs Speedy Changes, Say Twin Falls Victory Crewmen

Some of the many reasons why the Isthmian men are so anxious for SIU representation were given to the Log this week when Warren Wyman, Bosun, stepped into the office with three shipmates from the Twin Falls Victory. Warren is the famous knot-tying specialist of the Seafarers and he served as volunteer organizer on the Isthmian vessel.

One of the three men who accompanied him, Ronald Hendry, Messman, had sailed on five straight Isthmian scows, and his words also spoke for the others with him.

"Every trip on an Isthmian rustbucket," says Hendry, "is a rugged trip. Now that we are getting close to SIU representation you can see why we resented the NMU holding up the count.

We are the guys that will suffer while those phonies play games."

The others, Elton Painter, Messman, and Mason Seals, Chief Electrician, concurred in this last statement. Seals is a member of the International Brotherhood of Electricians, and he realizes the need for organization.

"I never knew that conditions could be so bad," he said. "You know this was my first trip, and before this I never believed that a sailor's life was as bad as it is pictured. But on Isthmian ships, I guess it's even worse.

ISTHMIAN LUCKY

Luckily for the Isthmian Lines, the Twin Falls Victory did not vote in the election. This vessel was taken over by the company on June 8, and was therefore ineligible. According to Wyman, if the ship had been permitted to vote, it would have turned in at least a three to one majority for the SIU.

"The men on board trusted the SIU," is the way Warren explains it. "In fact, I was elected Ships' Delegate and other known SIU men were elected to other offices. Practically everybody on board came back to the States ready and willing to join the Union."

All of the troubles on the vessel were not caused by the poor living conditions. The policy of the company to employ only officers who are known to be anti-union means that only the poorest ones are available to the company. This complement of officers was no exception.

REAL BUCKO

"Our Skipper," explained Painter and Seals, "was a man who had been called Willie the Whip when he was a Mate. Now they call him Weary Willie. He is the type of man who rings arrival when the ship is still 40 miles out."

The crew of the Twin Falls Victory now know what being covered by an SIU contract

means. In the course of a five month trip, the average overtime for the men came to 130 hours each—and one half of that is being fought by the company. On SIU ships, for the same type and length of trip, the OT would be around 500 hours.

When Wyman spoke to the Skipper about overtime for Saturday afternoons, Weary Willie raised the roof. He contended that his company does not recognize such newfangled ideas, and that when Isthmian goes SIU he will throw down the ladder any Patrolman who comes aboard his ship.

SOME DECENT

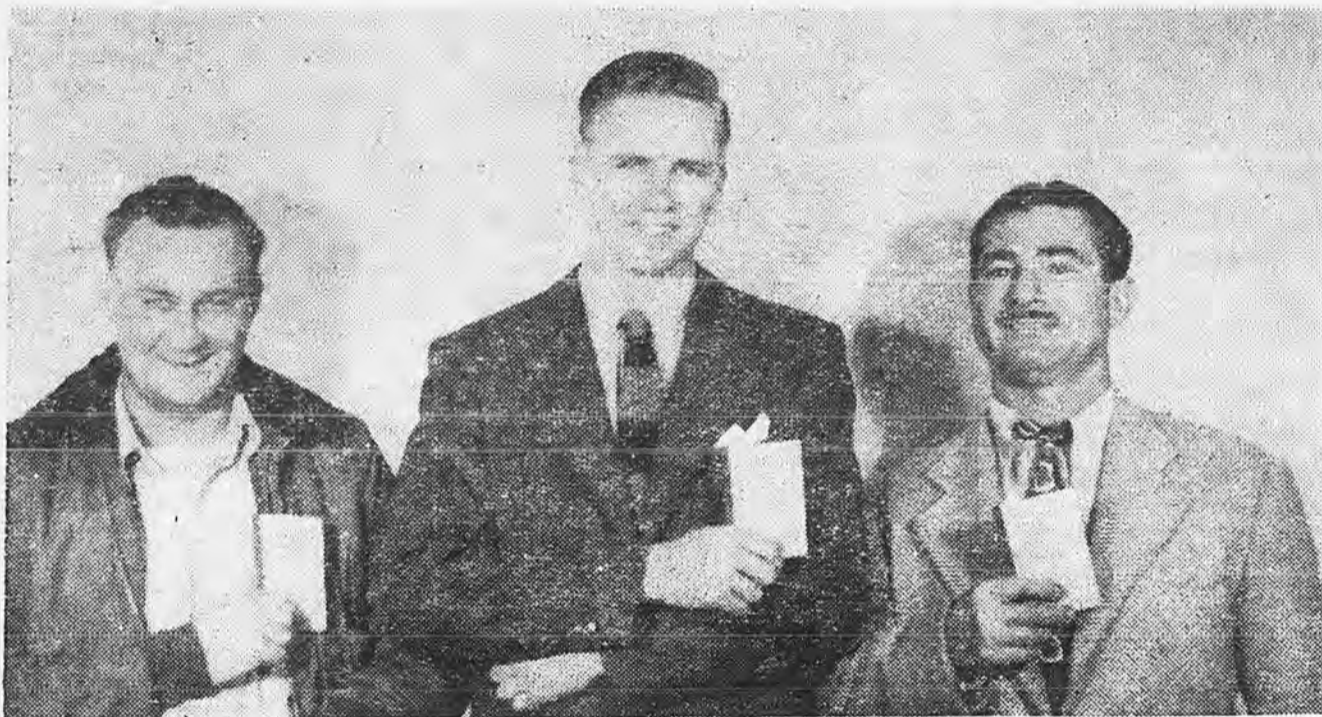
The only decent officers on board were the Second Mate, the Second Engineer, and the Purser. All the others were rank-happy, and knew less about their jobs than the newest OS or Wiper.

In the matter of food, the crew fared worse than the crew of any foreign flag ship. What little food there was could not be eaten, and that was not the fault of the Cooks or the Steward, all of whom tried to do their jobs but were stymied by the poor quality of the stores.

Flour with weevils, spaghetti with bugs, green meat, smelly fish, and rotten fruits and vegetables were the daily order of chow.

Of course, the Captain's table did not suffer. All the milk and sugar went there, and the good food was confiscated right away so that the officers might dine in style.

So, after a five months trip that took them from New Orleans to Alexandria, Port Said, Karachi, Bombay, Cochin, Madras, Calcutta, and other ports of call, the crew of the Twin Falls Victory is back in the United States, wishing mightily for SIU



When the Twin Falls Victory, Isthmian Lines, came back to the States after a long and rugged trip, the crew went SIU in a hurry. From now on they want to sail organized, and they want to be organized in the SIU. Left to right, Elton Painter, Messman; Ronald Hendry, Messman and veteran of five Isthmian ships; and Mason Seals, Chief Electrician.

Vets' Group Charges U.S. Communists With Exploiting GIs' Needs For Party Line

Scoring "the current efforts of the Communist Party to exploit the hardships of the veteran in order to further the party's selfish political ends," the American Veterans Committee (AVC) recently went on record as opposing the infiltration of communists into veteran organizations.

The statement was made public at a dinner in honor of General Omar Bradley, Veterans Administrator, in behalf of the 24-man National Planning Committee of AVC, holding its quarterly meeting in New York City.

The resolution, which was the subject of hot debate, was proposed by Arnold Rivkin, Vice-Chairman of the New England Region of AVC, and was seconded by Michael Straight, editor of the New Republic Magazine. The resolution is as follows:

"We oppose the entrance into our ranks of the Communist Party and we shall strive to prevent them, when and if, by subterfuge and deceit, they gain

such entrance, from attempting to use AVC as a sounding board for their own perverse philosophy."

DISHONEST METHODS

In a statement which accompanied the general release of the resolution, the AVC that all of its members must subscribe to the preamble to the AVC Constitution which obliges them to agree to "preserve the Constitution of the United States," and to "maintain full production and full employment under a system of private enterprise."

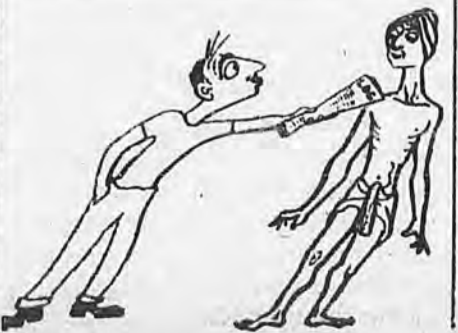
The release pointed out that therefore the Party members who have joined the AVC have done

so through dishonesty, and the statement concludes with the following:

"We spurn the insincere cooperation of a minority group unquestioningly obeying leaders whose objectives, including a totalitarian dictatorship of the extreme left, are irreconcilable with our own."

The AVC is the largest and most progressive of the Veterans Organization which have come out of World II and admits merchant seamen to membership. From the time it was first organized, it has been the object of heavy Communist infiltration, against which the non-communist majority in the organization found itself helpless.

