

# SEAFARERS LOG



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

Vol. VIII.

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No. 31

## New Draft Rules

NEW YORK—Selective Service Headquarters announced recently that as of July 15, men with 24 months substantially continuous sea service had become eligible for Certificates of Service. They also announced that on October 1, 1946, the sea service requirement will be further reduced to 18 months of substantially continuous sea time.

Both provisions apply only to men actively engaged in sailing as merchant seamen at the time the new rule goes into effect. That means that if you anticipate the rule, and retire too soon, you may get an Army address anyway.

Complete details on this very important matter will be in next week's edition of the Log.

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

NEW YORK—The full resources of the Seafarers International Union were pledged to the eight men whose papers were suspended for six months by an autocratic, dictatorial Coast Guard decision. This support was pledged by a special meeting of the New York Branch, which authorized Paul Hall, New York Agent and SIU Director of Organization, to take all steps necessary to have these Brothers reinstated.

The eight men were members of the Deck Gang on the SS Helen, Bull Lines, who refused to sail the ship on July 8 and 9 on the grounds that she was undermanned and therefore unseaworthy.

These men took this opportunity to demonstrate with their Union Brothers against Harry Bridges' attempted raid on SIU ships, and also to assist, by applying pressure, the Union Negotiating Committee push its demands against the shipowners.

"We are not going to tolerate the use of kangaroo courts to stop SIU job action," said Brother Hall. "We intend to use economic and job action wherever and whenever possible, and in all likelihood members of the Seafarers will refuse to sail the Helen until these men have had their papers returned to them."

This is the importance of The Helen Case: The brasshat action against these Brothers is a definite part of the shipowner—Coast Guard offensive against the militancy of the SIU. If the Coast Guard gets away with this and establishes a precedent, it will mean the end of any kind of economic action and the beginning of a new era of slavery for seamen.

Hall also indicated that action of the same nature would probably pass to other ships where CG control results in men being deprived of their right to earn a living.

The job which the CG has done on the militant men of the SS Helen has been interpreted by the Union as an attempt to embarrass the Union during the course of the present negotiations with the operators, and also as the CG way repaying certain shipowners who did not oppose them in their fight to continue peacetime jurisdiction over merchant seamen.

Here is how the story started: On July 8, the crew of the SS

MILITANTS, EVERY ONE OF THEM



Here are six reasons why the Coast Guard will never get away with fascist control over members of the Seafarers. These are the men whose papers were suspended by the CG for six months, and the lawyer who defended them, and is now appealing their case. Left to right, Eduardo Bonefant, AB; Ben Sterling, Attorney; Charles Moats, Bosun and leading spirit in the activity aboard the SS Helen; Joe Volpian, SIU Special Services Rep.; Marino Cortez, AB; and Clinton Fjerstad, AB. The four remaining victims of the CG gestapo methods were not available for the picture taking.

## Shipowners Stall As Strike Voting Closes

NEW YORK — With victory over the Waterman and Mississippi Steamship Companies already in the bag, and with the SIU strike vote being tabulated, the Seafarers Negotiating Committee is now being faced with the stalling tactics of the "die-hard" operators who persist in their attitude that the wage agreement should be signed first, and that general rules and working rules be discussed later.

This proposal was definitely turned down by the Committee, Secretary-Treasurer John Hawk, chairman of the committee reported.

"These people have no intention of settling anything," said Hawk. "They are 'boxing the compass' hoping that Washington will step in to help beat us down. We will not go to Washington; there are no SIU ships there."

### BALLOTING ENDS

The position of the other companies, led by Parks and Cherbonnier, is that they will sign the same wage agreements that Mississippi and Waterman signed, but that the general rules and working rules be left for later discussion. When this came out in the meeting held on Wednesday, July 31, the Union Committee nixed it, and immediately broke off further negotiations.

On the same day that the conferences broke down, the SIU Strike Vote, which started on July 1, finally came to an end. In all SIU ports balloting committees were elected at the regular coastwise meetings, and the results will be announced in the very near future. From the tenor of the men's thoughts, there is every reason to believe that the

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## Brass Hat Hospital Red Tape Almost Becomes Seaman's Shroud

By T. E. CLOUGH

BALTIMORE — This is the story of a Union Brother off the Isthmian's Beaver Victory who was denied hospital treatment at

### 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.

the Marine Hospital until all the red tape and boondoggling could be disposed of. A Brother who was horribly burned in a fire set while a boiler was being lighted, and who was left without treatment in the hospital while burned flesh peeled off him and fell to the hospital floor.

This is a story that could be told by hundreds of merchant seamen who have run up against Coast Guard control. It is a tale that has lost some importance in the telling because some of us were beginning to take this sort of inefficiency and cruelty for granted.

But as this story of Brother Eugene Stewart bears out, CG control almost lost a man's life in this case, and there is no telling

how many men died, or bear scars, due to other examples of CG pigheadedness.

### ACCIDENTAL FIRE

Eugene Stewart was in the act of lighting a boiler on the Beaver Victory when, through no fault of his own, his clothes were set on fire. Before they could be extinguished, he suffered severe burns of the right hand and arm. As soon as Stewart could be moved, he was taken to the dock where he waited for at least three quarters of an hour for an ambulance which was called as soon as the accident occurred.

The ambulance removed Stewart to the Baltimore Marine Hospital Out-patient Department where he remained, untreated, for

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## The Pity Of It

Pity the poor shipowner. Pity the poor guy who has cleaned up a fortune during the war, and who is now crying his eyes out over the prospect of giving working seamen a living wage. This is truly a heart-breaking spectacle, and we wish that we could spare a little time to shed a few tears for these champagne and caviar eaters.

But strangely, we cannot force even one tear to fall. When we think of the seamen and their families, we are thinking of people who want only three meals a day, and a decent way of life. We are thinking of people who have no security for their old age, no backlog of money to be used in case of illness, and no funds to help a child through school.

That is why the new contract with the Waterman and Mississippi Steamship Companies is so important. Not only does it represent the best contract ever won by any maritime union, but it proves that the economic power of seamen is a force to be reckoned with.

Just as the garment workers, the coal miners, and the auto workers have forced the bosses into giving them decent wages and conditions, so have we wrested concessions from our employers.

For a long time, seamen were treated like slaves, and it has taken the shipowners a little time to get over such old-fashioned ideas, but they are learning.

And this is not the end. The fight for a living wage is a continuing struggle.

We have seen in the past, and the story of the SS Helen also bears it out, how the shipowners ally themselves with the Coast Guard in an effort to grind down the merchant mariners. It pays off to both partners in this alliance, and it pays them both well.

Just recently, it helped the CG maintain control over seamen in peacetime, and on the other hand, the operators will expect the Coast Guard to try to break any strike along the waterfront.

So let us pity the poor shipowner. Before the SIU he had the right to dictate how much he would pay, and how long you would have to work for the meager salary he offered. Now the circumstances are changed, and unless he pays a decent wage, and agrees to better working rules, the seamen will refuse to ship and his vessels will be tied up until they rot.

Mississippi and Waterman read the handwriting on the wall. They came to terms and their ships are running. It would be smart of the other steamship companies to follow suit.

## Totalitarian Step

The many outrages perpetrated by the Coast Guard reach new heights in the persecution of the eight men of the SS Helen. In our wildest nightmares about what CG control could mean, we never thought that they would have the nerve to pull such a barefaced piece of fascism. To all members of Congress who voted to keep seamen under military control in peacetime, this should serve as a good warning. If dictatorship ever comes to the United States, it will start just like this, and these representatives will have had a major share in bringing it about.



## Men Now In The Marine Hospitals

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

### STATEN ISLAND HOSP.

G. A. SMITH  
V. HAMMARGREN  
E. H. ENYART  
J. E. TUCKER  
H. NEILSEN  
A. NELSON  
L. KAY  
L. A. CORNWALL  
R. G. MOSSELLER  
W. B. MUIR  
J. M. DALY  
J. L. WEEKS  
L. R. BORJA  
L. L. MOODY, Jr.  
G. P. RAEBURN  
C. A. MILLER  
M. J. FORTES  
W. J. GEIGER  
W. G. ROBERTS  
E. WEINGARTEN  
G. KUBIK  
C. KUPLUCKI  
E. B. HOLMES  
R. SAVIOR  
G. JANAVARIS  
C. G. SMITH  
R. MORCIGLIO  
G. H. STEVENSON  
C. T. DYER  
A. M. HAM  
J. S. SEELEY, Jr.

L. L. OWENS  
M. C. BROOKS  
T. L. KEITH  
R. A. YOUNG  
M. FELICIANO  
T. J. DAWES  
S. T. PATTERSON

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### BALTIMORE HOSPITAL

CHARLES DUNN  
STANLEY BUZALEWSKI  
HARRY BENNETT  
M. A. CARRAWAY  
E. J. DELLAMANO  
T. A. CARROLL  
PETER LOPEZ  
JAMES KELLY  
MOSES MORRIS  
MORSE ELMSWORTH JR.  
HORG WALSH  
FLOYD LILES  
JAMES STEWART  
WILLIS BUCHANAN  
MATHEW LITTLE  
BENJAMIN THOMAS

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### NEW ORLEANS HOSPITAL

ROY PINK  
ARTHUR MITCHELL  
E. A. NOONAN

### Hospital Patients

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

### Staten Island Hospital

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

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

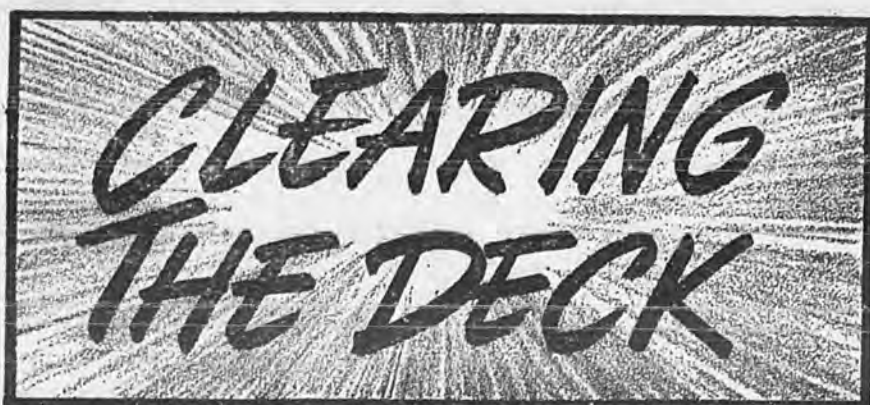
J. GAHAN  
JESSE LOW  
WILBUR MANNING  
J. W. DENNIS  
EDWARD CUSTER  
R. M. NOLAN  
JOHN R. GOMEZ  
JAMES LEWIS  
W. F. LEWIS  
RICHARD BUNCH  
GURNEY OWENS  
JOSEPH WALSH  
JOHN ANNIL  
H. TRAHAN  
E. P. BERTHELET  
DELBERT SNYDER

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### BOSTON HOSPITAL

P. CASALINUOVO  
A. CHASE  
T. MOYNIHAN  
M. GODBUT  
H. STONE  
M. KOSTRIVAS  
T. DINEEN  
S. KELLEY  
W. SILVERTHORN  
E. JOHNSTON  
R. MACK





By PAUL HALL

Someone is always trying to pound the idea into someone else's head that you can't fight this or that. Generally the idea is that there are too many odds against you so there is "no use trying." The shipowners prospered for many years by spreading this idea. After World War I, when the seamen were successfully locked out, the idea was spread that the shipowners were invincible, that the shipping board had trained a reserve sufficient to sail all the ships, that discharged Navy men alone could man the ships, and that on top of it all there was a big reserve of seamen who would fink on each other.

### 1934 Proved Otherwise

1934 wasn't a prosperous year by a long shot, but the seamen finally got together sufficiently strong to give the shipowners an argument and went on strike on the west coast. History was made when the seamen, after a long and bitter struggle, won recognition for the first time in 13 years.

1936 and 1937 followed in quick succession and the seamen again on the picketlines proved that the shipowner wasn't such a big, bad wolf after all.

Many fight have been won since that time: bonuses, contracts, certificates instead of fink books, riders, overtime and a thousand and one other concessions. It has been conclusively proven that by fighting and fighting well a man can win most anything he goes after.

### The Coast Guard

There are cry babies and calamity howlers who today put up the same kind of wail that has been heard throughout the years. Today the cry is "you can't fight the government."

This is pure unadulterated crap. According to all the text books, the government is "of, for, and by the people." Now there is no doubt whatsoever that there are those who don't consider seamen people.

Among those are the shipowners, the Coast Guard and the WSA bureaucrats. In the meantime, however, the seaman is shelling out his 20 per cent in taxes to keep the government running, sailing the ships to keep the American flag showing, and earning tens of millions of dollars for the shipowners while doing it.

Regardless of what these bureaucrats think, the seamen are part of the people and are going to fight until hell freezes over to assert every right and privilege coming them.

The Coast Guard today is using every means possible to take away everything that has been gained in a lifetime of struggle.

### The SS Helen

The revocation of the certificates of the eight militant seamen on the SS Helen was not a disciplinary action against these men, but a foul blow at maritime unionism as a whole. These men refused to sail a ship because the operator was evading the issue of wages and conditions, evading common sense and practical negotiations. They were exercising their constitutional right of petition and redress.

The Coast Guard entered the picture as a strike-breaking agency. The revocation of these men's certificates was intended to set a precedent whereby men could not strike, take job action, or in anyway act as free men without being faced by the iron hand of military suppression. Hitler, Stalin or Mussolini could have done no more than the U. S. Coast Guard in this case.

This action was a direct attack on everything free men have always fought and died for. The Coast Guard took their orders from the shipowners and carried them out.

The eight men of the SS Helen symbolize a fight that has gone on for years and will grow in intensity—the fight of the seamen for freedom.

### Every Effort

The Seafarers is carrying this fight through to the extreme. and every last resource of the Union will be used in the fight. The Union has weapons in reserve and as they are needed these weapons will be brought into play.

Already the Union has tried to play the game according to the rules of Congress and attempted by discussion and conferences to give the bone-headed and shipowner Washington politicians a clear picture of the situation.

This legislative fight failed: Congress sees through their pockets and the shipowners are able to pay the freight. Now is the time for action, action if necessary that will empty those shipowners' pockets and force them to rescind their orders to the brass-bound Broadway heroes of the Coast Guard hearing units.

### A Few Ideas

As a starter, there is no reason why ships should sign on before 12 hours prior to departure. It may mean that the operators will have a little trouble getting pay-rolls made up to that hour, and that the Coast Guard Shipping Commissioners may have to

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## WHO SAYS THEY'RE NOT SIU!



This Isthmian crew from the Sea Triton voted recently at New Orleans. Their resounding choice was the Seafarers by a 70 percent vote—wild claims of the NMU Pilot to the contrary. The SIU's victory was in large part due to the swell job done on the Triton by ship's organizer R. Michaud, ably assisted by Luther Borden and others.

Front row (left to right): Pete Karr, E. Gretskey, ship's organizer R. Michaud, and W. Burroughs, Second row: L. Borden, M. Rodriguez, Shorty Seay, J. Hintt, J. Payne, and B. Horton. Back row: J. Seifert, W. Dixon, Bud Lenz, J. Halliday, E. Kunickas, and L. Shearer.

## Isthmian Seamen Impressed By New Seafarers Contract

By EARL SHEPPARD

Isthmian line crews are already beginning to consider the company as good as signed with the Seafarers. The first inquiry that meets the boarding organizers is always about the coming agreement. The crews are especially interested in the newly signed Waterman, Mississippi contracts which will be the standard for other Seafarers agreements.

News and radio reports had given these crews the idea that the \$17.50 increase was the pattern for the industry and that they would have to accept it. Then along came the NMU claiming a "great victory" and they were almost sure that the Washington "peanut" increase was all they were going to get.

When they were shown the Seafarers contracts with increases ranging from five to forty-five dollars over and above the CIO-CMU scale, they realized that the Seafarers was one Union that would fight for real increases and not take the handouts of the WSA and the shipowners.

### JOINING UP

Isthmian line men are flocking into the Union faster than ever before. Among these are quite a few who frankly state that they voted NMU in the elections, but after looking things over from all angles realize that the Seafarers is the only Union that can give them adequate representation. Included also are a few NMU paid ships organizers who changed their minds about things after talking with rank and file Seafarers.

The best feature of these new members are the way they are falling into Union activity. They are discussing the current negotiations, helping in the analysis of the Isthmian drive and helping plan new and greater organizational drives. These are the kind of men that build and maintain a Union, and the Seafarers is proud to have them as members.