New forces, however, was added to the fight against C. P. domination when the Veterans League of America amalgamated with the AVC. Since then the tide has slowly turned, and it seems entirely possible that the communists will be forced out of the AVC by the time the next convention rolls around.



Protect Yourself

Once again we remind you about the need for protecting your rights in regard to compensation for injuries and medical attention.

Whenever the case warrants it, active seamen should check into a Marine Hospital for medical care. When in doubt about your rights under the law, check with your SIU officials.

Seamen should see to it that any injury or health impairment is recorded by the ship's Master, or your department head, regardless of how small the case may seem to be at the time.

Failure to follow such a procedure often results in financial loss and inferior medical attention if the case develops into something more serious.

Protect your rights!

Anyone who takes ill, or in any other way is unable to sail after taking a ship should notify the dispatcher at the Union hall as soon as possible so that another man can replace him.



to be officially designated as the bargaining agent for them men of the Isthmian Line.

CLAIM TO FAME

Besides being a damn good organizer, Warren Wyman has another claim to fame. He is an expert at tying knots, and his reputation is well known to all men of the SIU. Warren has been going to sea since 1935. He has been tying knots for the same length of time.

"I don't know how I picked it up," he said in answer to a question. "I watched some other guys doing it, and then I was tying knots all by myself."

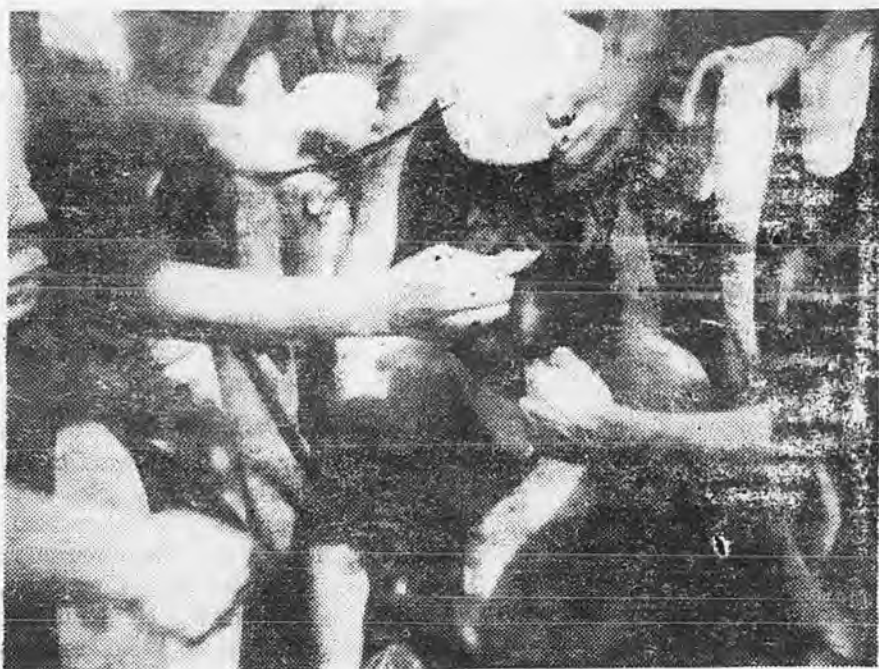
Warren is also waiting for the day when Isthmian will have to bargain with the Seafarers International Union. He has sailed on SIU contracted ships and he knows the difference.

Soon all Isthmian men will know the difference between conditions as they are now, and as they will be!



SHIPS' MINUTES AND NEWS

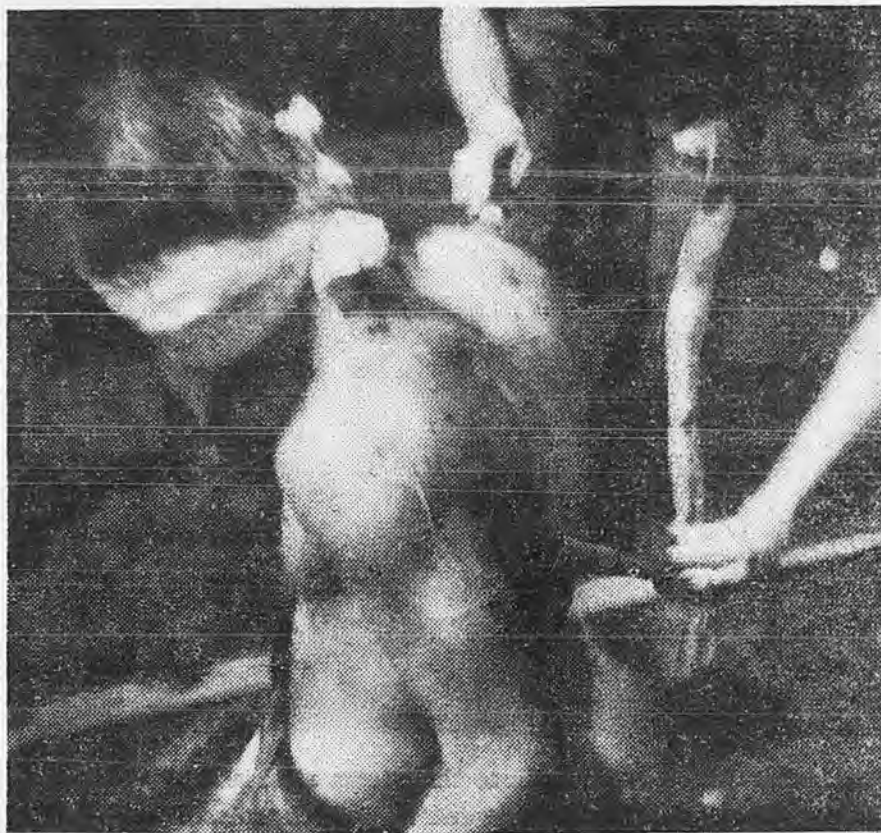
ALL HANDS CUTTING UP



The victim whose cranium is the center of activity for all hands in the top photo, is a crewmember known as "Tito." The shell-backs aboard the SS Sea Dolphin initiated Brother "Tito" into the ranks of the "Order of Neptunus Rex" as the vessel crossed the Equator during a summer run to South Africa.

After the lads finished giving "Tito" his haircut, they hauled out the buckets and brushes and proceeded to paint his epidermis with fresh red lead, as revealed in the scene at the right.

Seafarer Ralph Swillinger, OS, caught these shots with his never-failing candid camera. The Dolphin, now of the Robin line, was operated by the Waterman outfit when the pictures were taken.



Messmen Flee Fury Of Hilton's Hell

Hell hath no fury like the messman's quarters on the SS Hilton. The quarters assigned to the messmen aboard the ship were a veritable inferno for practically the entire period of the vessel's "rum and coke" run, according to a

recent set of minutes which exposed this and several other damnable conditions existent on the Bull line scow. Conditions in the mess quarters were described as "terrible."

There was no immediate sign of what was to develop when the messmen and the utility occupied their quarters as the Hilton left New York in late summer bound for Puerto Rico and St. Thomas. The quarters were located directly over the engine room with "not a chance of any ventilation," the minutes say.

HELL BREAKS LOOSE

Whatever hope the occupants may have held out were soon dissipated. On the third day out, the room became like the inside of an overworked oven. "It was like a burning hell," the minutes state, and it was impossible for the men to sleep in the blistering heat.

The Hilton's steward rushed to their rescue. He furnished cots so the men could seek relief on the outside. The refugees from the roasting room set up their cots and slept on the after fan-

Black Gang Charges First With Agreement Violation

A memorandum citing the First Assistant Engineer for discriminatory treatment of engine department men conducting legitimate union activities, and for generally acting in a manner contrary to the provisions of the company-union agreement, was drawn up by the Black Gang of the SS Alcoa Pioneer at a shipboard meeting held at sea Sept. 25.

The charges point up the fact that despite the increasingly favorable amicable working relations between the licensed and unlicensed personnel, occasionally individuals still crop up to

throw a monkey wrench into the works.

UNION-HATER

Referring to the First Assistant's discriminatory tactics, the memorandum, signed by the members of the Pioneer's engine department, charged the engineering officer with acting against those men who were pronounced pro-Union. The men cited this as a violation of Article 2, Section 1 of the agreement. He also threatened to have Oilers logged for turning in legitimate overtime, the statement continues, with regard to the breaking and setting of watches as set forth in Article 4, Sections 1, 2, and 3.

The crew members also aver that the First refused to accept other overtime. "We consider the ignoring of overtime a serious charge, and believe this act to be for the benefit of his reputation with the company," their memorandum states.

In an effort to cut down his requisition of engine room stores, the First Assistant Engineer has resorted to unconventional means of acquiring supplies by drawing on other departments, the statement continues.

HOLDS BACK SUPPLIES

"While having plentiful supplies of soap powder, mops and other cleaning gear, this man has failed to issue sufficient amounts of this equipment to Wipers for sanitary work," the statement goes on, "and he has also ordered the Wipers to use the equipment of other departments whenever possible.

"This practice puts a black mark on the Union's longstanding motto, 'SIU means a clean ship.' He has also failed to issue

SIU Tripcarder Drowns Off Trinidad Shore

Henry Cox, a Seafarer holding an SIU tripcard, was drowned recently off Trinidad, it is reported in the shipboard minutes of the MV Capstan Knot. The body was brought to New Orleans aboard the Knot. Cox was a crew member of another Alcoa vessel, the name of which was not given in the minutes.

The membership files in the New York hall show a Henry Cox residing at 74½ Deb Street, Tonawanda, New York, the home of his parents. He is listed as a Wiper.

The members of the Knot crew took up a collection for flowers to be sent to the deceased's residence upon the body's arrival in New York. Brothers Labrosse and Flynn were designated to select the floral piece.

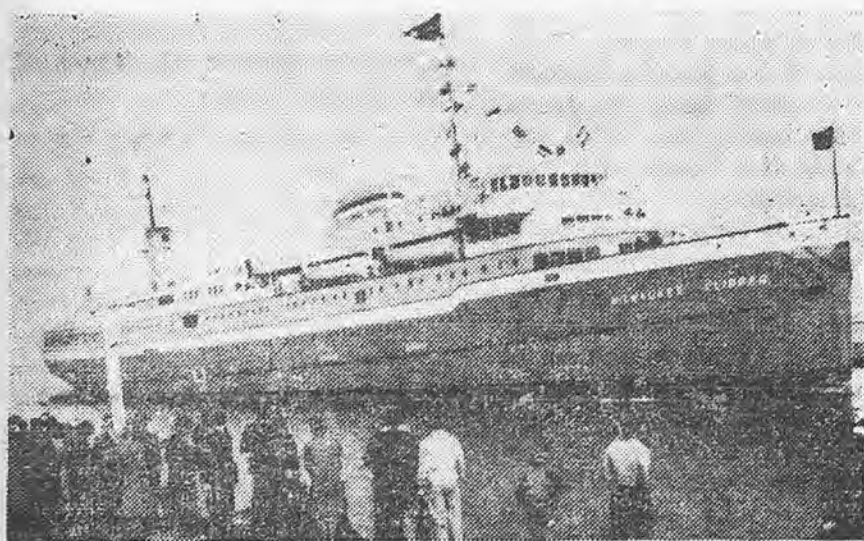
Lyman Hall Men Laud SIU Fight

Crew members of the SS Lyman Hall, at a shipboard meeting held at sea Sept. 15, unanimously approved a telegram voicing their satisfaction with the "successful and persistent fight for better living conditions and higher wages," conducted by the Seafarers. The message was sent to SIU headquarters in New York.

Text of the telegram follows: "Union members of the SIU aboard extend congratulations and appreciation to all Union officials for their successful and persistent fight for better living conditions and higher wages."

Chairman of the meeting was Carl Lawson, Bosun, and serving as secretary was Fidel Lukban, Steward.

A GREAT LAKES 'CLIPPER'



The excursion steamer Milwaukee Clipper, Wisconsin and Michigan Steamship Company, as she enters the harbor at Muskegon, Mich., after the run from Milwaukee. The photo was sent in by a female hand aboard, who calls herself "The Clipper Wren."

"The Wren," in an accompanying note, warbles that wedding bells "will ring out" this month for Mae, who has been on the Clipper for the past six years, and some other items of gossip.

"The Wren" sends greetings to all Seafarers, and wishes all "smoother and better sailing."



soap powder as per Article 2, Section 21 of the agreement since this ship's departure from the States."

WAS PARTIAL

In laying the charge of favoritism on the First Assistant Engineer, the statement points out that he demonstrated his partiality by "okaying overtime on some sheets and disputing identical overtime on others." The engine men say further that they are of the belief that overtime should be divided equally within the department whenever it is possible.

The meeting at which the memorandum was drawn up also dealt with matters pertaining to improvement of the launch service, fumigation of the ship, etc. Brothers Johnson and Smith were chairman and secretary of the meeting, respectively.

CHANGE NEEDED

The ship's minutes assert that a "change will have to be made," and that suitable quarters for the men will have to be found.

Similarly condemned was the condition of the food stuffs stocked aboard for the crew's consumption. The cook reported that the flour was unfit for baking purposes. No oranges, grapefruits, apples or like varieties of fruits were provided for the return trip. In fact, it was revealed that while in San Juan, the Steward had received orders from the Bull Line not to buy any fruits in San Juan.

TOUGH BIRDS

The minutes say further, that the chicken served was tough, the porkchops fatty. The night lunches were termed monotonous, the minutes pointing out that the same menu prevailed throughout the voyage.

Digested Minutes Of SIU Ship Meetings

AIKEN VICTORY, Aug. 15— Chairman Mayhorn; Secretary Postenreider. Motions carried: to see Captain in regards to putting number one off limits; to see Captain about having something done to eliminate so much soot coming from stacks; that anyone caught selling food to the troops be brought up before the Union; to have the water cooler back aft brought midship. It was suggested to the Steward that better night lunches be put out. It was brought out that the messhalls were in a dirty condition and the fines should be stronger. It was stated that the money collected from fines was to go to a good cause. A minute of silence was observed in respect to our Union Brothers lost at sea.



FORT HOSKINS, Oct. 6— Chairman Kinney; Secretary Hanna. Motion carried that all departments stick together and no one is to pay off until all disputes are settled. Motion carried to find out if the company allows money for personal mail to be sent by the crew. Suggested that delegates collect all books and tripcards from members for the patrolman.

Cooperative Crew Considers Galley Men

The majority of the crew aboard the SS Eloy Alfaro decided at a shipboard meeting to have a cold meal served Sunday nights while in a hot weather zone. Realizing that a hot galley is not the most enjoyable place on a hot evening, the crew voted to forsake the usual hot meal for a cold lunch, thus giving the Steward Department a break. Cooperation is the keynote aboard SIU ships and this is another example of the men being concerned with the welfare of the whole crew and not with themselves alone.

ELOY ALFARO, Sept. 22— Chairman Hershell Holloway; Secretary Jerry Palmer. Delegates reported all good and disputed overtime is in order for the Patrolman on arrival. Repair lists to be turned over to the ship's delegate and he in turn will see that the Captain and the Hall receive copies. Several men were voted to keep recreation room clean.

CHILTEN SEAM, (no date given) — Chairman LaFrazee; Secretary C. R. Rowland. All delegates reported everything shipshape. A list of repairs and replacements was made by the Deck Delegate and read for approval. Discussion on the cleanliness of the messhall. Captain was asked for awning for the poopdeck.

SEATRAN N. O., Aug. 30— Chairman C. Giallanzia; Secretary C. Breaux. Motion carried that this crew go on record not to ratify the agreement unless all departments get overtime on Holidays at sea, and also that a copy be sent to the office of Company, and Log to be published.



ALCOA VOYAGER, Aug. 12 — Chairman F. Betts; Secretary (not given) Delegates reported all members in good standing. Motion carried: to write letter to headquarters in reference to the old articles; to elect five men to further investigate the two wipers that shipped through the company office; to have all library books returned when finished with them.

JOHN W. CATES, July 30— Chairman E. Shaw; Secretary S. Shatkovnick. Special Meeting. Motion carried to bring the Chief Steward up on charges for refusing to carry out the motions accepted by the crew in the special meeting of May 2. Motion carried for the delegates and the Steward to see the Captain and to obtain fresh fruits, vegetables, etc., in this port and if Captain refused to do so, that the crew go on record to send a representative to the American Consul to see about paying off the crew. Motion carried for the delegates to see Captain about having medical supplies replenished, also slop chest.



JOSHUA HENDY, Sept. 15, — Chairman A. H. Anderson; Secretary N. T. Wade. Motion carried that a question be placed on this ship until the foc'sles be changed and slop chest be relocated as well as foc'sle to be painted. Suggestion was made that the Captain and the Mate be straightened out when the ship arrives in port.

JULIEN POYDRAS, Sept. 10, — Chairman H. Fauntaia; Secretary P. Blair. Delegate to make list of repairs needed. Ship to be left clean. List of fines checked. No one to pay off until all disputes are settled. Anyone leaving ship must have permission to cross picket line.

Look Out, Below, The Sky Is Falling

Going to sea is beset with danger. Incautious seamen never know when or where some foul deed will befall them. In support of this contention, we offer an item from a set of minutes sent in from the SS Fort Hoskins.

The item read:
"It was also brought up that the mess boys should stop throwing stuff out of the portholes, as someone might be passing and get hurt."
Especially if it was a hunk of last night's cake.

WILLIAM F. MACLENNAN, Aug. 3 — Chairman H. Green; Secretary G. Bentley. Delegates reported everything in order. Motions carried: that the cooks be more careful about the food; that all members wear shirts and pants in mess-hall; that the galleyboys wear shirts while working. One minute of silence observed for Brothers lost at sea.



And Twice As Much For A Nickel, Too

The crew aboard the Grover C. Hutchinson has found their own way to fight inflation and profiteers. The ship's minutes of Sept. 1 report that the Purser has been making 150 percent profit on Coca Cola. "Coke" may be the pause that refreshes, but at the price asked it's the pause that refreshes only the Purser's purse.