### VOLUNTEER ORGANIZERS

Despite the tough time they have had sailing unorganized ships, the volunteer ships organi-

zers don't know the word "quit." Most of them are staying aboard Isthmian ships even though the ship has already voted. They are going to stick it out until the election is won and the new agreement signed. They are doing a real job in helping the unorganized men still on Isthmian ships learn the structure of the Union and the way Union men men run a union ship.

Others have left Isthmian for various reasons. The company has managed to fire some of them on one pretext or another, quite a few have simply worn out on the job and had to payoff for a rest period ashore, and there has been the usual quota of ships being tied up.

These men after a short period ashore have, almost without exception, volunteered to keep on working at the same job they have trained themselves to do so well.

The are going out and getting jobs on other unorganized ships and swear that they are going to keep on organizing until all unorganized companies are under the Seafarers.

A few of them have filled in on shoreside jobs for the Union, but these too have itchy feet and want to get back on "point of production" organizing.

### PROPOSED CONTRACT

A complete proposed contract for Isthmian covering wages, manning scales, working conditions, living conditions, stand by pay, etc., has been drafted with the aid of men right off Isthmian ships. All Isthmian seamen are invited to look over this proposed contract and offer suggestions.

This proposed contract asks for the same wages and overtime rates as those in the Mississippi and Waterman SS Companies contracts. It covers every type of ship operated by Isthmian plus other types they might acquire. One of the feature points of the proposed contract is a clause calling for the establishment of shoregangs to be hired

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## Governor Vetoes Finky Louisiana Open Shop Bill

By C. J. STEPHENS

NEW ORLEANS—At the last minute, and when all hope had been abandoned, Governor Jimmie Davis vetoed the notorious "open shop" bill sponsored by Representative Cleveland, and issued a statement setting forth fully his objections to the highly controversial measure.

"I believe," the Governor's statement said in returning the bill to the House of Representatives, from which it had originated, "the bill interferes with and substantially impedes the right of collective bargaining. It imposes criminal sanctions, the accumulative affect of which would seriously hamper the legitimate functions of labor and would in effect take away the right of collective bargaining."

### NO BACK STEP

The Governor further explained that the National Labor Relations Act, the Fair Labor Standards Act, the Railway Labor Act, and some decisions of the U. S. Supreme Court have all extended bargaining rights which are enjoyed between labor and management. He pointed out that the Cleveland Bill would severely limit the state in the sphere of labor regulation.

The veto had immediate reverberations. W. J. Cleveland, author of the Bill, publicly charged that the Governor had been influenced by James Petrillo, leader of the AFL Musician's Union, and that the will of the people had been disregarded. This is not in accordance with the known facts since the majority of Louisianans expressed themselves as against the Bill, and public hearings were marked by much support from the citizenry. The only anti-labor support which rallied to the defense of the legislation came from the farmers and the industrialists.

## Shipowners Still Stall As SIU Strike Vote Ends

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vote to strike will be carried by an overwhelming majority.

### REAL REASON

The Seafarers is not willing to submit the working rules to argument after the first part of the agreement is signed, because it has taken the operators over a month and a half to come this distance, and the rules will give them many more opportunities to stall and haggle.

This is in the back of their minds, and it is borne out by the fact that they persisted, until July 29, in the idea that no raises over \$17.50 per month, and no new overtime rates, are to go into effect until the entire agreement can be concluded.

Meetings so far have proved that the shipowners group is adept at double-talk, and is relying heavily on Government intervention.

"We won't buy any of that," say the committe members. "This battle will be won on the waterfront, or by direct negotiations with the shipowners."



# SIU Battles Coast Guard Kangaroo Courts

(Continued from Page 1)

Helen, Bull Line, was ordered to cast off so the voyage could begin. The ship was undermanned, lacking two ABs and a Carpenter, so the crew contended that the boat was unseaworthy, and refused to loose the lines. When the Skipper insisted that his orders be carried out, the Deck Gang asked to be paid off.

At this point, the Captain reported the events to the company office, and Assistant Port Captain Svendsen called in the company allies and stooges, the CG.

The morning of July 10 the brass hats came hustling on board and placed charges against eight men in the Deck Department. The men thus affected were Charles Moats, Bosun; Eduardo Bonefont, AB; Mariano Cortez, AB; Clinton Fjerstad, AB; Johnny Crenca, AB; Pedro Cardona, OS; William Gooden, OS; and Juan Acosta Soto, OS.

The charge placed against each man was "Misconduct" and the specifications read as follows:

**Specification 1—On or about July 9, without reasonable cause, you refused and persisted in your refusal to obey a lawful order of the Master, to wit, to take station for unmooring ship while the vessel was at Pier 22, foot of Atlantic Avenue, Brooklyn, N. Y.**

**Specification 2—On or about July 10, without reasonable cause, you refused and persisted in your refusal to obey a lawful order of the Master, to wit, to take station for unmooring ship while the vessel was at Pier 22, foot of Atlantic Avenue, Brooklyn, N. Y.**

The trial took place on July 17, before the New York Coast Guard Hearing Unit. At this trial the men were represented by Attorney Ben Sterling, SIU lawyer, and Joe Volpian, SIU Special Services Department.

## TALE UNFOLDS

The Union took the position that the Articles under which the men were to sail were null and void because the ship was undermanned and therefore unseaworthy. But this argument had no effect on the Hearing Unit. The trial was carried on in a manner that was characterized by Mr. Sterling as "unfair and biased."

"A former merchant marine officer was used as a Hearing officer," the lawyer said, "and he should have disqualified himself. It seems to me that the CG expended every effort to convict these men. They had everybody from the office boy to the head of the Hearing Unit looking up enough law so that they could get a conviction."

The decision was finally rendered on July 24. The men were found guilty, and sentenced to have their papers suspended for the period of six months.

That this decision was unjust and unexpected goes without saying; but the harshness of the sentence also aroused a lot of feeling.

"In over 150 previous cases," said Joe Volpian, "there has never been a punishment as drastic as a six month suspension of papers. And it should be remembered that those other cases took place during war, and were in all instances more serious offenses than in the present case."

As soon as the Coast Guard de-

## Ringleader



Charles Moats, SIU oldtimer who led the Deck Gang of the SS Helen in their protest against sailing a ship that was unseaworthy.

cision was announced, Paul Hall immediately sent a letter to the A. H. Bull Company and all other operators contracted to the SIU. In this letter, Hall said in no uncertain terms, that such persecutions on the part of the CG, with Company connivance, would not be tolerated by the Union. (The text of Brother Hall's letter appears on this page.)

## UNITY CAN WIN

At the same time as the letter was sent to the companies, an open letter was issued to all Masters, Mates, and Engineers, in the name of the Seafarers International Union. This letter called upon the licensed personnel to take their places at the side of the unlicensed seamen in this all-out struggle against the Hooligan Navy.

The broadside pointed out that it is to the advantage of the CG to widen the rift between the officers and the men, and that in so doing, only the shipowners and the Coast Guard will benefit. (This letter is on page 4.)

In order to keep the membership of the SIU up to date on the developments, a third letter was drafted, this one aimed only at the rank-and-file of the Seafarers.

In this flyer, the CG action was analyzed, and it was pointed out

that the punitive measures taken by the desk-borne sailors, was in payment of their debt to the shipowners who supported the CG in its bid for peacetime power over merchant seamen.

More than anything else, this letter clarified the issues, and outlined a concrete program for action to get rid of the brass hat menace. (See page 5.)

## FIGHT CONTINUES

The fight against Coast Guard control over civilian workers, in a peacetime world, will go on. As Brother Hall said, "The Union will not take this decision laying down. We have fought the Coast Guard on other cases, and we have beaten them. We will fight them this time, to the Supreme Court or on the docks if necessary, and we will lick them again."

Arrangements have already been made to appeal this case on the grounds that the men were guilty of no crime since the vessel was undermanned and therefore unseaworthy, and also on the grounds that the trial was conducted in an unfair and biased manner, and with a biased Hearing Officer, in the person of an ex-Merchant Marine officer, on the Hearing Board.

The continuing fight against Coast Guard jurisdiction is a call to arms that all must answer. The fight is not limited to the Seafarers. All other maritime unions have a stake in this struggle. If the CG vultures win this round, and the ones to follow, seamen who have a tradition of freedom second to none, will become slaves of a military clique. The Seafarers International Union has set itself firmly against any such fate.

## Solidarity

**In times of stress, the spirit of SIU solidarity is most evident. Word received this week from New Orleans Marine Hospital points up this fact.**

**The crew of the SS Delvalle has contributed toward the personal comfort expenses of their hospitalized brothers, who want the Delvalle men to know their kindness and generosity is deeply appreciated.**

## Open Letter From The Seafarers To A. H. Bull Steamship Company

July 29, 1946

A. H. Bull Steamship Company  
And all contracted operators  
Gentlemen:

Eight crew members of the SS Helen have had their certificates revoked for a period of six months by the New York Coast Guard Hearing Unit.

This action took place not as a result of a cursory survey of the ship log by the Coast Guard investigators but rather upon direct request of the Bull Company's Port Captain acting on instructions received from his employers.

This unwarranted abuse of authority was a flagrant attempt to intimidate the crew of the Helen, all members of the Seafarers International Union.

The Union will not tolerate any further actions of this sort on the part of the company or the com-

pany representatives. In instances where such persecution takes place on the initiative of the Coast Guard alone, the issues will be met and handled accordingly. In this case, however, there is no conceivable alternative for the Union other than to consider the operator guilty of abuse of seamen's rights in an effort to embarrass the current contract and wage negotiations.

The crew of the Helen, and the crew members of any other ship involved in any similar company blackjacking, will be protected to the limit with the full resources of the Union.

Once again, the Seafarers considers the Helen action an abuse of privilege and authority and expects all operators to see to it that such actions are not repeated.

Very truly yours,  
PAUL HALL, Agent

## Coast Guard Is Threat To All: Seafarers To Ship's Officers

July 29, 1946

The authority and jurisdiction of the U. S. Coast Guard has been continued by act of Congress. This means that even though the war has ended, wartime regulations will be continued.

It is time to call a spade a spade. During the war some ships' officers have used the Coast Guard as a club over unlicensed crew members. In the majority of cases this has been used as a threat but in many other cases ships' officers have preferred charges and acted as complaining witnesses.

In a few cases crew members have preferred charges against ships' officers and aided in their prosecution.

### HAS EITHER THE SHIP'S OFFICER OR UNLICENSED CREW MEMBER BENEFITED BY COAST GUARD CONTROL?

The answer is **No!** The Unions and associations of both licensed and unlicensed men have unequivocally stated their opposition to continuation of the Coast Guard "kangaroo court" hearing units and control.

One of the aims of the Coast Guard is to widen the rift between the bridge and foc'sle. The wider this split, the easier it will be for the shipowner to lower wages and conditions. By using the Coast Guard, the ships' officer, or the unlicensed man, if he does so, is cutting his own throat.

### WHY?

Because the Coast Guard acts only against a man's papers—even under its greatest authority all it can do is to take away a man's right to earn his living by suspending or permanently taking up his papers. This can happen and has happened, to masters as well as ordinary seamen.

A ships' officer comes up from the foc'sle and derives his authority from the knowledge of his job and his training of directing men on the job. The Coast Guard authority is a presumed authority, an authority created by Congress and not earned by experience. It has swept aside the tradition of the sea and substituted a handful of brass for a lifetime of knowledge.

### ALL MAKE MISTAKES

The continuation of Coast Guard control can easily mean that all shipboard efficiency, trust, and cooperation will soon be ended. The crew members, licensed and unlicensed, will be running around with notebooks trying to catch each other in some violation of the Coast Guard code—a dog eat dog, and the shipowner take all fight can easily be the result.

The Coast Guard is in the Merchant Marine in the role of a policeman playing the ward heel politics of the shipowner. Their aim is to divide and rule and to hell with anyone whose skull gets cracked in the meantime. Any seaman who plays their game is a traitor to his shipmates and unworthy of being called a seaman.

### FIGHT WILL GO ON

The legislative fight against Coast Guard control was exhausted with the action of Congress giving them their present

powers. The legislative battle was only the first step however. The entire matter will be taken to the courts of the land and if necessary to the picketline.

This is no time for threats or name calling. The Coast Guard have their place guarding the coast, manning life saving stations and patrolling the icepacks. Let them do their job as well as the Merchant Marine has done theirs and no one will complain. They are meddling in affairs of which they know nothing and in so doing creating distrust and suspicion where cooperation is most needed—among seamen, who have proved their worthiness equally or more than any other group of men anywhere.

Tell the Coast Guard nothing.

Do not use their authority as a threat.

Participate in the fight against Coast Guard control.

Work closely with the unlicensed man in his fight against military control.

Protect your heritage—the tradition of the sea that says the men who go down to the sea in ships are capable of running their own affairs without the unwanted interference of a brass-hatted Hooligan's Navy.

Do this or the gains of a lifetime will be lost.

Come up to the SIU Hall and discuss this personally—you are always welcome.

Seafarers International Union  
of North America  
New York Branch

## Ex-Serangs Hold Convention On J. B. Waterman

If the Captain of the SS John B. Waterman, which pulled out of New York Harbor on July 25, bound for Shanghai, has any questions while at sea, he can ask practically any member of the Deck Department.

The Waterman was the first ship to sail after the new agreement was signed between the SIU and the Waterman Steamship Company. As a bonus perhaps, this ship left port with probably the best Deck Gang ever assembled. Seven men of the Sailors Department, in addition to the Bosun, have sailed as Serang at one time or another.

Here's the lineup of the entire Deck Gang, and the positions they are sailing in at present:

Johnny Weir, AB; Tommy Massey, Maint.; Cecil Kean, AB; John Jacobson, AB; Harold Butts, Maint.; Reginald King, AB; Keith Forrester, Maint.; Red Haines, OS; Sal Frank, OS; Bill Powers, OS; Whitey Peurala, AB; and Paul Sanford, an expicard, Deck Engineer.

The Skipper of this ship won't have an easy time throwing his weight around with this crew if he has any ambitions in that direction, at all, at all.





**QUESTION:**—What do you think of the settlement that was arrived at between the Union and the Mississippi and Waterman Steamship Companies.

**JOHN LUKAS, Deck Engineer:**

I interpret the agreement as the most ideal ever signed by any waterfront union. In every thought I ever had during the course of the negotiations, I never had the idea that we would be able to get a contract like this one. Of course, that doesn't mean that we should relax and stop fighting for better wages and conditions, but it does mean that we maintain our record of being in the forefront of all advances made by seamen. Our officials should be commended for the hard and brilliant work they did.



**JOHN C. DRUMMOND,**  
Chief Cook:

It's a swell settlement and should be accepted by the membership. It marks a great step forward in the history of the merchant seamen. Every seaman I see is excitedly talking about the contract and we all think that it is grand. I'm ready to ship out any day now, and I will be able to go with a lighter heart because I know that my wages will be able to go a little further than they used to. With this new contract, we have better wages, conditions, overtime, and other facilities.

**WILLIAM SMITH, Steward:**

It's the kind of contract that makes NMU members want to get into the SIU. I paid off in Norfolk, and the first thing I knew was when all the boys were talking about our great victory. We were all confident all through negotiations, and we were ready at any time to hit the bricks if that would serve to bring the ship owners to their senses. We are ready now to do the same thing to any of the other operators who refuse to sign. The others better sign soon, or their ships will not leave port until they do.



**RAYMOND MILLER, FOW:**

If we can get the same deal from all the other companies, it will be swell for all concerned. Of course, this contract is nothing more than seamen deserve. We work hard and we need the money. The shipowners make money hand over fist and they should not feel too bad about giving some of it to us. If it wasn't for our work, they would be starving to death. Overtime and weekend pay is something that we have been cheated out of for a long time.



## Sea Triton Crewmembers Refute Pilot Story—They're For The SIU

Despite wild stories in the NMU Pilot of last week about the Sea Triton, the Log reaffirms its story of last week in which it was asserted that the SIU took this vessel with a 70 percent vote. On Page 3 of this issue of the Log is a picture of 16 crewmembers from the Triton who state most emphatically that they and a number of their shipmates voted for the Seafarers.

However, the final proof of the pudding will come when the Isthmian ballots are counted shortly after the election's end on September 21.

Results of the SIU's victory on the Triton were achieved through the good work of Bosun Michaud, assisted by a few other crewmen who wanted the SIU as their Union. Incidentally, Isthmian has taken over the Triton from the WSA, and will continue to operate the ship as part of their postwar fleet.