The crew decided unanimously that a buyers strike is the only answer to this bucko, and therefore they slapped a boycott on buying Coca Cola from the Purser. Pepsi Cola hits the spot boys.

MARIN HILLS, Sept. 1 — Chairman Rogers; Secretary Wade. Reports of delegates includes several beefs. Motions carried: that delegates see Purser about having foreign money changed back to American currency; that Chief Steward and cooks be summoned to meeting; that small fine be levied on anyone not attending meetings; that delegates prepare written report, to be presented to Patrolman in States, on Ch. Stewards refusal to attend meeting after delegates had sent for him. Other motions were carried to improve messhall conditions.

RICHARD BASSETT, Aug. 1 — Chairman Pickur; Secretary Helms. Motions carried: that any member missing union meeting, unless for a legitimate reason, be turned over to Union Patrolman; to see Patrolman about securing inner spring mattresses for crew before leaving New York on next trip; that all foc'sles be painted before next crew comes aboard; to see Captain about getting cigarettes in Poland; that next crew make certain they have a proper amount of stores in the slopchest before sailing; that Captain be invited to meeting so he can understand motions carried rather than have him get it second-hand.

ALCOA PILGRIM, Aug. 25 — Chairman Charles O. Lee; Secretary L. W. Highsmith. Motions carried: That crew ice box be repaired, if possible; that delegates and Ch. Steward make sure fresh coffee is made for every meal; that a collection of money and cigarettes be taken for hospital case trip-card—money to be given to him on arrival in Trinidad; that holes be drilled in a knife, fork, and spoon and they be hung in crew pantry and a fine of \$25.00 levied on anyone removing same.

SEAFARER SAM SAYS:



IF YOU HAVE A BEEF SEE YOUR PATROLMAN. DON'T WAIT FOR HIM TO LOOK YOU UP. IT'S YOUR BEEF — SPEAK UP!



CUT and RUN

By HANK

So help us, what's happening to New York anyway? Where are all the ships that come here steady? The Brothers on the second floor sure would like to see them come in all of a sudden and take them all off the beach . . . After all, waiting for retroactive pay or unemployment insurance doesn't help the empty pockets and the restless feet . . . Say, if any of you guys want to read a swell article about Merchant Seamen—then invest that last fifty cents for a copy of the November issue of Esquire magazine—and read about a woman thinks of us guys, and she sure praises us like nobody has ever done before, indeed.

One of our swell shipmates, Bosun Bera Smyley, just blew in with one of his shipmates, Marion "Whitey" Kirtley, after a not so good Isthmian trip of four months duration to Kherhamshahr, the world's most overheated fly heaven, in the Persian Gulf. In addition, they had no shore leave for several weeks in the port of Ras Tanura, Arabia, also in the Gulf, which is the emptiest hole of port in the world. The Old Man's gold-braided angels had plenty of this something called shore leave, which is the sailor's only happiness in his life. Well, we hope things change for the best from now on, for the guys in the fo'c'sle.

Say, Brother Edgar Kurz, who do you think is in New York right now with you? Good old "Blackie" Daniel Boyce, your Steward's Department buddy, famous all trip for those famous but true words—"One hand for the company, and one hand for me!" . . . "Big Woody" Roland, the Cook, and his shipmate, "Little Woody," are in town now. Woody got spliced several months ago and is planning to open his own bellyrobbing landlubbing restaurant in the near future. Name it the Seafarer's Cafe, Woody, and you'll never get a beef on your hands . . . According to a cigar-smoking pal named Johnny, we are informed of the happy and important fact that "Blackie" Cardullo will be splicing into the old sea of matrimony soon. Congratulations, lots of happiness and we hope we at least smell some of that cigar smoke from Marcus Hook, Blackie!

Jim Matheson has just confessed his plans of staying on a steady North Atlantic run to either Polish or other European ports . . . Say, isn't that Brother P. J. McCann in New York right now? . . . And where's little Jimmy Crescitelli right now—and his mustache and humorous talk? . . . Mickey Healey just shipped to Bermuda for a few weeks and Southern exposure . . . "Chips" Einar Hansen just shipped for Buenos Aires. This time don't lose your box of tools, Chips . . . Benny the dispatcher says one of the best of his pals and who really can use his "dukes" if he has to, named Al Rodriguez, is in town right now.

We apologize to Rocky Benson for last week's remarks. The printer who sets up these words must have twitchy eyes or something because it was his mistake, Rocky . . . Here are a few old-timers who may still be anchored down in Norfolk waiting to sail: Gustaf Anderson, John Price, W. W. Barrett and Fritz Krane . . . We don't know if Mike Gison, the biggest beachcomber residing in New York right now on a temporary basis, is still anchored rather heavily in this port—unless he threw his weight around and sailed luckily out of this brotherly overcrowded and slow shipping port . . . Well, don't forget Brothers, if you want to read about how swell we are to a woman, get the November issue of that magazine mentioned earlier, before you sail and you'll hit your bunk for many nights of smiling sleep, indeed.

THE MEMBERSHIP SPEAKS



Get Up, Grab Your Garlic: Hank To Frank (Who Is Ill)

(Open Letter to Frank Radzvila)
Dear Frank:

Well, I never heard of any cook getting sick from anything, including his own experiments or even some other cook's pot luck—and so I'm naturally surprised to hear from Joe Algina and Joe Volpian, that you're anchored in some land-shaped ship called the Marine Hospital down there in New Orleans, which is going through a lot of horrible and sad changes, so I hear. After all, being sick and missing those good old pots and pans and coal smoke is a double crime, indeed, to all food-loving shipmates. Although it wasn't Friday I was further intoxicated by smelling something fishy in the fact that you're in something called Ward 2.

Now even though I'm one of these half-way dumb Polacks, I



still says to myself, kinda smart-like, I says, since when do the cooks have their quarters called wards now? Well, maybe our companies, blushing with pride and smaller money-bags, have some new ships built—with whizzing elevators from the quarters to the galley—and musical pots to keep the cooks whistling with their greasy work? Or maybe this funny kind of a ship is all full of cooks—with no black gang and deck apes screaming for more toothpicks, colored napkins and coffee a la mode for coffee times? But then I figure there wouldn't be any more good trips without those two departments and the cooks would sure go crazy from just staring at the beef in the galley every day.

Now you know yourself, Frank, that you never heard of any cook being anchored in any port too long—no matter how sick he was or how good the cooking was there or how healthy the air was. Especially if he thinks anything of his health and his art of cooking—even if he's a fine doctor and artist with bread puddings and old beans and rice. But a cook like you, Frank, who is in

Smooth Cruise, No Blues

Dear Editor:

Enclosed are the minutes of the shipboard meetings of the SS Julian Poydras.

We have quite a few oldtimers on here, and they all seem to be planning on taking in the sights of Rome after we hit port in Civitavecchia, in the sunny lands of Italy.

So far we have pleasure-cruising weather and hope to continue having it.

H. Fountain
Ship's Delegate

the upper crust of cooks, and the way you throw that garlic around in those meals—well, you can't stay in port long enough so that the pots get rusty on the ships.

The day I heard the news that you were drydocked in some hospital I was eating some sloppy meal for a half a dollar and I looked at the darn stuff and I say: Why wasn't I born a cook? Garlic or no garlic, but just a cook, like the guy called Frank who was on the Delaires a few years ago. Now you gotta know one thing, Frank.

THEY'RE WAITING

Some of your shipmates—even if they aren't cooks who inherited the art of self-defense (technically called cooking or filling the empty sack) from their bearded grandfathers sailing the Mayflower—well, these guys are going to get mighty sick of this business about you laying rusty-like and dream-like—losing weight and your health and have your shipmates practically starving in their loneliness—while waiting for you to get better awful fast.

One of your shipmates, in fact, Joe Prestigiaco, was in New York, dying for a whiff of garlic on some of your dishes—and now Michael Gison, who never lost any of his weight while fish-oiling decks and training a shipmate of a monkey from India to "Sir" him on Number One hatch, indeed—he's in New York now, screaming for some fancy cooking a la your style.

So how about it, Frank, grab your nurse—I mean, grab your bag of garlic and your sharp tools and leave some of your weight to some little guy in the corner looking at you so sadly. Put some fire in the stove and let Charlie Noble smoke his black old head off! Your shipmate

Cut and Run "Hank"

Wanted: Tips

Ships are again on the roll, plying the seas to the four corners of the earth. You Seafarers who man these vessels will be popping into ports of call in Africa, Asia, Australia. You'll be hitting the Near East, Middle East and the Orient, and you'll be making the high spots and the low in the islands, and down South America way.

Your experiences in these places, the characters you meet both ashore and aboard ship as you wend your way, make interesting stories. Surely, you'll run into strange gals and guys, clip-joints, dives, and points of historical interest. Maybe you'll have a beef on the way, or a tip to pass along to your Brothers that might save them some trouble.