On July 24, the Archer was taken over by Isthmian at New York. A number of the men were

transferred over from the George Uhler. Bosun Peteren was formerly on the Sea Hydra, and a former NMUer, AB Sees, who was fed up with that outfit turned SIU. The ship is crewed up mainly with a pro-SIU group, and left for Alexandria, her first stop, on the 31st. She'll make the regular Isthmian Indian run.

### NINE TO GO

With the voting of the Francisco-Morazan at Seattle last week, conceded a doubtful SIU ship, there are still nine ships left to vote before the election deadline set for September 21. The nine are the Atlanta City, Cape Junction, Kathleen Holmes, Monroe Victory, Pere Marquette, Robert C. Grier, Sea Hawk, Sea Lynx, and the Steel Inventor.

Both the Sea Hawk and the Kathleen Holmes are due in from Hawaii some time next week, around the 6th of August or later. The Cape Junction is due in from India via Boston around the 15th, and both the Steel Inventor and Sea Lynx are scheduled to arrive from the Far East and

Davao, P. I. around the 23rd or 24th of August. The other four vessels are stragglers who will come rolling in at later dates.

Gulf organizer Charles Tannehill reports that the St. Augustine Victory had an overtime beef amounting to 150 hours settled while the ship was docked at New Orleans. As a result of the crew's request, Tannehill took up their beef with the Isthmian agent in that port, and secured his consent to the payment of this legitimate overtime.

The crew was well satisfied at Tannehill's representation, and declared that if his handling of their beef was a good sample of the way the SIU handled beefs, it was the Union for them. Incidentally, the St. Augustine was voted on the Coast some time ago, hanging up a 100 percent vote for the SIU at that time.

## Red Tape Rules Marine Hospital

(Continued from Page 1)

at least another ninety minutes. During all this time, while pieces of burned flesh and skin were dropping to the floor, the hospital authorities were checking to make sure that the injured man was eligible for treatment.

It was the Third Assistant of the ship who finally got action. He became so disgusted that he started to take Stewart to a private doctor. At this point, a hospital medic came along and said not to get excited because, although Stewart was in great pain, there was very little chance that he would die.

Now this Brother was not a fly-by-night. He had a previous record at the hospital, was right off a ship, and definitely met every CG regulation. Unless, of course, the brass hats refused to believe the ambulance crew when they told where they had picked up the patient.

Anyway, the hospital authorities were finally efficient enough to call the Isthmian Company office where they obtained the information that the man was a member of the crew of the Beaver Victory, and therefore entitled to treatment.

All of the foregoing should give you a good idea of the situation here, but what happened later really topped it off well. Brother Stewart's wife was naturally nervous about his condition, and called the hospital by telephone. She was informed, respectfully of course, that they would not give her the information by phone, but that she could come out the next day and see him for herself.

This is how the CG operates, and as time goes on, they will become worse, not better. These people have no feeling for merchant seamen. As far as they are concerned, we are no better than dogs, and are treated accordingly. We cannot get better conditions in Marine Hospitals while the Coast Guard is in control of seamen's lives and facilities.

What happened to Brother Stewart should be another clincher in the Seafarers determination to fight to the bitter end against Coast Guard jurisdiction.

## 'To All Members': The Story And Importance Of Helen Case

Eight members of the crew of the SS Helen, A. H. Bull Steamship Company, have had their certificates revoked for a period of six months by the New York Coast Guard Hearing Unit.

If this were an ordinary case in ordinary times, these men would not have received even an admonishment, much less a suspension.

The wartime powers of the Coast Guard have been continued by Act of Congress in spite of strong opposition by the SIU. The shipowners have pushed for this legislation and the Coast Guard is now paying its debt.

The Seafarers is in the midst of negotiations with the operators and have already set the pace by winning the highest wages ever known in the industry. This victory was won largely through the militant activity of the individual crew members like the crew of the SS Helen who refused to sail until the operators quit stalling.

The operators appealed to the Coast Guard and the response was a decision more vicious than any rendered during the entire course of the war. The Union is going to fight this case to the limit, but it is Coast Guard control as a whole and not this one incident that is being discussed here.

### WHAT CONTROL MEANS

Coast Guard control is being used as a means to split the growing unity between ships' officers and crew members. For reason, they encourage the bringing of charges by officers, knowing that this will create resentment enabling them to play off one against the other.

Coast Guard control, if allowed to continue, will mean the ultimate smashing of all seamen's unions. With each passing day, they will increase their powers and authority until all forms of union activity are illegal.

### AGAINST REGIMENTATION

The Seafarers has been fighting against Coast Guard control

since long before the war ended. These efforts have been largely directed towards securing legislative support and killing Coast Guard powers in Congress. These efforts in the legislative field have failed and now other means must be adopted.

This is a fight the Seafarers cannot, and will not, fail to carry on to the last ditch, even though it means possibly hitting the bricks. The whole thing is a matter of life or death for the Union and ranks second to nothing in the Union's program of action.

### WHAT TO DO

Talk this matter over with the ships' officers (you know and sail with. Point out to them the gains that have been made by both licensed and unlicensed men pulling together. Let them know that by using the Coast Guard and appearing against seamen in the Hearing Units, they are cutting their own throats.

If you run afoul of the Coast Guard, don't tell them anything until you have contacted the Union Hall. Under no conditions, surrender your papers. If a shipmate is summoned to appear before a Hearing Unit and you know anything that can help him, stick by him and appear as a defense witness.

This fight against Coast Guard control is going to be carried on until the Hearing Units are dead and seamen are treated like workers in any other industry. This is a fight that all members must participate in; a fight to determine whether a seaman is a free man or a slave. Pitching and fighting together will make victory for the Seafarers certain.

An open letter to all licensed men has been prepared — distribute the letter to them — discuss the Coast Guard problem with them — work together and win this beef.

Fraternally yours,  
Seafarers International Union  
of North America  
New York Branch



# AROUND THE PORTS

## Excursion Boats Are Focal Points For Organizers In Port Boston

By JOHN MOGAN

BOSTON—Business and shipping picked up a little this past week, though not nearly enough to take care of the surplus men now around the Boston Hall.

Only one ship paid off in the vicinity during the week, and that was the SS John Milledge, which paid off in good style in Portland. There were a couple of tankers also, the Hovenweep and Fallen Timbers, which took quite a few replacements. And thus far, the only payoff in sight for the immediate future is the SS Nicholas Labadie, which is scheduled for Thursday of this week.

There is plenty of activity around the Avenue, what with the excursion boats being the focal point of organizers for both the NMU and the SIU. It also provides a little excitement for the members on the beach, who have pegged a bartender in a nearby gin mill as a fink-herder for the still unorganized excursion boat.

### OR ELSE!

At a meeting held on Saturday, it was voted to notify the owner of his employee's extra-curricular activities and to request his dismissal, or suffer a boycott which would hurt his business plenty.

Then, of course, there is the usual group which advocates sterner measures so that, all in



all, the bartender probably wishes he never got interested in anything other than getting a proper head on his beer.

Not a great deal remains to be done on the building before we'll be ready to move in; but it does seem that every day there are a half-dozen new problems to be ironed out, problems which should have been foreseen by all concerned.

It has taken considerable of the Agent's time to be on the spot to make these decisions as they arise, hence at the last meeting it was voted to elect a committee of members who would not ship out until the building was completely finished, and until then they would participate in the discussion of problems and assist in making the decisions solving them.

### NO DICE

Balloting on the strike referendum has been going pretty good, although there are days when it is impossible to get a

Committee to stand by for the day. This hot spell has seen everybody and his brother heading for the beaches or the ball games, and committee work is only a second best bet.

At the last meeting a couple of members who attempted to scab the Nantasket boat strike, and who were hauled off the ships as a result of this action, appeared before the full membership to appeal the vote of their shipmates.

Since one of them was a woman cook, who put on quite an act, the meeting was unusual and not without some good comedy. The other member involved, a fireman, attempted to justify his staying aboard during the walkout, and demanded that his reinstatement provide for restoring him to the same job on the same ship.

Both requests were denied in the face of the action of both parties prior to, during, and after the walkout by the rest of the employees.

So much for this week; we hope that we'll be able to report a little business and shipping in next week's issue.

## Men Protest Co. Stalling

By LEON N. JOHNSON

PORT ARTHUR — From what I hear, the happenings in this Port are being duplicated in all other SIU ports. The men down here are refusing to sign on any ship of companies that have not come to terms with the Union. This is all rank-and-file protest; the men do not feel like working until they can be assured that progress is being made in the negotiations.

Last week the crew of a Mississippi ship, the SS Del Mundo, walked off and refused to sign Articles until the company indicated that it would bargain in good faith.

Only three Firemen remained aboard for safety. Since the Mississippi Steamship Company signed soon after this event took place, the men of the Del Mundo feel that they had a little to do with the victory.

### NEW HALL

I know that the men who ship out of this port will be glad to know that our new Hall will soon be ready for us to move into. Since the SIU established an office here, we have been on the lookout for quarters which would be suitable. And now we have finally signed a lease for a Hall which will be on a par with any along the Gulf Coast.

Shipping has not gotten any worse lately, and so we have been able to place quite a few men on the various ships that pass through this harbor. So far, all ratings have had equal call on the jobs, and we hope this trend continues.

## NO NEWS??

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

- SAVANNAH
- HOUSTON
- CHARLESTON
- MOBILE
- JACKSONVILLE
- SAN JUAN

## Galveston Is Called A Haven For Many West Coast Tankers

By RAY SWEENEY

GALVESTON — Business and shipping in the port of Galveston has really been on the upgrade. It seems as if all the tankers that are tying up have headed for the Long Horn State, and it has kept all hands on the ball, including the dispatcher, paying ships off.

We have two West Coast men here to help handle these tankers but still a patrolman from the Atlantic and Gulf district has to be on the job.

We have been getting quite a few Liberty ships in here the past week and they have all come in with very few beefs.

The F. Von Stubben of the Robin Line was in, and the mate who has been sailing NMU ships saw fit to dispute the overtime the Bosun had for painting the inside passage ways. His mind was changed and the Bosun collected.

### BE GOOD NOW!

The John Henry of the Eastern SS Co. paid off here last week and the crew saw fit to prefer charges against the Master of the vessel. The ship had three men sick on board and when they asked the master for a hospital ship his reply to the men was "I don't carry those ships around in my pocket."

The ship went into Charleston for water and bunkers, but a man's health meant nothing to this Captain. The Coast Guard gave him three months suspension if he was brought up on charges again within 12 months. Better be a good boy Captain—for some of the boys may remember you. This was a very light penalty and possibly would have been much more severe if the men who were refused hospitalization would have stayed in Galveston Monday and testified against him.

The two men who left town only made a monkey of the balance of the crew who stayed here. Thanks to Bro. E. L. Redman—Pro book, for staying and facing the old man in what some one else had started.

Hats off to the crew of this ship. The boys in the hospital also wish to thank each and every one of the men who helped donate the \$21.30 to them. Johnnie Williams added to the

## SIU Wage Victory Will Make CP Unions Pull Their Horns In

By SONNY SIMMONS

TAMPA — The news about the SIU victory over the shipowners is causing lots of talk up and down every waterfront in the United States. And rightly so. With the increases in wages and overtime, plus the better working conditions, the SIU continues to lead the field in both departments.

Too much credit cannot be given to the men who negotiated the contract. They must have been strictly on the ball to have won so many major concessions from the operators, and they therefore deserve all the credit in the world.

It is an even money bet that

the commies will be tearing out their hair now. Their high pressure tactics failed and they got very little out of their widely publicized meetings in Washington with the bureaucrats and the shipowners. These phonies will have a hard time explaining to their members how the SIU was able to wind up with more than the CMU asked for originally.

### BUSY PORT

Things here are back in the groove, and we are getting quite a few ships and shipping plenty of men in all ratings. Last week we shipped 40 men, which is something of a record in these parts.

Part of the Ellenor crew is still here, but they will be shipping soon, probably this week.

Many men are now coming in who sailed away from here over a year ago on the N3's which were built and crewed up here. After being out for 12 months or more, they turned the ships over to the Chinese and came back as passengers. These fellows have plenty of money, and they have been spending it very generously.

### COME DOWN

Just in case any of you fellow wish to see a real clean Hall come on down to 308 1/2 23rd St., Galveston. This is the best Hall I have seen in the Gulf.

Don't forget to vote on the Strike Ballot, regardless of how you vote. This is your organization.

Here is a list of the men who received the two dollars at the hospital:

- J. J. Spinks, N. West, E. Plank, W. E. Patterson, M. Costello, E. Brown, B. Larson, R. V. Jones, J. Muenster, W. W. Potts and J. Longtemps.

The above Brothers received the money sent to the U.S. Marine Hospital, donated by the crew of the SS John Henry.

## Baltimore Still At Good Work

By WM. (CURLY) RENTZ

BALTIMORE — Realizing that a sick man's life is not a happy one, Seafarers from four ships in this port contributed \$84.50 to the Hospital Committee enabling it to somewhat brighten the drab days being spent by their brothers in the Marine Hospital.

John Taurin, Committee chairman noted in his report that the contributing crews were: SS R. Rush, \$22.00; SS E. Weelock, \$20.00; the H. Monroe, \$16.50; and the crew on the Wm. Pepperall, \$26.00.

Each man received \$6.05. SIU members benefiting by the thoughtfulness of their fellow members are: F. Liles, Wm. M. Hodges, Harry Walsh, Moses Ellsworth, Moses Morris, T. A. Carroll, James E. Kelly, E. J. Delamano, Peter Lopez, M. A. Caraway, Harry Bennett, Stanley Buzalewski, Charles W. Dunn and Ben Thomas.



Most of the men relax by buying a Sport Coupe, meeting a couple of nice chicks, and from there on they let recreation take care of itself.

Bull Line will have two ships in here this week on the regular run, and Alcoa starts regular West Indies trips on August 4. These ships will sail from, and payoff in, this port; and with Waterman planning several runs, things here continue on the upswing.

Right now we have probably the best Hall in the country, and all hands are pretty well pleased with the set-up. We have no trouble getting the men to hang out here now. Yep, with shipping good, and a comfortable Hall to hang out in, Tampa is an A-1 sea port from now on.

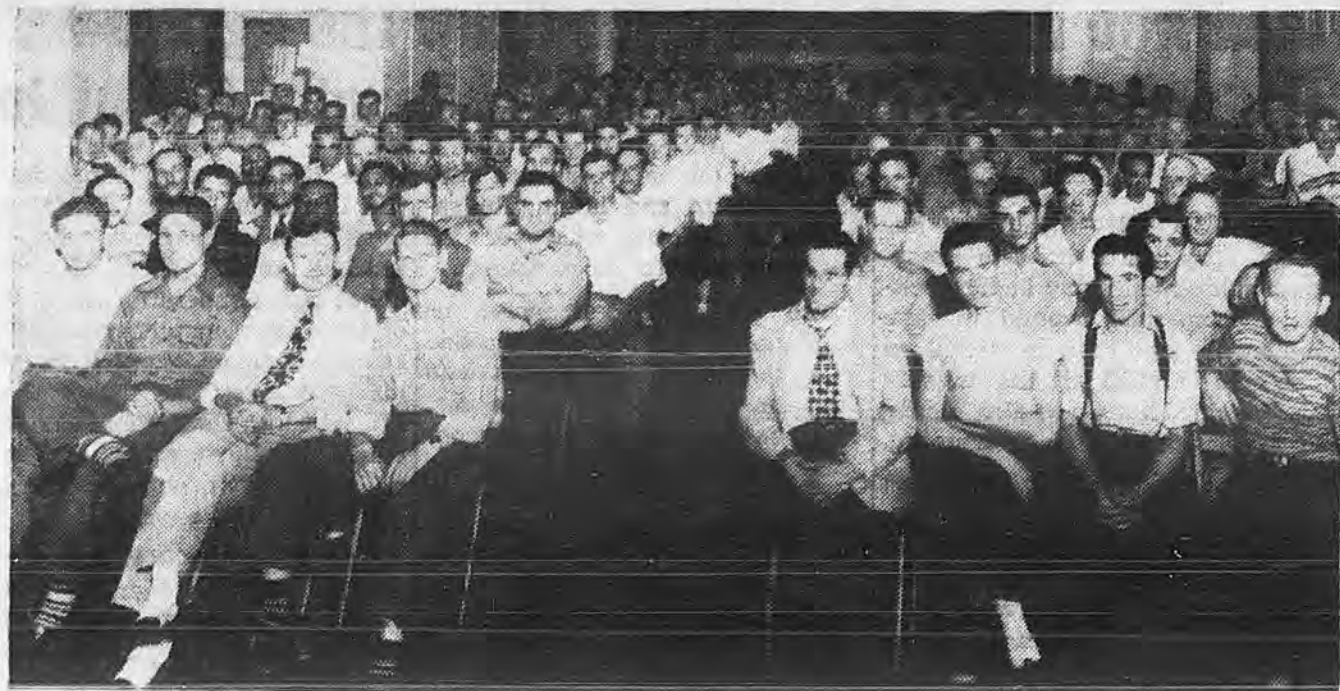
## Final Departure

The Great Lakes District of the Seafarers International Union wishes to extend its deepest sympathy to the family of Miss Ethel Hurst, stenographer in the Detroit Branch, on the loss of her father, Samuel Hurst, who passed away on July 3rd while attending a Bakery Drivers Convention in Kansas City.

Mr. Hurst had spent his entire life in the Detroit Labor movement and at the time of his death was President of the Detroit local of the Teamsters Union.







This special meeting, held in Philadelphia, agreed that the contract signed between the SIU and the Mississippi and Waterman Steamship Companies is the "best ever." On the right is a picture of the wreath sent in memory of Brother William Dieolo, who died in a shipboard accident on board the SS Yaka, in Philadelphia. He was a good trade unionist and a good Union Brother.

## For A Small Port Philadelphia Is Really Shipping The Men

By JAMES "RED" TRUESDALE

PHILADELPHIA — Although business in this port continues to hum like a contented bee, nevertheless we are on the outside of things. A lot of ships come in here from other ports to load grain or coal, so as a result, they are already all crewed up.

We seldom have a chance to ship any men on these boats, but if any beef comes up while the vessel is here, we are johnny-on-the-spot to help settle things in a hurry.

Still and all, we have established an all time record for this port during the last month when we shipped a total of 800 in all departments. That is quite a few men, even for a port larger than this one.

In view of the many beefs that arise due to the difference in interpreting the contracts in force on the various vessels, we wonder when the Skippers and Chief Engineers of the various lines will stop trying to act like shyler lawyers and will allow the Port Agent and the Company representative to iron out any question that comes up regarding the meaning of any disputed part of the contract.

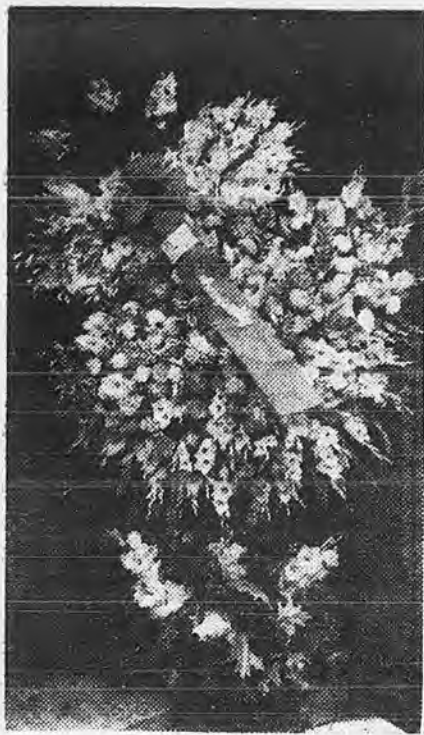
### CAN BE FRIENDS

This would stop some of the bad feeling that exists between the licensed and unlicensed personnel. The officers of a ship have no reason to act like watchdogs, and they do not help either the seamen or the officers to get what they really deserve from the shipowners.

The signing of the terrific contract with the Waterman and the Mississippi Steamship Companies was the occasion for a large special meeting. All of the men present, and there were quite a few, wanted to take the deck to talk about the glorious victory we won over the operators. There is no doubt about it: this is the best contract ever won by any union of merchant seamen. In this, as in all other matter that concern men who go to sea for a living, the SIU leads the field.

Our celebration over the victory was tempered by the bad news that Brother Wm. Dieolo had been killed on the SS Yaka. He got fouled up in a coil of rope while bringing in the

lines. A wreath, in testimony of the high esteem and affection that we had for our Union Brother, was sent to the funeral. To him, and to all other Brothers who have died, we say that we will continue the fight that they were a part of.



## Shipping Drops To A Low In Old New Orleans But SIU Militancy Maintains Its Usual High

By C. J. "BUCK" STEPHENS

NEW ORLEANS — Shipping and business is really at a new low here in New Orleans. The bottom has fallen out of shipping and jobs on the board are really scarce. From the information in the shipping guide it will not pick up for weeks to come.

Out of the ships in port, four of them are tied up with beefs. The MV Fire Island came in with a few beefs and the company figured the best way to get rid of the beefers was to fire the whole crew and get a new crew. When the crew was laid off and another crew called the next day we began to smell a rat so the company was contacted and asked why this was done.

In a roundabout way it came out that there were two militant SIU members on board that the company did not care to have on the Fire Island. Immediately, in fine SIU fashion, the original crew and the two SIU Brothers that were not wanted were sent back to the MV Fire Island. They were immediately turned down by the company.

The company was then informed that the Fire Island would stay here until the bottom dropped off unless the original crew was taken back.

The company insisted that they would rather boneyard the ship than take the two Brothers in question back; so it looks like the boneyard will have a new addition, namely the moran Tug MV Fire Island because we will not allow them to shove our members around as they see fit.

The good ship SS Seatrain New Orleans is again in the limelight. For a deep sea vessel she stays alongside the docks more than

the Maritime Training ship American Seaman. She is tied up here in New Orleans again with the crew refusing to sail her until they get their new agreement and raise.

When the crew beefed about not sailing until they got their new agreement, the famous Captain Blood of Seatrain Line fame came about with a proposal for them that was even finkier than the agreement reached between the WSA and the CMU, and expected the boys to sail. The crew



on the Seatrain New Orleans has been through too many labor disputes to go for such malarkey, so they flatly refused and the Seatrain New Orleans is now in her old surroundings down in Belle Chasse under the overhanging willows.

Speaking of Seatrains, the latest on the new Seatrains is that the Seatrain New York, Seatrain New Jersey, Seatrain Texas and the Seatrain Havana are now in the Chester, Pa. shipyards undergoing repairs before being put into service sometime in October. Just about right for the Seatrain Line stiffs to get ready and hit the shipping list so they will be number one on the list when the new ones are ready.

Rumors coming from down Ha-

## NMU's Ballyhooed Lakes Meeting Proves Flop As Seamen Stay Away

By FRED FARNEN

DETROIT—The NMU meeting held in Cleveland, Ohio, on Monday July 22nd proved to be a complete flop. The only union represented at meeting besides the NMU was the CIO longshoremen, which cannot be called an active union on the Great Lakes as 95 per cent of the longshoremen on the Great Lakes are AFL.

In his letter of invitation to this meeting, Joe Curran stated it was for the purpose of setting up a program to fight the shipowner for the 40-hour week for all Great Lakes seamen, and they have already set August 15th, as the day to strike.

Curran does not state that the main reason in calling this strike is for the Communist leadership of the NMU to gain control of all Great Lakes shipping, which in the past nine years they have failed to do although spending approximately \$750,000 of their memberships fund for this purpose.

### COMMIE POLITICS

The manner in which a large portion of this money was spent does not seem to me to be for the purpose of organizing seamen. One instance was the appearance of Jack Lawrenson and a group of land-locked seamen in front of the Cadillac Automobile plant in Detroit whose employees are members of the UAW-CIO, shouting "Down With

Ruether." (Ed. note: Walter Ruether is the anti-communist president of the CIO auto workers.)

Commissar Lawrenson and his soap box orators narrowly escaped bodily injury at the hands of the Cadillac workers who resented any commie blaspheming their able leader. This incident is only one of thousands that have been brought to light and is now causing much dissension among the rank and file members of the NMU.

### WANT SIU GAINS

After the meeting Curran, in a statement to the Press, said that the Seafarers International Union was not interested in the welfare of the seamen. I believe the 40-hour week for fit-out and lay-up which we have had in all Seafarers contracts on the lakes since 1942, and which the NMU is now trying to obtain through its threatened strike, is sufficient proof that this is a falsehood that Curran was forced to make in order to save face.

The one and only reason the Marine Council AFL, of which the Seafarers Union is an active member, had in not attending this or any other meeting called by the National Maritime Union is that we know that the leadership is nothing but a Communist front—whose one and only aim is to turn the American shipping industry over to Russia and intends to use the American seamen as a means to do so.

## New Law Helps Filipino Seamen

Filipinos who have lived in the United States continuously since May 1, 1934 or served on U. S. merchant ships for five years now are eligible to apply for their second citizenship papers, according to the U. S. Immigration and Naturalization Service.

The preferential status for Filipinos was contained in a bill passed by Congress on July 2. It becomes operative immediately, and Filipinos who come under the residence requirements need not take out first papers.

Filipino members of the SIU are eligible for their second papers after five years service on U. S., Panamanian or Honduran ships, as is the case with other aliens. Filipinos also may apply for entry under the Immigration Service quota, which is 100 per year.

Further recognition of the role alien seamen played aboard U. S. ships during the war is contained in two bills now under consideration by House and Senate committees.

Senate Bill 1040, introduced by Senator Claude Pepper of Florida, would grant legal entry (first papers) to alien seamen with one year's wartime service in the American merchant marine.

Senate Bill S 659, introduced by Senator George L. Radcliffe of Maryland, and House Bill HR 4956, introduced by Rep. Hugh DeLacy of Washington, would grant citizenship (second papers) to alien seamen with three years wartime service in the American merchant marine.

### Notice To Agents

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



# MEET THE SEAFARERS



John Colvin

Sometimes a run of hard luck can really get a man down. Sometimes things get so bad that you can't blame a man if he walks around with his chin dragging along the ground and looking like he lost his last friend. But when you meet John (Jack) Colvin, FWT, he appears like a man with a million dollars in the bank, and with everything else that a man requires to make life happy.



JOHN COLVIN

The strange thing about it is that Jack has less to be happy about than anyone we know right now. His ready smile masks a lot of heartbreak caused by the hardships suffered after being torpedoed in the Arctic Ocean, and the resultant loss of a leg due to wounds and exposure. Sounds like enough to really make a man into a permanent sour puss.

Jack was on the famous Mursmansk run, supplying food and munitions to the Russians. The morning of July 6, 1942 dawned cold and drear. It's always cold in the Arctic Ocean, and this day was no exception.

## WITHOUT WARNING

He had a good ship under him, the John Witherspoon, Robin Line, and since they were nearing territory which could be called fairly safe, he wasn't too much worried. Suddenly the torpedo came from out of nowhere. In a flash, the Witherspoon started to settle and the command came to abandon ship.

For two days and two nights, Jack and the other survivors were adrift in the icy waters. Finally, when all hope had gone, they were picked up by the El Capitan. However, this rescue was only a short respite, since early the next morning the El Captain, part of a thirty-six ship convoy, was attacked by German bombers, and was sunk. Of the other ships in the convoy, only six escaped.

A day later he was picked up by an English trawler, and the following day he was transferred to an English rescue ship. By that time he was in horrible pain, and it was evident that the leg would have to be amputated. He was therefore taken to Archangel, where the operation was performed.

Finally, after two months, Jack was ready to be moved, and the next stop was a hospital in Glasgow, where he spent another forty days. News that the Queen Elizabeth would return him to the United States came at a welcome time, and upon his arrival on these shores he was taken to the Marine Hospital on Staten Island.

## CG SNAFU

Here Brother Colvin was fitted with an artificial leg which he still wears. "I need a new one," he says, "but I can't get one because I don't have enough recent sea time. And I can't go to sea unless I get a new leg. It's a vicious cycle and I'm caught right in the middle."

Jack has been able to make only one trip since the removal of his leg, and that was a trip to the Marshall Islands in 1944. He is not able to work ashore, can't go to sea, and has been refused a new leg because he does not have enough time at sea. All

this because Coast Guard brass hats, in control of the Marine Hospitals, refuse to take into consideration the fact that he cannot sail until he gets a new leg.

## ORIGINAL MEMBER

Colvin has been going to sea for fifteen years. He is a real SIU oldtimer, holding full book 96, indicating that he was one of the men who helped organize the Union. Jack is a militant Seafarer, and can show picketcards for every action participated in by the SIU since he joined.

"What made me go to sea in the first place?" he repeated the question. "Well, I guess I always wanted to be a sailor, but it took the depression to give me the final push. I used to be a mechanic, and also could do odd jobs, but I was never as happy as I have been since I started going to sea."

The SIU is proud of men like Jack Colvin; men who helped build the Union when the going was tough, and men who did not flinch or duck when the United States was in danger. Both the U.S. and the Union are better off for guys like Jack.

# Men Who Make It A Point To Know The Agreements Reduce Their Beefs And Make Payoffs Smoother

By JOHNNY HATGIMISIOS

BALTIMORE — Shipping has been very good in this town, with rated men being badly needed and no men around to take the many jobs that are listed on the board. With all the activity of shipping, there are also plenty of payoffs to keep us all hopping.

We realize that it is our job to straighten out anything that may have been fouled up during the trip, and to make sure that the crew is paid every cent they have coming to them in overtime. But we find that most of the men who come into this port do not even know anything about the agreement under which they are sailing.

That state of affairs simply takes money out of your pocket and puts it into the pockets of the shipowners. Next time you ship out, go to the company office and get a copy of the agreement. That will help every man in each department, and it will avoid many beefs at the payoff.

The Patrolman has a tough job to do, and it is well known to SIU members that the Patrolmen will get to bat on any beef, and will help out in every possible way. But you cannot expect them to make fools of themselves. So help them out by studying the agreement. Don't ask for overtime unless it is coming to you, and be sure to list all the overtime that is legitimately yours.

## STILL PITCHING

Because the merchant marine has been delivered into the hands of the Coast Guard is no reason to believe that the fight is over forever. We fought and did our best, but as things go in Washington, we are lucky that they did

not insist on us wearing a nice blue uniform and having to salute CG officers wherever we might chance to meet them.

The decision to transfer us permanently to the CG was made by a bunch of bureaucrats who have no knowledge of the sea. They do not know of the problems of the men who follow the sea as a means of livelihood. They do not know, or do not care, about the fact that the CG has been, and will probably continue to be, very quick about picking up a seaman's papers and thereby depriving him of the way to earn a living.

It is certainly not democratic to put a civilian industry under the supervision of a military part of the Government, especially in peacetime. A free country is what we fought for, and for which many men died. But what we are getting is far from freedom or democracy.

For the time being we have no alternative. We have to do the best we can, but we don't have to enjoy it. We should also watch ourselves so as not to give those gold-braid vultures a chance to get anything on us.

## HOSPITAL MONEY

Baltimore has been doing a swell job in collecting money for the Brothers in the hospitals. This money is donated at the payoff, and it gives the well Brothers a nice feeling to know that they are helping their sick Brothers out.

It would be a good idea for all ports to do the same. A dollar doesn't mean much when you are paying off, but it means quite a bit to a guy who is flat on his back in some hospital.

Recently we had a talk with

some NMUers who came in on the Benjamin Rush. You should have seen their faces when we finished telling them the facts about our democratic Union. One of them, a man who was sailing as a passenger, wanted to turn his book back and sail with us. We told him that our books were closed for the present, but he is willing to wait, and will not sail with the NMU anymore.

Plenty of the NMU men are fed up with the fighting that is going on in that union. The election that was just completed is leaving a bad taste in every-



one's mouth. The rank-and-file is all in favor of honest unionism and they don't like the idea of their officers spending all their time doing work for the communist party, or in fighting the officers that are not friendly to the CP.

Let's give the honest men in the NMU a helping hand whenever we can. It will be a good thing for the whole waterfront if they clean the commies out, and go back to honest trade union principles.

# Isthmian Men Like Contract

(Continued from Page 1) directly through the Union Hall.

The minute the elections are over, and the Seafarers certified as officially winning, the Union will move for the opening of negotiations and present this proposed contract together with such amendments and agenda as have been decided upon in the meantime.

The Union will insist that the same retroactive dates apply as in the other contracts, so it is possible that even now Isthmian Seamen are enjoying the full benefits of the Seafarers increase and stacking up a pile of retroactive pay.

## THE JOB AHEAD

In the meantime the organizational drive on all fronts is going ahead at full speed. This covers everything organized from tug and ferry boats to the biggest tanker companies.

Many men on unorganized tankers are coming up to the Union on their own, signing up, getting a kit of organizing material and going right back on the same job as a volunteer organizer.

The recent attempted raid by Harry Bridges and the CIO-CMU disgusted many unorganized men. When they compare those tactics with the steady stream of Seafarers victories, they decided that the SIU was the place for them and they are coming over fast.

It's "full speed ahead and no slow bells."