We want to hear about any and all of these. Just jot them down and mail them to the Seafarers Log, 51 Beaver Street, New York 4, N. Y. Enclose pictures if you have any, we'll return them.

SAILORS' SNUG HARBOR



View from a passing ship of the spot where some oldtimers spend their retirement days. Last week, after 60 years of sailing the world's waters, Seafarer Carel Rappold announced that he was snugging down here. The location commands an excellent view of the bustling activity in New York harbor.

Plan To Improve Conditions Suggested By Bosun Norton

Dear Editor:

I have been turning over in my mind several ideas by which SIU seamen could assure themselves of better working conditions, and at the same time make their voyage enjoyable.

Usually when a crew goes aboard a ship that needs much repair work done they have to suffer the inconveniences and poor conditions until the ships gets back into port.

When the ship ties up, the repair list is handed in and most of the crew piles off; thus never enjoying the repairs that are made.

NORTON PLAN

After giving the matter much thought I scrapped up the following plan. When a ship is in for its annual inspection, a new crew should be signed on with the provision that they are to remain with the ship for a year. They will be able to transfer if



they wish, but only if it is for the betterment of the crew and the vessel.

At the time of the sign on, the ship will have been overhauled, scaled and painted inside and out. The rigging and gear shall have been overhauled by the shore workers.

The crew signing on shall then accept her in first class condition. From this time on until the year is completed there will be no painting outside beyond scaling, leading and touching up. The in-

side shall be kept clean and touched up, or whole areas painted to maintain the original home at sea atmosphere.

ONE PAYOFF

The payoff shall come only at the end of the year, however, money shall be drawn any time, ashore or at sea, and liberty in port shall be dispensed to those capable of sensibly using it, without any restrictions as to number of men or time that can be spent ashore.

PROVIDE THE BEST

The company will provide for the crew the best supplies and tools obtainable and in return each man will do his work to the best of his ability.

When the year is completed and the crew is being payed off, the ship will be inspected to insure that it is left clean and sanitary.

At the same time a bonus shall be paid each member of the crew who has completed the full year with a clean slate (meaning that he has remained aboard for the full year and has not been logged). Thus the ship and the crew will part with a clean slate and no debts or regrets shall be incurred.

Well, that's about all there is to the plan. True it's a rough draft, but the idea of signing on for one year, and thus being sure of having everything ship-shape they way a crew likes it, it an idea worth giving some serious thought in your spare moments. Any comments or suggestions?

Bosun Norton

SANTOS SPOT TO HAVE LOGS FOR SEAFARERS

Dear Editor:

Enclosed you will find the card of the proprietor of a bar in Santos, Brazil.

This bar's patronage is overwhelmingly SIU and SUP, and Lopez, the owner, is an ex-seaman. He told me that he would

Log-A-Rhythms

Gambler's Dream

By Vic Combs

'Twas the night after payday, I was off on the morrow,
I went to the races, which was much to my sorrow,
There was a horse in the first race who really could run,
On him I bet money, but he was out only for fun;
The second, the third race I thought I picked swell,
But both felt bad, and they went straight to—well.
My luck was all bad for the fifth was a sprint,
And the nag I bet on didn't even get a glint;
On the fifth and sixth races I got tips from the stable,
But neither horse ran fast—I guess they weren't able,
The seventh race came up, the horses were all set,
The filly I backed was really worth a bet,
The race was started, 12 horses were away—
All but mine who declined to run that day.
I swore on an oath; no more gambling for me,
I'm through with betting for life, a good boy I'll be,
But now that the meeting has started again,
The old urge is back, I feel a yen
To pick just one winner, to see him run,
So, I'll go on the morrow—Gee, won't it be fun.

—Dedicated to JayVee

~ ~ ~

Piecard Blues

By M. Jabo Sams

I put my name upon the ballot to be elected in this year,
I wanted to be a piecard, and I didn't care just where,
I went up and down the hall trying to solicit a vote,
But all I did to the guys was really get their goat.
I pinned down many a guy and really bent his ear,
So alas! I've decided to give it up and try again next year.

be very glad to receive bundles of the Log to place in his bar for incoming Seafarers.

Edwin Westphal
New Orleans

(Editor's note: Thanks, Brother, for keeping your eyes open for Log distribution spots. Seafarers calling at Santos should soon find the Log at the Lopez place.)

IEWS OF THE RUTGERS VICTORY'S DAMAGE

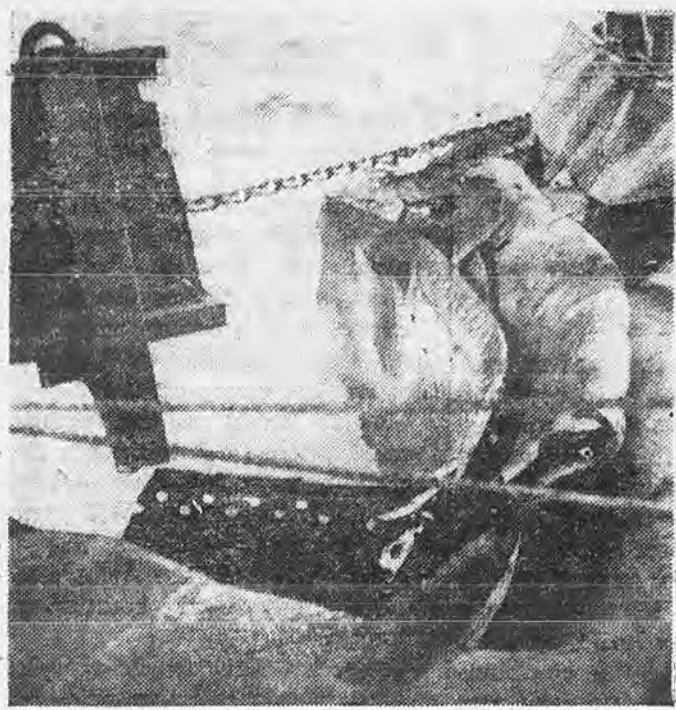


Photo at upper left shows portside stove in when the Rutgers Victory was hit by the SS Nashbulk Sept. 27.

Above, two SIU crew members, J. Mele (standing) and A. Melino, look over the damages incurred by their vessel.

Left, Brother Melino stands over damaged area. Side was stove in about 10 feet.

The crew of the Rutgers Victory worked feverishly all night after the collision. The Skipper and the Coast Guard complimented the men for their work in stretching a life chain, and preventing further damage, reports Blackie Cardullo, Agent at Marcus Hook.



Brother Bause Asserts It Was A Lucky Day He Came To The Seafarers For A Tripcard

Dear Editor:

It has been a long time since I last wrote a letter to the Log, but now I feel that a letter concerning the activities here at the Staten Island Marine hospital is necessary. This letter speaks for several SIU men laid up here and we all wish to thank our brothers for the increase of Hospital benefits.

As usual the SIU leads again. To you Brothers who are sailing now, you may not think that a dollar is important, but in here, after many months of confinement, it is just the difference of "to be or not to be" and therefore we, the SIU men of B-5 ward of this institution wish to thank the SIU, the Log, and Brother Joe Volpian for their untiring efforts to make our stay a little easier, and letting us know that we have not joined the ranks of the forgotten men.

One can find forgotten men here, plenty of them, men that belong to no union, men with problems but no one to help them. Some of these men didn't know about unions, while others speak of union dues as nonsense. "Why pay for the privilege to work," they say. These men are known as freeloaders, and indeed they are, for they are only interested in the benefits of the union. When a man accepts any benefits, he who accepts an obligation as a good union man is aware of it and fulfills his obligations.

LUCKY DAY

It was indeed a lucky day for me when I decided to turn my MCS book in for an SIU tripcard in the Philly Hall. Since then I have sailed good ships with good crews and believe it or not no beefs and no disputes. I have been Department Delegate and

once Ship's Delegate, and I know that all difficulties on any ship can be handled by the delegates on board, for they were elected because they carried the confidence of the members of their departments.

It is the duty of any SIU Brother to accept the job as delegate on board a ship. Some says it's trouble, but it isn't. It is merely the fulfillment of your pledge when you were obligated. As a matter of fact it is an honor to represent the SIU. You have tremendous power behind you, all you are asked to do is to represent your organization honestly and intelligently.

THANKS

I would like to ask you to print a word of thanks to the DAR. This organization main-

REYES TIPS HIS HAT TO THE SIU

Dear Editor:

We did it again, so it is with pleasure that I extend my congratulations to all the members and officials of our great Union, for the wonderful job done during the 1946 General Strike.

I understand that none of our members suffered for anything. They had lots of food, and they had a place to sleep, in fact those on the food-committee were paid for their services. I hope that everyone was satisfied and is ready to fight against the ship-owners or Washington bureaucrats if the day comes again. Everytime we strike and win means better conditions and more dough in our pockets, so hats off to the SIU and a job well done.