## 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.

# Bull Line Comes Up With Some Very Bright Ideas And Tries To Freeze Crewmen To Their Jobs

By JOE ALGINA

NEW YORK — With all the ships that are being tied up by the men due to the failure of the companies to negotiate honestly with the Union, add another tie-up for a different, but equally good reason. List the name of the SS Cape Poge, Bull Lines, as a ship that will not sail under slave conditions.

The Poge is one of the first Bull Line vessels to go on the coastwise run, handling coastwise trade. The Company contends that the men must make one complete voyage before paying off, instead of being able to payoff in any port where they can be replaced by the Union. So once again, the shipowner is trying to freeze the seaman to the job, and the men will not stand for this.

Before the war, a man could get off a coastwise ship on this run by simply telling the Old Man that he wanted to payoff. And the company could fire a man just as easily for cause,

There is no reason why things should be different now.

In no other industry has the company the right to freeze a man to a job. From the way the men of the SS Cape Poge are acting, the Bull Line, and other shipowners, will not be able to get away with this sort of dirty dealing either.

## PORT STUFF

In view of all the job action that is taking place, it is a wonder to me that I am able to report that shipping in this port is not too bad. Of course there are many men on the beach due to the tie-up of so many ships, but on the whole we are shipping a good number of men each week.

The dilly-dallying of the companies is getting the men angry, and even when dispatched to a ship of one of the lines that is stalling on negotiations, these men refuse to go. Ships belonging to the Mississippi and Waterman Steamship Companies, and those owned by the WSA, are manned rapidly, but the other

ships cannot be crewed up for love or money.

Payoffs have slowed down, but the Patrolmen continue to be just as busy as they usually are. They contrive to make every ship that ties up in the port of New York, and they take with them plenty of Union literature, and copies of the Log.

At the same time, they keep their eyes open to observe how conditions aboard these ships are shaping up. In this way, the SIU lives up to its slogan that, "An SIU ship is a clean ship."

## 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.



## Lynn Victory Crew Just Waiting For SIU Contract—And Then!

Isthmian crewmembers of the Lynn Victory had a Skipper who really liked to chip, do construction work and carpentry. This individual, Captain M. Suglian, actually chipped the deck for three days while the Lynn was at sea between Los Angeles and the Panama Canal.

On another occasion, Captain Suglian constructed a sort of windbreak in front of the wheelhouse, assisted by the Carpenter. He also installed two extra whistle pullers on the bridge, and made a canvas awning for the flying bridge. All of this work would have been done by the seamen on a Union ship, and most of it would have been paid for at overtime rates. But not on the Lynn Victory!

While on the Pacific Coast, between June 4 and July 5, none of the crew got any cigarettes from the slopchest. In addition, another beef had arisen regarding the Skipper telling the Junior Engineer and Chief Electrician that they had to clean their own quarters.

### SETTLE BEEFS

Upon their arrival at Coos Bay, crewmembers were thoroughly disgusted about the cigarette situation, and requested the SUP Agent there to assist them in clearing up their accumulated beefs.

Agent Jack Barton contacted the Captain, and after considerable discussion managed to settle the beefs regarding cigarettes and cleaning of crew quarters. All of the Lynn seamen were highly pleased at the results obtained by the Union representative, and had a first hand opportunity to see how much Union representation actually accomplished in settling a beef.

According to volunteer ship's organizer Earl Laws, Jr. Engineer and Chief Electrician Byron McCandles, they had a good Stewards Dept. on the Lynn Victory. Food was excellent and the service was good.

The Lynn is on a steady inter-coastal run, and is at Port Newark, N. J. at this writing. She's headed for Philly and Baltimore, and will payoff in either city most likely. At least, the crew hopes for a payoff.

### TWO SOLID DEPTS.

Both the Deck and Engine Departments on the Lynn are solid for the Seafarers. However, most of the Stewards Dept. men are non-union. Crewmen are still working on them with the hope that the majority can be persuaded to see the Union light of day, joining with the SIU to make Isthmian a good Union company.

One of the Oilers was taken off in San Diego and an AB in Frisco. Both of these men blew their tops. The AB was an old timer of 65 who went screwy while the Lynn was at Coos Bay, and lasted as far as San Diego.

The Oiler finally went off the deep end after parading up and down his foc'sle with a crucifix in one hand and a bible in the other. He ordered everyone out who came into the foc'sle, and insisted on keeping the portholes closed.

Yes, sir! The boys on the Lynn really had a hectic trip. And to make matters worse, everyone had to run to the Skipper if they

wanted anything. He was the lord and high master.

However, the crewmembers were happy over one thing. They figured that with the voting practically over, and the SIU leading by a better than 2 to 1 score, it won't be long until Isthmian comes under the terms of a Seafarers contract.

## Ashtabula Ready For Midland

By HENRY W. CHAPPELL

ASHTABULA — You will notice that a new organizer is now signing the reports from this area due to the fact that I was recently assigned here to work on the campaign to organize the Midland Steamship Company.

Since I arrived here last week, only one Midland scow has been in, but at least three more are expected within the next little while.

Like everyone who takes on a new job, I am looking forward to meeting the crews of the various Midland boats because I am sure that what I have to say to them will be more than interesting.

The SIU has a record that speaks for itself, and if these men, who are not really anti-union but who just don't seem to want the NMU or a company union, want any more proof, then the latest Seafarers victory should be enough to turn the tables. I am confident that the SIU will win the election when these ships are voted.

### BOTH STOOGES

I fully realize that we are up against competitors who are strong, and who will stop at nothing in attempting to gain their ends. The company union, and the NMU, which has a reputation scarcely more savory than that of the stooge union, are putting out a lot of propaganda. But as I said before, we have a good record, and that will swing things in our favor.

As of this writing, the NLRB has not yet set an election date. We are not allowing this to slow us down. Any work that we can do now will bear fruit when the balloting does finally take place. Of course, as our strength increases, the NMU and the stooges will make every effort to stall the election. It won't help them because no matter what they do, the men of the Midland Steamship Company will still vote to be represented by the SIU.

Since I have just taken over this port, I must apologize for my small report. You may depend on me for a more comprehensive report next week, and every week thereafter. This situation is important for us Seafarers, and I will do all I can to keep the membership informed of what goes on here.



### Late Brother



ROBERT SMITH

## Mrs. Smith Gives Thanks To Crew

The kind expression of sympathy which the shipmates of the late Robert Smith, former Bosun on the SS William R. Davie, tendered to his wife, Emily C. Smith, has been deeply appreciated by her.

Brother Smith died at sea aboard the Wm. R. Davie, April 6th.

Unable to get in touch with each individual crew member, Mrs. Smith conveys her thanks to all the crew through the medium of the Log. Mrs. Smith's letter, addressed to the Davie crew, follows:

"The very generous purse of \$327.00, which you sent to me upon the death of my husband, Robert Smith, former Bosun on the SS William R. Davie, was very much appreciated. Please accept my heartfelt thanks and my apologies for not having acknowledged your gift sooner. Not only was the gift appreciated, but also the very lovely anchor of lilies which you sent.

"My husband spent 28 years on the sea, and had been retired for ten years, when he heard his country's call and returned to the Merchant Service.

"In closing let me say, some of you I know personally, but to all of you, I wish every success and happiness in the future.

Sincerely,  
Emily C. Smith"

## Oh, For The Life Of A Seaman, And You Can Take It Brother!

By JOHNNY ARABACZ

I was wearing out a chair in the Recreation Room, just watching life, and got to thinking about the soft life we seamen have.

Now, I want it understood that I'm not a writer or whatever those people are called who put out all those words that we lose our eyesight reading. I'm only scribbling this because my Isthmian vacation money hasn't come in yet, and so I can't do what I'd like to do.

Guess I'll stop wandering around, and get down to the soft things — a few anyway — that come from all sides, whether on board some scow, ashore, or even in the Union Hall. I'm including the Hall because as I sat here a few minutes ago, one of the boys lost a checker game, and it cost him the drinks.

Oh, yes. Life is soft for us. You ship out, and you have to lug six suitcases out to the scow. Of course, take it for granted that the ship is at anchor—about halfway to England—and you have to make six trips up and five trips down the pilot ladder (no gangway) with your gear.

Did I mention that you're crazy enough to be a weight lifter, and have bars and bells in two suitcases? Also, you are studying for a Bull Wiper's endorsement, and have one suitcase full of books. The Deckhands wouldn't haul the gear up with a line because you're an Oiler, and the Mate doesn't want to pay overtime for taking on engine room stores. SOFT, ISN'T IT?

### EASY JOB

So, you're aboard now and the first thing you know, on such a hot day (it's only 93 degrees), you are working your head off in the engine room, watching the clocks as you stand underneath the blower. SOFT, EH?

Let's jump ahead a week. You are at sea, and the sun is nice and hot. You want to strip, and get a nice tan all over so that your wife (???) can't make any cracks about the white skin between the tan on your legs and stomach.

But, no!! There are eight women passengers aboard bound for Antwerp, and the Old Man says no soap. So, you leave your shorts on, and fall asleep on the cot. Well, a few hours later the Old Man is smearing your red, blistering, and of course, aching back

with some salve that he uses to keep his shoes shined. SOFT, DON'T YOU THINK?

### CIGARETTE FINE

Yippee! You're in Antwerp. But what's this? Don't tell me you didn't hide ten cartons of cigarettes you meant to finance your stay in Antwerp with? Well, the fine is only 300 francs a carton—a little over six bucks. I ask you, SOFT, ISN'T IT?

So, you notify the Chief Engineer that you're thinking of staying on for another trip. You



remember what he said about that. SOFT!

Nice trip back you're having, isn't it? The storm outside? Thing nothing of it! You're only rolling like heck, and the buckets, shoes, and bottles holling all over the deck, only keep you awake between watches. Pooh, think nothing of it. The next trip will be different!

In case you don't know it, you're back in an American port, all gassed up in Sloppy Sue's, and you decide you're going to get tattooed. So, you end up with a propeller on each rump, and wording "twin screws, keep clear" embossed on your hide. How did you like standing up while you ate during the next two weeks? Soft!

### OTHER POSSIBLE DANGERS

If I wasn't such a happy-minded fellow, I'd have you in the hospital with the tattoo infected. I'd also include a smashed finger or a broken leg in the trip, and maybe somebody losing his whole payoff at poker, or maybe even some cop banging you on the skull while you were drunk.

You only asked her, "how much . . .", and before you could get the rest of the words out of your mouth, ". . . further to the docks," she screamed for help.

WHO SAID WE HAVE AN EASY LIFE?

## Keep Your Weather Eye Open For This Engineer: He Has Never Heard Of Overtime For Seamen

By RAY WHITE

NORFOLK—Shipping in Norfolk has taken a definite slump the last two weeks. Although business was good, most of the ships were boneyard bait.

We had the occasion to pay off two long trips, both over six months, which is considered a fair trip now days. One, the SS Charles Nordoff of Alcoa was paid off without much trouble; but on the SS Adenus Burke of Mississippi there were beefs galore.

Imagine a six and a half months trip with the Bosun high man in overtime, with a total of 157 hours. But that was only the beginning, as the Chief Engineer, O. T. Davis, had refused to accept any overtime. After hav-

ing been reprimanded and almost yanked off in Philadelphia by the Patrolmen before the voyage started, Davis still failed to see the light.

He refused to sit down with the Patrolmen to even discuss overtime, so the Delegates and Patrolmen had to go into a three day combat with the Company Agent to get the mess straightened out.

Every SIU Hall should take a note of his name (Oscar T. Davis, Chief Engineer) and refuse to crew any ship with him aboard. He was proven in a Coast Guard hearing to be a drunkard and his license is now on probation for a year.

### UNION SPIRIT

The crews of these two ships, while waiting around for payoff,

were very much impressed by the new Hall and the way it is fixed up, especially the pool table.

They noted that someone was playing all the time and suggested that they be allowed to make a donation toward getting a second table for the Hall.

The crew of the SS Adenus Burke at time of payoff donated \$75.00, and the crew of the SS Charles Nordoff, \$101.00 This was turned over to the Agent and he was instructed to purchase another table.

Although most of these men were from other ports, this shows the concern and interest they have in their Union and in making each Hall a better and a more comfortable place to spend time in and ship from.





# SHIPS' MINUTES AND NEWS

## SIU Crewmen Make Arrow A Model Ship

BY A CREW MEMBER

The SS Flying Arrow has undergone a rejuvenation in the short time she has been crewed by the SIU.

It seems like a mere day or two ago since the Union rescued this young but rapidly aging ship from an indifferent crew. The fo'csles were dirty, the heads were in a sad state, and the chow was nothing to whistle about. There were countless cans of the war-style coffee put up in five gallon tins, old spices, condiments, etc., and old soap that made a better lubricant than detergent. These were all left to us with the good graces of the old ship operators and the tolerance of the MC&S.

The SIU crew, at a special meeting, lost no time in straightening out the poor conditions. From this first emergency session right through the last regular meeting the crew has done much to improve living conditions on board this ship.

Several things have attracted my attention on this ship.

There is universal representation aboard the Arrow. There are in the crew, a New Zealander, a Canadian, men from all sections of the USA, and several ex-servicemen from all branches of the services. Being an ex-Army man, I was a bit apprehensive at the reception I'd receive at the waterfront, but conditions on this ship prove that the SIU has room for ex-servicemen.

### MILITANCY

Another thing is the militant spirit that prevails aboard. Parliamentary procedure is observed and respected at the meetings. Most important of all, when something constructive has to be done the men make practical suggestions and then follow through with action. Another noteworthy thing is the keen interest the crew is showing in the Isthmian drive. We will do our best to see that any Isthmian ships in port with the Arrow, will be shown the benefits of sailing SIU.

Lastly, the youth, spirit and vigor of the crew has made this ship the closest thing possible to a seagoing home.

The Bosun is an easy going chap with a magnetic personality, which draws both man and beast into his sphere of influence. I was under the impression that only Bosuns whistle while they work, but Bosun Bartlett has every last man in his gang whistling all the time.

### "RED" COLORFUL

"Chips" Knickerbocker is a phantom carpenter who can make furniture or what have you with dunnage that isn't on board. The most colorful character in

(Continued on Page 11)

## Milledge Men Had Merry Time



The crew of the SS John Milledge made a trip that was chock full of the better things in life—from palate-pleasing cream puffs to full-blown frauleins. Here are some of the crew, still smiling over their experiences. From left to right: Guy Don Iozia, towards Dept. Delegate; Tony Zalewski, Ship's Delegate, who had the dames stampeding, and John Beach, Black Gang Delegate.

Pictured below, in the bottom row, from left to right: Ferando Valles, Messman; Guy Don Iozia, Utility; Richard Young, Utility; Ruddy Weyse, Utility, and Jack Wiant, Messman. Top row, from the left: Robert Maupin, Second Cook and Baker; James E. Powell, Chief Cook, and Teddy Gradjelick, Utility.



## All Hands Happy; Gal For Every Guy

By TONY ZALEWSKI

On June 16, the good ship Milledge headed her bow up the Weser River for Bremen, with the Deck Engineer, Lawrence (Hogan's been here) Hogan standing up in the forepeak, trying to get a first glimpse of the frauleins, who abound thereabouts.

The ship docked at 8 p. m. and by 10 p. m. most of the boys were playing at the good old game of Romance. Most of the boys had been here last trip and were already established. However, the first trippers to Bremen had plenty of the frauleins to choose from at Frau Weiss' bar. The boys went on picnics with their frauleins.

The party at Frau Weiss' bar for the whole crew including officers, was an affair that will be remembered by all. It sure is a pleasure to sail with a bunch of fellows such as the crew of the Milledge. All departments got along well this trip, which helped to make the Milledge a home away from home.

## Cooks And Lovers—They're All Good

By JOHN BEACH

The entire crew of the SS John Milledge acclaim the Galley crew—James Powell, Ch. Cook; Robert Maupin, 2nd Cook and Baker, and Theodore Gradjelick, Galley Utility—as the bunch of cooks they ever sailed with. It has been a pleasure to eat the food this trip with tender meats, good pastries (cream puffs and eclairs), and as good a bread as you'll find anywhere.

It seems to the Cooks that the ship's Delegate, Anthony Zalewski and Rudolph Japel had a whole harem of frauleins under their care. These two shipmates are honest-to-goodness Casanovas, especially Big Tony.

We don't know what the guy has besides good looks, but it must be something the girls go for. He was mobbed in Bremen and in Fowey, England, where we stopped off for a cargo of China clay on the way back.

## Chief Steps Out, Sun Goes Down

By ROBERT MAUPIN

On every ship the boys see a certain amount of gold braid, among the Messboys, Wipers, Ordinary Seamen, etc. But they will have to take a back-row seat now, because when the Chief Engineer goes ashore, he wears enough gold braid and "scrambled eggs" to gold plate the top of the Empire State Building.

Believe it or not, fellows, the Chief is a full Commodore. His identification card from Sheephead Bay says so, and if anyone hints that the gold on his uniform is in abundance, they should see his pajamas, with the gold striped epaulets on the shoulders.

Our hats are off to you, Chief Engineer, you're a whole damned hurricane in disguise. (But all joking aside fellows, he is a good skate).

## Thomas Crew To Curtail Chief Stiff

There's a company stiff aboard the SS Philip Thomas—a Chief Engineer who gets the cold sweats at the sound of the word "overtime." But he is going to have to sweat it out. At a ship-board meeting the crew agreed this attitude no longer goes.

The ship's minutes point out that after the ship had dragged the hook, the Chief Engineer called a Fireman from his bed, and had him oil the engines while the vessel was being moved to another anchorage.

The Fireman put in three hours on the job, but the company nickel-nurser maintained that the work was performed for the safety of the vessel, and therefore, he would only sign for one hour.

### DOES NOT WORK

The minutes state, further, "that this company stiff has only about 15 hours of overtime in his entire department." If there is any electrical work to be done, the Chief Engineer does it. He has even been seen doing carpentry work, such as putting kick-out panels in the Wiper's doors.

"These sort of things are not accepted on SIU ships," the minutes add. A vote was taken and the crew instructed the delegates to see the Chief Engineer, and get him straightened out on these matters.

The crew also placed the blame for the impossible conditions existing in the Black Gang's living quarters and showers. They charged that "the heads and showers of this department were in a very disgusting condition," and that "it would be almost impossible for anyone to take a shower there."

### REPAIRS TO WAIT

The company stiff in question, when confronted with these conditions, stated that repairs to the heads and showers would have to wait until the vessel was on its way back to the States, as he could not spare the Wipers at the time. This meant that the quarters of the Engine department would also remain unpainted until the ship was homeward bound. The quarters of the other departments had been painted, and the crew couldn't see treating the Black Gang as a "bunch of orphans."

It was at this point that all hands agreed that this matter would be straightened out before the vessel proceeded any further.

Delegates aboard the Thomas are Millburn Tuttle, Deck; Gerald Laura, Steward, and Frank Morrison, Engine.

Constantinus Voulgaris served as the meeting's chairman and F. E. McGillicuddy was secretary.

**Make Isthmian SIU!**



# Digested Minutes Of SIU Ship Meetings

**CAPE ROMAIN.** (Date, chairman and secretary not noted). Alcoa taking over ship at midnight. Good and Welfare: Fumigation of ship. Fan for 12-4 watch. Soap dishes in shower. Matches and soap for Deck Dept. Fix ice boxes in mess and pantry. Check lights in all quarters. Clean pillows and mattresses. New tools for Deck Dept. Repair lockers and locks on quarters' doors. New and better slopchest stores. Destroy or replace flour, medicines (full of bugs), etc. Keys should be made for all quarters.

~ ~ ~

## Some Guys Have Too Much Crust

Every morning the crew's Messman aboard the SS Earlham Victory went to the pantry and put several slices of bread in the toaster. Then he went about some other chores. But when he returned for the toast—it wasn't there. Neither were the bread slices.

On one such occasion, he spotted some crumbs of evidence. He followed the trail. It lead right to the officers' saloon.

The Messman informed the Steward of this crummy trick, and the Steward promptly had toast—crumbs and all—removed from the officers' bill of fare.

And the crew, not to be denied a voice in the matter, voted that the toaster be moved from the pantry to the crew's messhall.

Let's see if the character has enough crust to try the snatch job, now.

~ ~ ~

**BERNARD RODMAN,** June 23—Chairman Charles Kull; Secretary Walter Pupchyk. Motion carried to contribute proceeds from fines to the Log fund. O. D. Drawdy, Ray Thompson and Emil Gomez to represent crew at Hall and to take all disputed overtime there before payoff. The nine trip-card men present were accepted by the crew. Good and welfare: Crew asks for glass port holes, Engine Delegate asks for food on arrival day. Pantryman to clean coffee urn regularly, and washroom is to be cleaned.

~ ~ ~

**BERNARD RODMAN,** May 26—Chairman Roy Thompson; Secretary Walter Pupchyk. Minutes of previous meeting read and accepted. Good and Welfare: Too much noise by crew in passage at night. Mess dirty in morning. Crew wants clean glasses and silver, cabinets and coffee urn. Motion carried giving suggestions and favoring Union-operated slop-



chests. Evidence of petty larceny aboard ship. Chief Cook asked to season food. Motion carried requesting inner spring mattresses for crew.

~ ~ ~

**CAPE CORWIN,** June 6 — Chairman W. J. Holland; Secretary Robert Rivera. Motions carried: that decision be announced whether or not working on the wheel watch when the iron mike is on constitutes overtime. This decision is to be made by members in New York. A motion passed urging collection of overtime for the deck gang for the time they were deprived of by working stowaways. Good and Welfare: water was off at intervals due to low supply caused by stoppage of water system in Mayagues, P. R.

~ ~ ~

**IRVIN S. COBB,** June 9 — Chairman H. M. Galphin; Secretary A. C. Lutey. Previous meeting's minutes read and accepted. Good and Welfare: Motions carried calling for set of rules to keep mess, toilets, quarters and laundry clean, with fines to go to Log. A blanket fine of 50 cents to be imposed for placing feet on chairs, throwing cigarettes on deck, leaving cups and dishes dirty after use, for entering mess with shorts on, leaving clothes in laundry tub, and leaving trash around.

~ ~ ~

**ROBERT G. INGERSOLL,** June 30—(Chairman not noted) Secretary Eugene Greco. All trip-carders recommended for pro books. Discussion on amount of time required on a trip card before getting pro book, and time required on pro book before getting full book. Answers were left for settlement in New York. Bedroom Steward logged because he refused to soogie bulkheads, overhead, and overhead pipe lines in the heads without payment of overtime. Matter to be left to Patrolman. Good and Welfare: Check all stores for better stuff on next trip. Leave a clean ship for the benefit of the next crew.

**ARTHUR M. HURLBERT,** June 26 — Chairman Charlie Simmons; Secretary Robert Mansfield. Chairman gave a brief talk to all departments on the need for Union brotherhood, stressing that a ship is no place for prejudice or hate. "This ship will be a Union ship for Union men. Let's keep it that way!" Chairman informed Dept. delegates of their duties and responsibilities. Good and Welfare: Steward put out one percolator for Deck dept. and one for Engine dept. He says they were burned and thrown around. 4-8 watch on deck agrees to take care of percolators.

~ ~ ~

## Advocate Crew Advocates Terms

The announcement of the record-breaking contract which the Negotiating Committee wrested from the Waterman and the Mississippi outfits got an enthusiastic response from the crew of the MV Coastal Advocate, a Smith and Johnson scow, at the July 24 shipboard meeting held in the Port of Jacksonville.

The crew heard the news in the form of a letter from John Hawk, Secretary-Treasurer. Port Patrolman J. Redden read Brother Hawk's communication.

In a rising vote, the crew extended its thanks, and compliments, to the Negotiating Committee, for achieving the best contract on the waterfront.

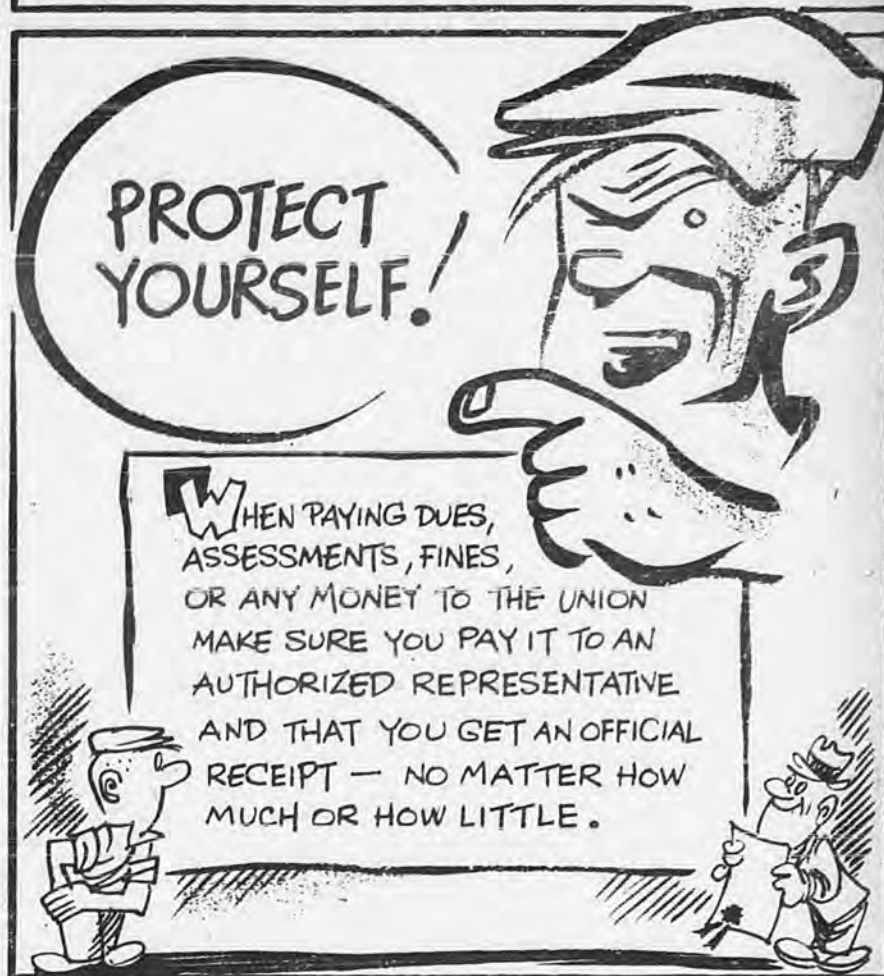
~ ~ ~

**T. J. MCCARTHY,** June 17—Chairman Raiminen; Secretary Ragsdale. Minutes of previous meeting read and accepted. Motion carried: Hold meetings once a week at 12:45 p. m., Saturday or Sunday on lake. Disputed overtime settled satisfactorily. Good and Welfare: Motions carried: Delegates to see about getting fans where needed; Delegate to see Steward about not setting chairs on tables while cleaning in mess. Crew to watch smoking on deck because of the fire hazard involved. Crew should know their fire stations and lifeboat drill duties.

~ ~ ~

**JAMES JACKSON,** (Time not noted) — Chairman Townley; Secretary Buser. Election of officers; reading of previous meeting's minutes and acceptance. Complain lodged against 1st Asst. Engineer for not turning any one to on heads and showers as agreed upon at beginning of voyage, and that ship be painted on overtime. Motion carried to take this matter up with Patrolman in port.

# SEAFARER SAM SAYS:



## CUT AND RUN

By HANK

While proud, strong and honest history is being made in our good old Union, we're in this small corner, chipping out another fish-day column of Log-worthy items. This week we haven't much of a interesting menu of literature because our voluntary UNO (Unexpected News Owls), especially in other ports are importantly busy otherwise. Anyway, fellas, whether you take a long trip or a shorty, take some Logs along with you. You'll always find a ship (SIU, Isthmian or otherwise) which could really appreciate them or some foreign bar where sailors visit to chew the fat and wet the voices . . .

~ ~ ~

Skool, skool and double skool, Bob Porter grabbed a ship to Norwayscotia! We hope it's warm enough up there for him to write to the Log about the ship's characters and how the Norwegian waterfront is welcoming the seamen, too . . . Whether or not such an event is in the cooking, we still couldn't separate enough cabbage from the corned beef so we could make a pier-head jump aboard Herbert Hutchin's spicy and splicy voyage into the sea of matrimony. The lucky brothers who brought their dry oars must have enjoyed the landlubbing trip indeed. Well, to you and the Mrs., lots of happiness and salty meals, Brother Hutchins, from all cheerful distant hearts.

~ ~ ~

Gene Dauber just came in from the Port of Danzig. We'll bet he has a story about the trip and how the merchant seamen are being treated in that port . . . Oldtimers Fred Johnson, the smiling Deck Engineer carrying Book 117, is in town, trying to ship out. Can't get the Tulsa, Fred, because Argentina, she take it away . . . Two of our shipmates, Bill Todd and Raymond Duhrkopp, are waiting for the ships to come in, so they can get down in the engine room for a trip! . . . Linden Weber, another oldtimer, just came in, asking if the payroll of the SS Eleanor, came in . . . While Frank Devlin is in town now, Baltimore Ski, the night mate, took a topside cruise of two weeks for Texas, for a bit of change and changed scenery . . . Rafael Santiago sure must have got tired of those milk runs to the islands. He took a long voyage to the China Coast. They have no rum over there, Pana, have they? . . . Enrique Cortez is ready for a trip, too, but it will probably be down the islands again, as usual.

~ ~ ~

We met three swell people last week. They were Frank Waller, a Mobile man, if we're not mistaken, and one of Bera Smyley's pals; Frank's jolly wife Tina and good old "Poyepe" Harry Cronin. We'll have more of an interesting story about them next week, anyway . . . ome time this year will find Dan Butts, ex-Puerto Rico picard, back again on his good and clean home, SS Cape Nome, for those steady island trips and seeing his wife and two kids more often, too . . . Our good old shipmate, Paul Gondzar, just came in from his home down in Michigan, and is now on a ship for Antwerp. Don't forget to get that swell tasting beer in the village near the docks called Hoboken; don't waste your time up Skipper street and don't worry about those buzz-bombs anymore, either, Paul.

~ ~ ~

We met a swell Seafarer recently, and he's Robert Rutledge. We'll have a little more about Brother Rutledge next week, too . . . Bosun Herman Christensen is trying to get out of New York while he's stone cold broke and sober in the slow-shipping market. Herman says that his shipmate, Pete Gvozdoch is down around outh Africa right now.

# SIU Crewmembers Make Flying Arrow A Model Ship

(Continued from Page 10)

the Deck department is "Red"—a dog of doubtful ancestry, who followed the Bosun all the way from Washington to the ship. I wonder what the Bosun will do when "Red" follows him around in Capetown.

The Belly Robbers Department has a few characters in its fold. Steward Kanouse is the most obvious, or he was, with his realistic impersonations of the late Rudolph Valentino, which lasted until he crossed the Equator. Danny Boy Johnston claims the

distinction of being the youngest lad on board ship. His next big claim to distinction is the coal passers endorsement on his E papers. (Anybody know of a coal-burner manned by the SIU?)

Brother Robear, in addition to being messman 1st class and chow hound par-excellence, is an expert checker player, who through sheer benevolence is always losing at the game. The Cooks are improving day by day and if the trip doesn't last over three months no one will be forced to recuperate in a marine hospital.

The Black Gang is a cohesive

unit of grease monkeys who keep the ship's screw turning at full speed. They are led by Delegate Jimmie Eschinger, who claims to be the most completely tattooed man on board. However, "Frenchy" LeBlanc disagrees, so the Bosun is arranging to have a "tattoo beauty contest when we cross the Equator on the home-bound voyage.

"Wiper" Mahoney hopes to run a direct line from the Castle brewery in Capetown to the bowels of the Arrow. He says that the SIU needs is a beer tank for the exclusive use of the Black Gang on watches.



# THE MEMBERSHIP SPEAKS



## Them Ain't Roses You Smell In Old Chi, Writes Ropeyarn

Dear Ed:

Well I bet, Ed, that you think I am a hell of a feller to being hearing from so dern far from the New York waterfront, and you are probably thinking that I have turned out to be just a plain damned landlubber, after all of the years of patient tutoring in seamanship under your expert direction. Well it ain't quite that bad, Ed.

You see, Ed, Chicago is not all together a landlubbers town, for there is supposed to be a Port here; only it is so damned far from the town you wouldn't know if it was or not. In fact, Ed, it would seem to me that it wouldn't be so hot to ship out of, on account of by the time that you got to the dock; it being far, you would be pretty dry and naturally you would ask the Old Man for a draw right off the bat, and that right there, Ed, would be the end of the job for you and me, 'cause, Ed, the Lake Skippers wouldnt go for anything like that—Ed, you and I had better stay close to the deep water where we can guzzle a beer or two now and then and not get fired.