Juan Reyes

tains an office on the fifth floor of this hospital. They are very active in giving men something to do, and Brothers, the things they donate for the benefit of disabled seamen are not of the dime store variety of two other well known organizations you and I donated many a dollar to. The DAR doesn't collect money from any one. In behalf of three SIU men confined on the fifth floor in this hospital I gratefully join them in saying "Thank you DAR; It is so nice to be remembered."

William Bause
Marine Hospital
Staten Island

(Editor's Note: Brother Bause is a bit premature in his thanks for increased Hospital Benefits. Members are presently voting on the Resolution. Results will be announced as soon as possible after voting ends, Dec. 31.)

DECK GANG PAYS TRIBUTE TO 'FEARLESS' BOSUN

Dear Editor:

In behalf of the former Deck Department of the SS Ranier, we wish to express our thanks to one of the best Bosuns we ever sailed with. He is Al "Shorty" Van Dyke of Philadelphia.

We are turning this scow over to another outfit. We have left everything in good condition and clean, but before we scatter to the four corners of the States we wish to say that we hope we may sail again with a man who isn't afraid of phony mates—that man is "Shorty."

Former Deck Gang
SS Ranier
Beaumont, Texas

'Ropeyarn' Uses His Head But (t) So Does Billygoat

Dear Ed:

Well, Ed, I know that you are really going to be shocked when you find out that the writer is someone else other than "Ropeyarn-the genuine" but Ropeyarn is a bit under the weather, so here goes at my worst.

Now Ed, don't think that old "second-hand-guy" rope, has kicked the bucket. Nothing like that Ed. You know his old hide is too tough for that, he has just met with a slight accident and am sure that he will be back pretty soon.

It seems according to Rope's own story that he some how got the idea that the strike was over and that it was time to celebrate. Now Ed you know how Rope celebrates. He don't drink nice red soda water, or adam's apple; Rope drinks the old hard liquor with no chaser.

Now Ed, Rope tells me that he run into a lamp post, but I heard several other versions of the story and according to them it wasn't no lamp post at all.

One feller told me that Old Rope was wandering around in a gin-mill where some of those

with a dame who owned a billy goat, and this dame also has a husband who is a wee bit jealous.

Well, this was a little bit puzzling to me at first, as to how a dame with a billy goat and a jealous husband had anything to do with old Rope getting skinned up. But after hearing the story, Ed, I soon seen how they both fitted in.

It seems that according to this version that after Rope and this dame had several rounds of drinks, they decided to retire to the lady's apartment for a night cap. Well Ed, you know old Rope he always was great on these night caps, especially if there was a good looking lady to "night-cap-with."

Rumor has it, Ed, that this lady had brought out her pet billy goat for old Rope to admire.

SOME SHOWOFF

Old Rope wanting to show his prowess to the lady, and pretty drunk too, decided to butt heads with the billy goat, and of course, Ed, after looking at old Rope you can easily see that the billy goat won. Damned if Old Rope can't think of some dumb things to do.

So here is another version Ed, and it sounds like it might be pretty much the truth.

Friend husband decided to return from sea right suddenly and visit friend wife, and see how her and friend billy goat was progressing and just happened to walk in on old Rope, friend wife and friend billy goat.

GET HEADS TOGETHER

Well Ed, from what I can learn, friend husband and friend billy goat both decided to show old Rope how to really butt and friend husband and friend billy goat proceeded to give him a two-fold demonstration.

Old Rope pleads not guilty to the goat version, Ed, and still sticks to the lamp story, so I guess that since he is the victim we'll have to take his word.

I asked old Rope if he cared to do a little night-capping with one of them Arkansas kicking mules the other day. Just to pass the time away. Well Ed, old Rope said it was a damned lot safer to night-cap with a kicking mule than with a drunken damsel and a billy goat plus a jealous husband.

"AL"



young fellers who are graduates of a famous school for training seaman, and while in his cups made a few impolite remarks about the value of their old college. Well, Ed, from the best I can find out some feller sorter took exceptions to Old Rope and closed one of his eyes.

Anyway Ed, Rope's got a black eye and I don't believe from the looks of it that he run into any lamp post. However, there is another version which sounds somewhat plausible.

Another feller has it that old Rope was seen stepping around



'NAMES OF MEN IN MARINE HOSPITALS' PUZZLES LAKES BROTHER

I am now in the marine hospital and I will be leaving soon for home. I just finished reading the Seafarers Log and I saw your notice about having the Log sent to a home address. Will you please see that I get one each week?

By the way, how is it you don't put in the Log the names of seamen who are in the hospital here in Chicago?

Joseph Rutches

Answer:—Your name has been placed on the mailing list. Brother Rutches.

With regards to your question, the answer lies in the fact that the Seafarers Log is the official organ of the Atlantic and Gulf District, and lists of the men hospitalized are forwarded to the Log by those Port Agents. However, whenever we receive names of men in Lakes district hospitals we gladly publish them.

Steamboat Came Across A Few Characters In His Seafaring Career, And How!

By "STEAMBOAT" O'DOYLE

Louis Goffin is dead right when he says the characters one meets are what makes a seaman's life worthwhile. Somehow one meets funnier, crazier, happier guys on ships than one can anywhere else.

"PAINT POT" McGEE

Who remembers "Paint Pot" McGee, Chief Engineer of the old Arion? This guy used to have the whole Black Gang painting the engine room at once, and him going faster than any of them.

He was never satisfied with the effect achieved, and as soon as one coat was finished he would start everybody off with another color. He averaged nine coats a trip. Nothing could have sunk that ship, the paint was too thick.

"Paint Pot" used to paint over everything in the way. Everytime the Deck Engineer laid his toolbox down he picked it up a different color. Finally it got so heavy he couldn't lift it. After a while the price of paint went up and the company had to let old "Paint Pot" go.

CAPTAIN STARDUST

West Coast sailors will remember Captain Stardust, so called because he allegedly navigated the ship by astrology. Before the Hiring Hall put a crimp in his zodiac, he would ask the date of your birth, get out his charts and crystal ball, and God help you if you were born under the wrong sign.

Once he refused to take a ship into port because the stars weren't favorable. Another time Venus must have been exerting an undue influence because instead of Italy, he landed in Trinidad.

CAPTAIN BOW-WOW

The famous Captain Bow-Wow should not be forgotten either. This character was a dog fancier and his mutts won prizes at all kennel shows. That was okay, but he used to take his kennels

out the porthole at night talking to some imaginary character named "Kelly," whom he thought was following the ship.

Pretty soon "Kelly" was being blamed for everything that went wrong. One night the Mate tried to take the ship up a mountain and even the Captain blamed the troubles on this nautical gremlin. Finally the spooks got so bad the lookouts were afraid to go up on the bow at night. The cook had a silver spoon hanging on his door to keep out the ghosts, and the whole ship had the jitters.

One night an Oiler put on one of the old rubber zoot-suits, with strips of luminous tape pasted on it for bones. In the dark he glowed and lit up like the original walking skeleton. He sneaked onto the boat deck with it and sent the whole watch running out of the wheelhouse screaming gibberish. What a trip that was! When we got back we were all ready for Bellevue overcoats.

Then there was the Skipper who played the piccolo—but the Log wouldn't print that one. Call me up sometime and I'll tell it to you on the phone.

Finally a desperate crew let all his dogs overboard one night. At least that's what Captain Bow-Wow said. Of course the crew indignantly denied it. Anyway, the dogs were gone. Maybe the cook knew something about it.

Looks as though we are definitely the majority—the rest of

tain Bow-Wow pay it all out of his own pocket.

Personally, I will never forget a spiritualist I once shared a foc'sle with. I don't mind if he believed in communicating with the dead, but when he started holding his seances in my foc'sle I got nervous. He used to lean

out the porthole at night talking to some imaginary character named "Kelly," whom he thought was following the ship.

Pretty soon "Kelly" was being blamed for everything that went wrong. One night the Mate tried to take the ship up a mountain and even the Captain blamed the troubles on this nautical gremlin. Finally the spooks got so bad the lookouts were afraid to go up on the bow at night. The cook had a silver spoon hanging on his door to keep out the ghosts, and the whole ship had the jitters.

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By JOE VOLPIAN

Another problem arising out of the late war was in one involving immigration and naturalization of seamen. It arose due to the fact that, in the early days of the war, critical shortage of rated men necessitated issuance of American seaman's papers to men who had been sailing on foreign flag vessels.

These men who have been our shipmates through the bitter hostilities of the late war are now faced with the stringest peacetime regulations governing immigration and naturalization, and their war heroism seems to be completely forgotten.

As early as 1906, Congress enacted legislation with special consideration for seafaring men. It was recognized that their occupation, in all justice, required that they be considered in a class different from their lubberly brothers as far as residence is concerned.

NO DECLARATION

The law provides that a person who has served honorably or with good conduct for an aggregate period of at least five years on board of any vessel of the United States Government (other than in the United States Navy, Marine Corps or Coast Guard), or on board vessels of more than 20 tons burden which are not foreign vessels, and whose home port is in the United States, may be naturalized without having resided in the United States for at least five years and in the State in which the petition for naturalization is filed, for at least six months. However, the petition must be filed while the alien is in the service on a reinstatement, reappointment or reshipment or within six months after an honorable discharge or separation therefrom. Service with good conduct on the vessels described above may be proved by certificates from the Masters of such vessels.