### WHAT SCANDAL?

I know, Ed, you are just writhing in pain to know what kind of scandal is going on here in the Windy City—in fact, I bet by the time you have read this far your temperature is up to at least 188—Well you know me, Ed, if there is scandal I will know about it; in fact you accused me of scandal mongering on the last rustbucket—when the old man's whiskey was missing—and you and I didn't turn to for a couple days; only, Ed, the Old Man said that wasn't scandal, it was just plain damn thievery when he logged us two for one—You just mistook scandal for confession of that mess boy who done the dirty work.

Well there is a real scandal down here Ed, it is one of them scandal's that "stink"—a garbage scandal.

Down here in Chicago they have two methods of collecting garbage; they call it the two way system—"Municipal Free and the Private Enterprise." Under the "Municipal Free" you are not supposed to pay anything, but under the "Private Enterprise" you have to shell out some dough.

### HIGH CLASS GARBAGE

From the way these Chicago landlubbers are howling at the city father's you would think that only this here system of "Private Enterprise" is working as it only functions for the business class, for they are the ones that have the 'mazuma' to grease them garbage collectors plans—hence they get service.

These here garbage collectors have been getting ideas from somebody, Ed, for if they find a block where there is an Alder-

man opposed to them getting a raise in pay, they just don't pick-up any garbage there until he changes his mind—and of course, Ed, the stronger the stench, the more likely the politico is to change his mind;



especially, Ed, with them delegations that live in his ward paying him them uninvited social calls.

### OPEN-NOSED

Say, Ed, I run across an old 'news hawk' that is a friend of mine and was up to see him yesterday, and he said to me right off the bat, "pardon me the wind just blew in two columns of garbage for the next edition—see you in an hour."

Ed, I sure hope them there Chicago City Fathers get this garbage question settled before August 12th, so that the Delegates who are going to form the National Maritime Council don't become suffocated and have to go home.

Rope Yarn

## FULL BOOKERS' OBLIGATION TO ACT AS DELEGATES

Dear Editor:

It seems to me that it was mentioned in the *Seafarers Log*, that on different voyages, full bookmembers do not want to be delegates in their respective departments, and that they allow, elect, or appoint tripcard and pro book members to act in that capacity.

While this is in all fairness to the new members and gives them a chance to act and prove their ability as such, I think a full book member should act in the position of delegate.

The new members do not know, or are not well up on the contracts, and when there is a beef or misunderstanding aboard ship they like to lay the blame on the wrong party, which is the Delegate.

Men like the Bosun, Deck Engineer, Steward, and Chief Cook are key men, and they can't act as Delegates in their departments. If they could, they would be accused of favoritism, and a lot of other isms.

I don't think it fair for full book men to hold back and not try to help our new Brothers—and to try to keep what we all fought for.

We have good conditions and contracts, and anybody with a fair amount of intelligence can

## BEER COMES HIGH IN DANZIG



Dear Editor:

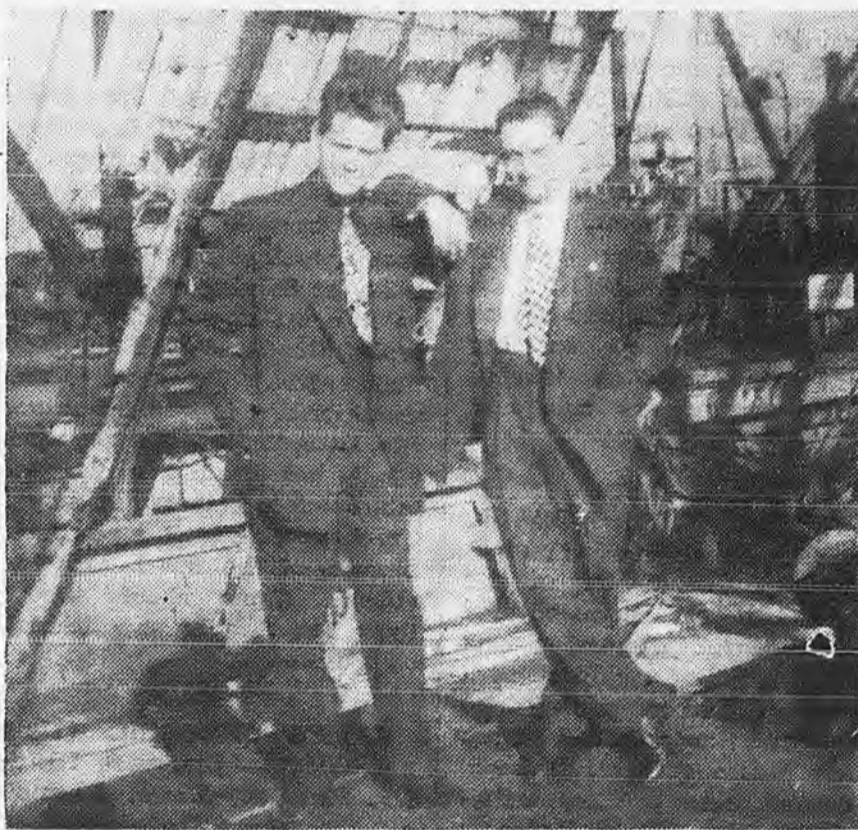
Don't throw away them old dungarees, Brothers. Save them in case you have to make a trip to Danzig, Poland. They are good shore-going clothes.

The other day an NMU zoot-suiter was rolled for his clothes, so you know these people must be pretty hard up.

The cartoon is the truth; you have to sneak ashore for a beer. So watch yourself, Brothers!

John J. Bluit

## BROTHER WHITMER ENTHUSED OVER TAMPA'S NEW HALL



Seafarers Whitmer and Wiseman.

Dear Editor:

Just a few lines from a Brother "Beachcomber" down here in the fair city of Tampa—the land of palm trees and lovely Spanish girls—"Ybor City Style," that is.

Our new Hall, so far, is a knock-out. In fact, it is fast becoming one of the best Halls on the coast. The floors are covered with a composition that looks swell. There are also a couple of divans and easy chairs and tables.

It looks as though it were a read them. And they can always receive all the information they want at any of the SIU Halls.

What is holding them back from acting as delegates is more than I can fathom or understand.

Therefore, if possible, print this in the *Log*, and maybe we will get an answer, or the reason why.

Charles Hartman

business men's club. As an added attraction, there is a sliding door in the rear—the only sailors' Hall in the country to have one, I imagine.

Upstairs, there are rooms, as this building was once a hotel. It's quite a classy jernt.

By the time Agent Sonny Simmons and Patrolman "Sailor" Hall finish getting the place fixed up, it will be as classy as headquarters.

By the way, the Hall's new address is 1811 Franklin Street, so come on down, boys, to the land of Southern comfort and hospitality.

Enclosed is a picture of another Brother and myself taken in Baltimore a few minutes before we took leave of the "luxurious" scow, the Gov. John Lind.

Until I write again, I remain yours for a bigger *Seafarers Log*.

Alan E. Whitmer

## Log-A-Rhythms

### Night Comes

By Joseph F. Ferran

Refracted through the crouching fog  
The land still hazy gleams  
To where the ocean's mightiness  
Runs to a thousand streams.

And on the lee, the soft-ridged sea  
Lies deep and blue and dark;

Scarce would you think its quiescent flow  
To raging angry heights may grow

As fire from a spark  
But now as far as eagle eye  
May search is naught but calm  
And peaceful lies the blue bound sky

Like echoes from a psalm.  
Until the fingers of the night  
Explore the sleepy sea  
And so at last a perfect day  
Blends with eternity.

Blends with eternity.

## MILLEDGE CREW CONTRIBUTES TO LOG FUND

Dear Editor:

After a quick five-week trip to Bremen and back, our thoughts were of news.

For a bigger and better *Log*, we donate \$16.00.

Crew of SS John Milledge  
(Editor's note:—Thanks, fellows. Names of the contributors appear in this week's Honor Roll. For your pictures and story, see the ship's news page, this issue.)

## DEAR BROTHERS: WHY DON'T YOU WRITE THE LOG

Here's a chance to do a little loggin' of your own, only nobody is going to get hurt by it. In fact, the 62,000 Seafarers and countless other readers who read these pages every week will probably eat it up. They want to know what you and your shipmates are doing, thinking and saying.

Pictures, poems, stories, letters make good *Log* material. Ideas for Union action, or trouble-saving tips for your Brothers—send 'em in.

No matter how often it is said, Seafarers and ships—



where they go, and what they do, their laughs and their beefs—are news.

So, whaddya say? Let's *Log* it!



# Marine Hospitals Give Seamen A Dirty Deal

## Hospitalized SIU Member Urges Brothers To Act

Dear Editor:

First of all, I'd like to thank you for sending the *Log* so promptly to the folks at home. They all think it is a grand paper and are enjoying it very much.

I am home on a 30-day leave from the Staten Island Marine Hospital. I have a cast on my right leg, but it is great to be home and eat just what you like. However, my time is up on July 26, and I shall return to the hospital hoping to leave in the near future to go to sea.

I have read with great interest, the article by "Ropeyarn," and in the same issue, the article from New Orleans, both of which pointed the deplorable hospital



situation. Again, I would like to call all Seafarers' attention to the fact that hospitalization is a matter of grave importance to all. Remember, a seaman's job is always dangerous, and Brother, you may be next. Then what, "little man?"

### CHANGES NEEDED

The laws covering the hospitalization of bona fide seamen are obsolete. The 60-day clause stinks to high heaven. A change must be made whereby any seaman will be accepted regardless of how many days he has been ashore. There must be no difficulties for admission to hospital for a seaman, regardless of the time since his last discharge.

The American Seamen by his wartime service has earned the sacred right, the same as any armed forces member, to be taken care of in his time of need resulting from sickness. That right was earned by 6000 men lost at sea as a result of enemy action. It was also earned by the shell-shocked seamen drifting helplessly and despised along the waterfront. It was also earned by the seamen maimed, or crippled for life while serving his country in war.

SIU Brothers, this is your obligation to all seamen, and yourself, and it is far more important that you realize it while you are healthy. Take time out the next time you pay off and look around in some Marine Hospital, and see your fellow seamen who will never sail again through no fault of their own.

As Brother "Ropeyarn" so ably pointed out, the basis of our difficulties is not at the different Marine Hospitals, but at "Circus Hill," also known as Washington, D. C.

### NATION FORGETS

Can anyone tell me why a victorious nation can give away billions to a foreign nation, and yet fall short in taking care of

the men who offered their lives in the first line of defense, and later in the forefront of the attack? As I see it, the Coast Guard is still ruling over us, so why not give us a few rights among all the obligations the seaman is burdened with. Let us do away with the 60-day clause, and serve more adequate food in the hospitals. Something, too, should be done about the crying need for recreational facilities in the hospitals.

Due to the war, all hospitals are sadly overcrowded, working many hardships on the hospital staffs as well as on the patients. All hospitals have spacious grounds around them. They should be opened to the patients; the same applies to the roofs. Fresh air and a little sunshine does wonders for the morale of the patients—or doesn't morale matter anymore now that the war is over?

### LONE FIGHT

As Brother Joe Volpian pointed out in the *Log* of July 12, the Marine Hospital is not just a hospital for seamen, but also open to the Coast Guard and certain civil service employees. We can't look forward to those groups to fight for better conditions, as their views are different than ours. But let's have "Log action." Brothers, the *Log* is a publication which is read the world over, by the general public as well as seamen. Arouse public interest and acquaint them with the true facts. Brother Dambrino of New Orleans, in his article of July 19, ably pointed out that we should "keep up the pressure." That is our obligation.

I wish to thank the *Log* for its cooperation in publishing the articles in behalf of the men in drydock, and Brothers "Ropeyarn," and Dambrino for their able representations of the plight of some of the patients in the various marine hospitals. New Orleans proved what is meant by pressure. Keep up the good work.

Bill Bause

## BROTHER URGES COOPERATION; KEEP HALL CLEAN

Dear Editor:

I want to address this to the members and the officers of this Union.

I have been sitting in the corner and keeping quiet and watching the Beaver Street building going to pot. Now is the time for me to wake up and tell some of the Brothers the score.

For instance, things like throwing chewing gum and newspapers on the floor. It isn't necessary. I really know that I am in order on this.

Because we pay \$2.00 a month is no reason to abuse or lower our prestige. So Brothers, please help to keep this place clean. For this is our home.

Samuel Hodges



## Deplorable Situation

Letters condemning the discriminatory effect of the Marine Hospital rulings as applied to Merchant Seamen continue to pour into the *Log*.

The two lead letters on this page are typical. But they are particularly noteworthy because the writers base their criticism on actual personal experiences. Seafarer Bill Bause has been confined to the Staten Island Marine Hospital for many months.

A seaman's wife, in her letter, compares the treatment accorded merchant seamen with that of the Coast Guard and the civil service employees, among whom are members of her own family.

These letters bear the truth. They are a challenge to the right-thinking and the fair-minded.

Until that time when the merchant seaman gets the fair and proper treatment which he justly deserves, the SIU will be in the forefront of the fight to eliminate the Marine Hospital abuses.

## WIFE THRILLED AT LETTER IN A RECENT LOG

Dear Editor:

Believe it or not, I received the thrill of my life when my husband wrote me that my letter to you was printed in the June 14 issue of the *Log*. He was in Mobile on an Alcoa ship and left yesterday for the West Indies. His copy of the *Log* did not get here until after the letter.

Well, though I endeavored to express my views of the SIU and the *Log*, I never dreamed it was worthy of being printed. At first, I feared I'd have to buy a larger hat. It made me very happy.

Mrs. John Heitzenroeder.

## Public Appeal Would Help, Says Seafarer's Wife

Dear Editor:

I should like to suggest that you print and distribute among the general public, leaflet copies of the article captioned, "Merchant Marine Hospitals Do Not Serve Seamen . . .", etc., appearing in the July 12 issue of the *Log*.

This may not be an original idea to you. I, therefore, apologize for any possible intrusion into your line of thought. However, I still deem it to be a profitable form of promotion. I also suggest that you use in the leaflet, the cut from the *Log* with the cut-line, "He, TOO, Is Human."

Many times during the last war, I visited the Marine Hospital in Staten Island, N. Y. The merchant seamen there were in the minority, although hundreds, with illnesses and injuries sustained in the war, were in dire need of medical attention. But there was "no room."

### DISCRIMINATION

My own Civil Service family goes there whenever necessary. Why not any merchant seamen, if and when the emergency arises? Get rid of the time-limit admittance clauses that apply only to merchant seamen, for whom the marine hospitals were founded, and, supposedly, maintained. The 60-day time limit rule seems to be a carefully studied discrimination against the merchant seamen.

Do the wives and families of the Coast Guardsmen, or those of the civil service employes, suffer more intensely, more often, or do they have less money for hospitalization or medical aid than the merchant seaman and his family?

Does the Coast Guardsman, or civil service man, contribute in any way to the preservation of

Marine Hospitals? If they do not, and the merchant seaman does, and without adequate benefit, wherein lies the proverbial scales of justice?

### SCHEDULE FOR PAIN

Must the merchant seaman train himself so that the events leading to his disability correspond with a particular date based on his past, present or future employment schedule? The Coast Guardsman can develop a pain any time from the first of the year to the last. The merchant seaman, in order to get any attention at all, must confine his ailment to some Monday, Tues-



day or Wednesday, etc., and that to be within a certain time limit. Nice going!

The merchant seaman certainly deserves if not a better break, then certainly, at least an even one. Personally, I believe he would not take a better one. But the Coast Guardsmen and civil service men—well, they're lying in, and all over the lot.

When you juggle a real estate man around for his advertising, he invariably tells you that he is already taking space in some other "rag," and he is reaching "class." But you soon show him that his top interest is money, not class, and he cannot reach all the money through one medium. He is soon convinced and his results bring him back to you.

### REACH MAJORITY

The minority reads the "High Hat" stuff. Get your sales talk before the majority. Don't miss any legitimate means of advertising. The fellow with the full stomach can never see how the other guy stays so empty. It takes energy, atomic in force, to make him cognizant of some things—especially the other fellow's predicament. Give it to him! Reach the PEOPLE!

Put the plight of your men in Dungarees before the PEOPLE. We have no pigeonholes; no convenient wastebaskets. You won't get results from all whom you reach, but you will get a pretty good average. And when a day arrives for a vote on the Merchant Seamen's Bill of Rights, that pretty good average will get the men what they rate—unqualified marine hospitalization. Through the people, let those in Washington learn that we who are not in dungarees are genuinely interested in those who are.

The way for every one to hear about that unfair play to the merchant seaman is to tell THE PEOPLE—NOW!

(Editor's note:—This letter was written by the wife of a merchant seaman. She requested that her name be withheld.)