No declaration of intention or certificate of arrival or residence within the jurisdiction of the court is required. At least two citizens of the United States are required as verifying witnesses.

The petitioner shall continually reside in the United States for at least five years and in the State in which the petition is filed for at least six months immediately preceding the filing of the petition, if his service terminated more than six months before the date of filing the petition for naturalization, but any service time shall be considered as residence within the United States or the State. Periods of service shall be proved by authenticated copies of records of the departments having custody of the records of such service.

Briefly, the meat in the above paragraphs is that an alien seaman, after the five year aggregate period required, may apply immediately for his "second papers." He skips the filing of "first papers," the term commonly applied to the Declaration of Intention.

Four major classes come to mind:

1. Aliens who have not made legal entry into the country. The

only suggestion the writer can make in their case is to continue sailing in order to build up five years sea time. Recent attempts to legalize the entry of alien seamen in certain cases died in committee in Congress.

2. Seamen who have made a legal entry, that is, who have a resident visa, may build up their five year period by a combination of sailing time and residence on the beach in the United States.

3. Men who did not make a legal entry into the country have in many cases married women who are United States citizens. These men are privileged to apply at any office of the Department of Immigration for pre-examination, that is, the same examination that would be given in a foreign country when applying for a visa and their entry can be legalized.

4. Men who made a legal entry and who have married American citizens. Such aliens after a two year period, may apply for their final papers.

The question uppermost in the minds of aliens seems to be "Can I ship out on a coastwise ship?" The answer is that coastwise and intercoastal ships require 50 per cent citizens or more and may carry up to 50 per cent aliens who made legal entry into the United States.

If, however, the vessel is scheduled to touch a foreign port first, such as Havana, she may carry up to 50 per cent aliens without legal entry. Vessels under foreign articles require 50 per cent or more citizens and up to 50 per cent aliens, legal or illegal.

The past couple of months have been a trying period for Alien seamen who are only allowed 29 days stay on the beach in the United States. Strikes and lockouts have prevented them from complying with the letter of the Immigration Laws. We have been informed by various Immigration officials that no attempt is being made to enforce the 29 day period as they recognize that these men could not go to sea. However, these men are warned to ship out as early as possible.

It is the opinion of the writer that taken all in all, the Immigration Authorities will give favorable consideration to bona fide seamen insofar as the law permits.

Prospects of passage of legislation to legalize the entry of foreign seaman who began sailing American ships after the period of hostility began on Sept. 1, 1939, is extremely dim.

These men are advised to make every effort to obtain a visa from the American Consul in foreign ports in order to legalize their entry.

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.

Amateur Spies Organize Against Trade Unions

The United States will soon have a star-spangled unofficial version of Russia's infamous NKVD, and Hitlerite Germany's Gestapo, if a one-time army colonel, Sidney Morgan of Washington, has his snooping way.

Morgan heads up the recently formed Military Intelligence Association, a nation-wide organization of ex-Army intelligence men, whose operations are to serve as a link in the Army's expanding spy and counter-spy network.

Thus far, this fascist-modeled agency is said to be unofficial in character, but it is reported that Major Gen. S. J. Chamberlain, War Department director of intelligence and chief of the Army's intelligence service is studying the setup with a view of granting it official recognition and support.

The American Gestapo, which already has several hundred members attached to chapters in 12 cities, lists among its long-range objectives: "Better preparation for service; a better informed citizenry; a stronger, wiser nation."

The real threat of the organization lies in the announced plan of its leaders, who have pointed out plainly that the spy association is determined to keep the War Department informed on persons and organizations who might betray the nation in time of war.

Thus is revealed the real purpose of the outfit, for their plan includes labor unions, and leaders thereof; in fact, any group which might disagree with official government policy.

The operations of the reactionary spies will not be confined to war, however, and have an air of definite immediacy.

The MIA is already drawing up a series of bulletins describing in full the organizations which it considers to be "enemies."

In this category will fall all bona-fide activities, such as labor unions, etc., which do not meet with the approval of the reactionaries.

Should the Administration in Washington fail to stamp out this insipient fascist threat quickly and cleanly, the future for liberty and freedom-loving Americans will be dark and stormy.

The Patrolmen Say—

(Continued from Page 8)

the Masters, Mates and Pilots we had to go aboard and tell the old rum pot that the MM&P were on strike and he would have to get off or be thrown off. He belly ached a little and said that he didn't know that there was a strike being called. That is the hell of being along side of a dock in New York. You are cut off from all civilization. The pride of the Von Stueban only gets his communique from the bottle's mouth so how was he to know. Well, he got off and the last I saw of him he was reeling along South Street and he wasn't looking for the Staten Island Ferry.

Johnnie Johnston



Where Do You Fit In This Picture?

Have you ever wondered where you fit into the national wealth picture? If so, you can quit worrying right now, for here are the latest figures:

- 1,114 are multimillionaires
- 12,085 are millionaires
- 22,735 are worth \$500,000 or over
- 49,405 are worth \$250,000 or over
- 117,549 are worth \$100,000 or over
- 505,230 are worth \$50,000 or over
- 717,932 are worth \$25,000 or over
- 1,308,275 are worth \$5,000 or over

The arguments Captain Bow-Wow had with guys who couldn't sleep when his menagerie began baying at the moon became famous. Once on a long trip, some of his pups had pups, then the pups had pups. We had an AB walking them two hours a day on the afterdeck. Of course the guy put in for overtime which amounted to several hundred bucks. The company made Cap-us.

BULLETIN BOARD



Roving Seafarer Takes Sampling Of Small Businessmen's Opinions Of Trade Unions

(Continued from Page 6)

been farming for 25 years in this state.

Two of the mangiest looking hounds I have ever seen were watching him mend a fence, when I asked him what he thought about labor unions.

He replied that he had a son, Ed, who had joined a union shortly after the war started because he couldn't have worked unless he belonged. But the union benefited farmer Jones and his neighbors. The wages his son received enabled him to give money home, and Mr. Jones purchased needed tools, equipment and horses that he couldn't have gotten otherwise.

NO TIME

"My boy got good wages, sumpin us folks hain't used to down in these parts," he said.

What about all these strikes

going on? Mr. Jones didn't know there were any strikes at the moment, so we told him about the waterfront strikes. He replied that farmers had so many of their own crucial problems in trying to eke out a living they didn't have time to think about anything else.

Questioned about the benefits of government aid to farmers, Mr. Jones answered they have helped some, but "by the time a feller filled out all his forms and got the money from Washington, the crabgrass done tuck his crop."

Labor unions are okay because "they help a fellow that gonna work fer wages," said farmer Jones. So we asked him what he thought of a union for farmers.

"I'll tell ya suthin'," he said, "a farmer aint a body that works fer wages, he's a sorta two by four business man and now and

then hasta hire nuther feller fer wages, and this being the case it mightint work out so good.

HUNGRY HOUNDS

"Though I would'n be opposed ifen I thought it would do any good," he added as we wound up the interview.

Dark was falling at this point and ye roving scribe had memories of several other bad-looking hounds that he passed on his way out here, and not having any extra change to have a piece of flesh grated back on my leg in case I met with these leg-chewing mongrels, I decided to light a shuck back to the bright lights of the city of West Monroe.

Tycoon Flays Big Business— And He Knows

CHICAGO (LPA) — The ivory soap that Charles Luckman, president of Lever Bros. Co., manufactures may be 99 44/100% pure but as far as the Natl. Association of Manufacturere is concerned Luckman is a stinker.

To the acute dismay of delegates to the annual convention of the Super Market Institute here, Luckman gave industry as a whole the worst tongue-lashing it has received in years from an executive in its own ranks. Representing a firm with an annual sales volume of \$200,000,000, Luckman blasted industry's reactionary role as no one has in recent years outside of organized labor.

Reviewing industry's record, Lever charged, "We declared war on collective bargaining. We opposed increased taxes for education. We fought health and safety ordinances. We battled child labor legislation. We yipped against minimum wage laws. We struggled against unemployment insurance. We decried social security and currently we are kicking the stuffing out of proposals to provide universal sickness and accident insurance.

"We did all these things," continued Luckman as delegates squirmed in their seats, "without making one single constructive suggestion which would assure the American people of our desire to achieve the same results for them on a basis which would be more businesslike and less political. We did all these things and today we wonder why people don't like big business and why it is necessary to start campaigns to save free enterprise from the damnation bow-wows."

Notice!

Retroactive pay for the following ships have been completed, and can be collected at the company offices.

MORAN TOWING AND TRANS. CO.

17 Battery Place, New York

- The Fallhead
- Blackrock
- Burnt Island
- Faxallon
- Fire Island
- Montawk Point
- Pidgeon Point

AMERICAN LIBERTY STEAMSHIP CORPORATION

75 West Sireet, New York

- SS Albert S. Burleson
- SS Cecil N. Bean
- SS George G. Crawford
- SS Halton R. Carey
- SS Stephen W. Gambrill
- SS Otis E. Hall
- SS Webb Miller
- SS Walter Kidde
- SS John La Farge
- SS Charles H. Lanham
- SS Thomas W. Gregory
- SS Joseph I. Kemp
- SS Robert S. Lovett

ROBIN LINE

39 Cortlandt St., New York

- SS Robin Doncaster
- SS Clovis Victory
- SS Louis Joliet
- SS James Harlan
- SS Flagstaff Victory
- SS Antonin Dvorak
- SS Oscar Underwood
- SS Oriental
- SS Finley Peter Dunne
- SS George H. Dern
- SS Nicholas Biddle
- SS Charles M. Conrad
- SS Francis N. Blanchet
- SS Charles Paddock
- SS Cooper Union Victory
- SS Ira Nelson Morris

- SS Reinhold Richter
- SS Robin Wentley
- SS Mary Bickerdyke
- SS Robin Sherwood
- SS Charles W. Stiles
- SS Francis Marion
- SS Joseph Emery
- SS Koloa Victory

The overtime payroll has not yet been set up, but is expected to be ready for payment in the near future.

EASTERN SS LINES

- SS Calvin Austin
- SS Josiah Bartlett
- SS William Beyan
- SS James G. Blaine
- SS John Henry
- SS Samuel Johnston
- SS Herman Melville
- SS Eugene E. O'Donnell
- SS William Phips
- SS Walter E. Ranger
- SS Claymont Victory
- SS Francis Amasa Walker
- SS Jesse H. Metcalf
- SS Smith Victory
- SS Stephen G. Porter
- SS Joseph N. Dinand
- SS Lincoln Victory
- SS Augustus P. Loring
- SS Robert Treat
- SS Spartanburg Victory
- SS Galen L. Stone
- SS Edward L. Logan
- SS Lou Gehrig

Payment commences November 25. Collect at Boston office, 40 Central Avenue, or New York office, Pier 25, North River.

San Juan Hall

The address of the Puerto Rico Branch has been changed from 45 to 252 Ponce de Leon Avenue, Stop 5, Pta. de Tierra, San Juan, P. R.

SIU HALLS

- BALTIMORE14 North Gay St. Calvert 4539
- BOSTON 276 State St. Boudoin 4455
- BUFFALO 10 Exchange St. Cleveland 7391
- CHARLESTON68 Society St. Phone 3-3680
- CHICAGO24 W. Superior Ave. Superior 5175
- CLEVELAND .. 1014 E. St. Clair Ave. Main 0147
- CORPUS CHRISTI ..1824 Mesquite St. Corpus Christi 3-1509
- DETROIT1038 Third St. Cadillac 6857
- DULUTH531 W. Michigan St. Melrose 4110
- GALVESTON305 1/2 22nd St. 2-8448
- HONOLULU16 Merchant St.
- HOUSTON1515 75th Street Phone Wentworth 3-3809
- JACKSONVILLE920 Main St. Phone 5-5919
- MARCUS HOOK1 1/2 W. 8th St. Chester 5-3119
- MOBILE7 St. Michael St. 2-1754
- NEW ORLEANS339 Chartres St. Magnolia 6112-6113
- NEW YORK51 Beaver St. HANover 2-2784
- NORFOLK127-129 Bank Street 4-1083
- PHILADELPHIA9 South 7th St. Phone LOmbard 3-7651
- PORT ARTHUR 445 Austin Ave. Phone: 2-8532
- PORTLAND111 W. Burnside St.
- RICHMOND, Calif.257 5th St.
- SAN FRANCISCO 105 Market St. Douglas 5475-8363
- SAN JUAN, P. R. 252 Ponce de Leon San Juan 2-5996
- SAVANNAH220 East Bay St. 3-1728
- SEATTLE86 Seneca St. Main 0290
- TAMPA1809-1811 N. Franklin St. M-1322
- TOLEDO615 Summit St.
- WILMINGTON440 Avalon Blvd. Terminal 4-3131
- VICTORIA, B. C.602 Boughten St.
- VANCOUVER144 W. Hastings St.

CHIEF STEWARD WISHES SUCCESS TO MARCUS HOOK

Dear Editor:

Enclosed you will find minutes of a meeting held aboard the SS Plattsburg. If you find them worthy to give us a little space in the Log we will all be very appreciative.

The old saying is that we are just one big happy family, well that just about covers it as we are getting along just swell and having a very pleasant trip and hope that we get back by Xmas.

My main reason for writing this letter is that I want to say a few things about our hall in Marcus Hook. I have been running in and out of Marcus Hook and Philadelphia for a year and a half now on tankers and as you know we keep on the go and need men in a hurry sometimes. The Marcus Hook Hall has not failed us since it was setup.

Through the Log, let me again wish Blackie and the Marcus Hook Hall every success in the coming years, and may they continue to prosper.

A. W. Gowder,
Chief Steward



NEW ORLEANS INDIVIDUAL DONATIONS

Black Gang SS Del Santos—\$6.00. Clarence Umberger, \$1.00; Ignace Decarnux, \$1.00; Frank E. Shimelfinig, \$1.00; Louis Tuckfield, \$1.00; Allen Voorhees, \$1.00; Victor Kocurek, \$1.00; Fastino, Torres, \$1.00; Chris Edmonds, \$1.00; James Crone, \$1.00; Louis Arena, \$1.00; Thomas Cooksey, \$1.00; W. J. Legen, \$1.00.

NEW YORK SS CAPE HATTERAS

V. Diperi, \$1.00; L. Mulero, \$1.00; C. K. Yates, \$1.00; F. Piccolo, \$1.00; O. P. Oakley, \$1.00.

SS E. SCRIPPS

A. P. Stearns, \$1.00; F. J. Gruffis, \$1.00; F. Jenkins, \$1.00; W. D. Sawyer, \$1.00; C. A. Mosley, \$2.00; R. R. Lee, \$1.00; E. Parkman, \$1.00.

SS LAREDO VICTORY

H. Wykosky, \$1.00; E. J. Butkowski, \$5.00; R. L. Robertson, \$1.00; S. Mangold, \$1.00.

SS A. G. BELL

L. O'Neal, \$5.00; E. Mislosky, \$2.00; J. F. Boyle, \$2.00; B. Agol, \$2.00; Orual Burks, \$2.00; J. Buhia, Jr., \$2.00; E. J. Sakon, \$2.00; E. L. Merrill, \$2.00; J. R. Nolette, \$2.00; S. Williamson, \$2.00; M. Messina, \$5.00; J. M. Palozolo, \$5.00; W. A. Meyer, \$5.00; N. A. St. Aubin, \$5.00; J. E. Gaghe, \$5.00; C. L. Ritter, \$5.00; R. D. Peterson, \$5.00; W. A. Gunther, \$3.00; L. D. Yoder, \$2.00; H. D. Dell'Orfano, \$10.00; George Gentry, \$5.00; William C. Salie, \$5.00.

INDIVIDUAL DONATIONS

J. M. Sadler, \$4.00; E. F. Howell, \$1.00; D. Blonstein, \$1.00; P. J. Dattalo, \$1.00; A. J. LaSala, \$1.00; E. W. Weiss, \$1.00; D. Karasek, \$2.00.

MONEY DUE

CHARLES GLOVER

Charles Glover, Second Cook on Tanker Hart Erie, there is money due you being held at the SIU Baltimore Hall.

SS THOMAS GREGORY (Voyage No. 7)

Money due the following has been mailed out to the addresses listed on the ship's articles.

B. W. Talley, 25 hrs.; R. Verdeflor, 4 hrs.; G. A. Nett, \$1.00; A. Seidl, \$1.00; J. Higgins, \$1.00; F. White, \$1.00; G. Perry, \$1.00; O. Johnson, \$1.00, 5 hrs.; C. E. Larson, \$1.00; F. Jennell, \$1.00; R. Bradley, \$1.00; N. Dodash, \$1.00.

PERSONALS

FRED BARRETT

Fred Barrett, Steward from Ore Steamship Company, contact Engine Patrolman Master-son at Baltimore in reference to rebate of money.

JOHNNY BALIDAY

Get in touch with Spider Korolia, c/o New Orleans Hall. He wishes to locate his sea bag left in your foc'sle on the SS Robert G. Ingersoll.

FRANK MANUEL NILLAR

Get in touch with Spider Korolia, c/o New Orleans Hall. He wishes to write you.



TANKERMEN!

WIN FOR YOURSELVES
 THE HIGH WAGES AND
 SHIPBOARD CONDITIONS
 THAT THE SEAFARERS
 INTERNATIONAL UNION
 WON FOR THE DRY CARGO
 SEAMEN!



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 COMMITTEES IN:

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- GALVESTON • NEW ORLEANS •
- MARCUS HOOK • NEW YORK •