## CLARIFICATION ON PRO MEMBERSHIP ASKED BY UNION OLDTIMER

I heard a fellow raise the beef that, in his opinion, probationary members should not be given the same shipping privileges as a full book man, and should only be shipped if a full book man doesn't want a job.

How about clearing up this question so that some of the men who don't know the score can avoid being confused?

Oldtimer

## Probationary Members Given One Year To Prove Union Caliber

Probationary members enjoy the same full privileges as full book members. Only difference is, as the designation implies, they are on probation for one year in order to demonstrate that their conduct is such as to entitle them to permanent Union membership.



FED UP WITH SKIPPER



Isthmian duo from Lynn Victory. Ship's organizer Earl Laws, Jr. Engineer (left) and Chief Electrician Byron McCandless, both of whom had a bellyful of the Lynn Victory's Skipper.

# Weisberger Reports On Decisions Of ILO Maritime Conference

By MORRIS WEISBERGER

The following is a brief resume of the points taken up at the Conference, and the results of the deliberations:

### SOCIAL SECURITY

Under this heading, four items were dealt with in the following manner.

**1. A "Convention" concerning the social security of seafarers.** This provides for insurance against sickness, accidental death, unemployment and old-age.

We voted in favor of this as it would give us the necessary coverage on various points where we were not covered by collective agreement or National law. It would also set a minimum standard where there is no standard in the industry based on what the workers ashore enjoy, and are protected by.

**2. A "Recommendation" concerning agreements relating to the social security of seafarers.**

This provides to insure that a seafarer belonging to one country and serving on a ship of another,

may remain within the scope of his own countries' schemes as far as social security benefits.

We voted in favor of this as it was desired by the workers and gave them protection when serving on ships of other flags.

**3. A Recommendation concerning medical care for seafarers dependents.**

This would provide proper and sufficient medical care for the dependents of seafarers.

We voted in favor of this as we have been on record time and again to have this provision apply in this country. (Dependents of Coast Guard, Post Office workers, etc., enjoy this condition now in USA.)

**4. A convention concerning Seafarers' Pensions.**

Provides for alternative pension schemes at different ages and on a contributory basis.

We abstained from voting, and so did the rest of the American Delegation. This would not be ratifiable by the United States, and further could not favor anything that would put a compulsory tax of as low as five per cent on the seamen's earnings.

### HOLIDAYS WITH PAY

**1. A Convention concerning vacation holidays with pay for seafarers.**

We voted in favor of this Convention as it means a definite gain to our men, since it gives 12 days per year for unlicensed personnel and 18 days for officers. In addition to wages, it further provides for payment of a suitable subsistence allowance. We fought to get 18 days for both officers and unlicensed personnel, but were unable to win it.

### CREW ACCOMMODATIONS

**A Convention concerning crew accommodation on board ship.**

The entire American delegation voted against this proposal, because it provided a standard of crew accommodations lower than on existing US vessels, and considerably lower than on our new vessels.

It was hoped that the adoption of the convention would raise the standard of crew accommodations of foreign vessels, and thus

provide a basis for further improving the accommodations on our own vessels.

However, the proposed draft convention was so amended with relaxing and generalizing clauses, that it became obvious that the Convention as finally drawn would not raise the standards of any nation desiring to operate vessels with sub-standard crew accommodations.

**Provision to crews by shipowners of bedding, mess-utensils and other articles.**

We voted in favor of this, as we have all of these items covered in our collective agreements. However, in most of the foreign-flag ships, they have been unable to secure a good many of these items.

It was a struggle to get even this adopted, and it might be interesting to point out that on just such an item as toilet paper, they argued in Committee for five days whether the crews should be furnished toilet paper.

(Concluded Next Week)

## A Few Notes On Recent Operations

The Federal Trade Commission, with a resounding burp, caught up with Thompson's Garlic Tablets last week. Holding its nose ever so slightly, the FTC ordered the Thompson Co. to stop claiming that its liquid garlic will "cure diphtheria or scarlet fever, or symptoms of dizziness, headache, nervousness, loss of sleep, high blood pressure or tuberculosis."

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We couldn't believe our eyes recently as we started reading a press release from the American Legion. It began: "Washington—The American Legion today called upon Congress to wipe out all discrimination between officers and enlisted men of the armed forces . . ." No! That was too much to believe! And then we finished the rest of the sentence: ". . . when assigning burial plots in national cemeteries."

## Clearing The Deck

(Continued from Page 3)

work a little overtime and turn out on Saturdays and Sundays, or even in the rain.

What the hell, seamen turn out at all hours of day and night, and if the operators want their ships to sail they have to learn new tricks.

And, for that matter, ships moving up and down the coast don't have to sign on at all. This can be just shifting ship, and each shift can be thoroughly discussed. So far as that goes, this whole business of riders can be taken up all over again.

### No Tough Guys

The Coast Guard isn't such a tough proposition—they are only hungry—hungry for the pie that goes with control over a civilian industry—for power they do not deserve.

and patrols the ice packs, mans the life saving stations and patrols the ice packs, mans the life saving station, and patrols the coasts, charts the weather and sinks derelicts. This is a fight against the misuse of a branch of the service that has a job of its own to do—a fight against brass-hatted guys who haven't the qualifications to hold an office boy's job in a regular law firm; a fight against the shipowners being able to use a government service as their private union-busting agency.

This fight will go on regardless of who's toes are stepped on, or what feelings are hurt. The sea is the life and blood, meat and bread of the seaman.

The Union is the protector of all the rights of the Seamen. Whoever gets in the way of the Union seaman making a living for himself and his family is going to be pushed aside, but quick!



**BOSTON**  
INDIVIDUAL DONATIONS  
SS Nicholas Labadie, \$17.00.  
M. Collins, \$2.00; O. Woods, \$2.00.

**GALVESTON**  
INDIVIDUAL DONATIONS  
SS Baldwin Hills, \$7.00.  
M. Danzey, \$2.00; F. Wherrity, \$1.00;

Z. Tountasakis, \$2.00; W. Saylor, \$2.00; H. Kocanda, \$2.00; J. Baldwin, \$2.00; D. Williamson, \$2.00; M. Moore, \$1.00; R. Matson, \$2.00; F. Molder, \$1.00; F. Angerello, \$2.00; J. Drummond, \$2.00; J. Christopher, \$2.00; V. Smith, \$3.00; H. Butts, \$3.00; L. Colombo, \$2.00; S. P. Neugent, \$2.00; G. Norte, \$2.00; H. Meinhardt, Jr., \$2.00; C. A. Burrough, \$2.00; R. G. Pattison, \$2.00; P. J. Semor, \$1.00.

R. Vaughn, \$2.00; G. E. Gleason, \$2.00; J. C. Stennett, \$2.00; J. Lamb, \$2.00; W. Safor, \$2.00; H. A. Hix, \$2.00; L. L. Gormandy, \$2.00; F. H. Hannah, \$2.00; J. E. Wylie, \$1.00; V. Copeland, \$2.00; T. Jackson, \$2.00; L. M. Thorne, \$2.00; L. G. Hartang, \$1.00; J. H. Geuganus, \$2.00; B. F. Rollins, \$2.00; M. Kyle, \$2.00; L. Tarnowski, \$1.00; R. M. Stover, \$2.00; V. F. Kellen, \$2.00; D. H. Long, \$2.00; D. Di-crisce, \$1.00; B. J. Dunnagan, \$1.00; C. E. Dinger, \$1.00; C. C. Warren, \$2.00; R. Hanks, \$1.00; R. Mandigog, \$1.00; H. Brown, \$2.00; B. Brown, \$1.00; E. E. Sexton, Jr., \$2.00; M. O. Cerrelli, \$2.00; R. R. Hills, \$2.00; E. Dagostina, \$1.00; K. Wertz, \$2.00; W. Wallace, \$2.00; C. Somlin, \$2.00; G. F. Hart, \$1.00; C. H. Lanahan, \$3.00; T. Wadsworth, \$5.00; A. M. Fusco, \$2.00; N. Delano, \$2.00; R. C. Dobson, \$2.00; W. A. Adamson, \$1.00; B. E. Ruggie, \$2.00; F. A. Tousinau, \$1.00; J. Donas, \$2.00; J. W. Kempf, \$2.00; J. M. Staebler, \$2.00; N. E. Nunn, \$2.00.

J. D. Kern, \$2.00; G. W. Brickley, \$2.00; O. Y. Smith, Jr., \$2.00; J. McCawley, \$1.00; C. Caccamo, \$1.00; R. Miller, \$1.00; P. Matan, \$2.00; J. Clifford, \$1.00; J. C. Shaffer, \$1.00; W. Foley, \$2.00; J. M. Troope, \$1.00; W. J. Smith, \$2.00; C. Allen, \$1.00; J. P. Blackman, \$1.00; T. Duncan, \$1.00; C. A. Mosley, \$2.00; R. E. Burrow, \$1.00; J. Procell, \$2.00; J. Barber, \$1.00; H. A. Murray, \$2.00; F. R. Hallaway, \$5.00; E. D. Allen, \$4.00; J. Baldwin, \$4.00; N. E. Gron-

berg, \$3.00; C. J. Admanson, \$5.00; F. D. Burroughs, \$5.00; C. L. Ellis, \$5.00; C. D. McNeil, \$5.00; J. Reed, \$5.00; C. E. Ray, \$1.00; E. H. Vance, \$4.00; D. Dalao, \$5.00; A. Manuel, \$5.00; J. V. Cordova, \$6.00; A. M. Ribadeneria, \$6.00.

A. Mayberry, \$5.00; R. W. Schoolcraft, \$1.00; J. Wilaszak, \$1.00; W. F. Valiton, \$1.00; P. O'Brien, \$3.00; J. T. Ravino, \$1.00; J. J. Slattery, \$2.00; G. F. Pratt, \$2.00; D. F. Spencer, \$1.00; M. L. Philip, \$2.00; T. C. Deale, \$2.00; C. S. Harriman, \$1.00; K. W. Langham, \$1.00; J. M. Kruszynski, \$1.00.

### PHILADELPHIA

INDIVIDUAL DONATIONS  
J. Loffey, \$2.00; A. Melouron, \$4.00; F. Wells, \$1.00; A. Willis, \$2.00; A. Dube, \$2.00; Kato, \$2.00; D. Waters, \$2.00; J. Manson, \$2.00; D. Johnson, \$2.00; E. Jachew, \$2.00; R. Owen, \$8.00; W. Yee, \$2.00; W. Newberg, \$1.00; J. Di Vito, \$11.00; Kiraland, \$4.00; H. Richards, \$2.00; E. Dolliver, \$2.00.

H. G. Santord, \$1.00; Francis Ploppert, \$1.00; H. R. Guyman, \$2.00; Henry Fay, \$1.00; E. Rondash, \$1.00; R. J. C'Keefe, \$1.00; M. L. Ryherd, \$2.00; Harry Helstrom, \$1.00; Marco Leasure, \$1.00; John Hamilton, \$1.00; F. Moreighlio, \$1.00; L. Maidonado, \$1.00; A. A. Hatt, \$10.00; C. Allen, \$4.00; H. G. Bardsley, \$4.00; J. Ricciuti, \$1.00.

### NORFOLK

INDIVIDUAL DONATIONS  
G. L. Morgan, \$2.00; J. A. Rainey, \$3.00; L. E. Wise, \$1.00; R. J. Ferguson, \$1.00; M. E. Wilson, \$2.00; J. B. Seay, \$2.00; L. Farone, \$1.00; F. M. Jones, \$2.00; B. Jensen, \$1.00; T. T. Herrin, \$2.00; C. H. Green, \$2.00; A. A. Arteaga, \$2.00; F. C. Page, \$2.00; C. H. Bowen, \$2.00; W. LaChance, \$1.00; W. J. Wilkins, Jr., \$2.00; B. F. Craven, \$1.00.

### NEW YORK

SS JOHN WATERMAN  
Alev Antoniou, \$7.00; M. Reynolds, \$2.00; C. Foster, \$2.00; W. E. Kennedy, \$2.00; M. W. McLaughlin, \$2.00; W. E. Reynolds, \$1.00; John M. Waters, \$1.00; J. N. Atchinson, \$1.00; Allan J. Morgan, \$1.00; Robert T. C. Norton, \$1.00; J. E. Davis, \$4.00; E. Walker, \$2.00; John DeZee, \$2.00. Total—\$28.00.

SS WEBB MILLER  
K. Perry, \$2.00; P. Bergeron, \$2.00;

T. E. Maynes, \$2.00; Stanley Smith, \$2.00; S. Cullison, \$2.00; W. Stewart, \$2.00; Carroll Goneig, \$1.00; W. G. Klunder, \$3.00; D. A. Ward, \$3.00; R. E. Boivin, \$3.00; J. Kavoian, \$3.00; M. Peinoto, \$35.00; R. D. Malsicino, \$3.00; F. J. Greaves, \$2.00; J. G. Pelletier, \$3.00; Raymond Christina, \$1.00; Joseph Casalino, \$1.00. Total—\$70.00.

SS COLOBEE  
R. O'Niell, \$1.00; G. Brown, \$1.00; M. H. Robb, \$1.00. Total—\$3.00.

SS JOHN MILLEDGE  
Delegago, \$1.00; Hogan, \$1.00; Beach, \$1.00; Maupin, \$1.00; Harmon, \$1.00; Igis, \$1.00; Kuler, \$1.00; Byrne, \$1.00; Mullone, \$1.00; Young, \$1.00; Weyse, \$1.00; Powell, \$1.00; Rue, \$1.00; Polke, \$1.00; Acabeo, \$1.00; Zalewski, \$1.00. Total—\$16.00.

SS A. LEWIS  
D. C. Cahoon, \$3.00; J. Bohanan, \$5.00; A. V. Eynden, \$5.00; B. F. Rhodabarger, \$5.00; C. Sciortino, \$10.00; W. B. Douglas, \$1.00; F. H. Maloney, \$10.00; R. Baumer, \$10.00; W. R. Harden, \$3.00; B. E. Sparks, \$10.00; N. E. Jeanson, \$10.00; A. J. Gosh, \$5.00; A. W. Caviness, \$5.00; F. W. Diggers, \$10.00; M. P. Pavlov, \$10.00; C. E. Walters, \$25.00; J. C. Callahan, \$20.00. Total—\$156.00.

SS CAMBRILL  
D. C. Craddock, \$1.00; W. Groeneveld, \$1.00; M. D. Kennedy, \$1.00; G. Kospellick, \$5.00; W. C. Allman, \$1.00; L. Bizer, \$1.00; W. M. Hardenstein, \$1.00; G. Rutloff, \$10.00; J. L. Brechan, \$1.00. Total—\$22.00.

SS FARALLON  
G. B. Gunderson, \$1.00; C. P. Parker, \$1.00; C. Bornhurst, \$1.00; E. F. Benson, \$1.00; E. F. Benson, \$1.00; R. Garofalo, \$2.00; A. Valinski, \$2.00. Total—\$8.00.

SS KASSUTH  
J. Adams, \$2.00; R. N. Sawyer, \$3.00; T. Harrison, \$3.00. Total—\$8.00.

INDIVIDUAL DONATIONS  
P. C. Roberson, \$2.00; E. A. Nordstrom, \$5.00; Kenneth Zeni, \$1.00; H. D. Linton, \$1.00; C. Hawthorne, \$1.00; J. Kwasnoza, \$1.00; J. J. Anderson, \$1.00; M. Steffen, \$1.00; H. Vingen, \$3.00; E. M. Yeager, \$1.00; Jose Valentine, \$10.00; R. G. Perryman, \$3.00; G. Williams, \$1.00; Charles Wolf, \$1.00.





# BULLETIN BOARD

Laris, Joseph W.	23.42
Larrimore, E. H.	3.98
Larrison, Joe	5.94
Larsen, Holger R.	3.56
Larsen, John A.	.79
Larsen, N.	2.38
Larsen, Robert A.	.59
Larivee, Adolph	1.07
Lshy, John	21.38
Laskaris, George M.	23.62
Lasta, W.	18.50
Latella, John	17.20
Latty, Roger	7.54
Latzgesell, Albert	.74
Laughlin, Richard L.	3.10
Lauzon, Stuart	.79
Lavador, Diosdado	2.96
Lavender, Robert	4.44
Lavoie, J.	5.40
Lavoie, L. J.	11.98
Law, Douglas D.	1.37
Lawes, Norman	2.00
Lawrence, Chas. D.	8.26
Lawsowski, Ray J.	2.25
Lax, Herbert	8.07
Layton, Joseph D.	2.75
Lazzarinni, Peter	.02
Leach, Otto L.	11.85
Leaman, C.	.64
Lear, Duke C.	4.91
Leary, D. J.	5.05
Leather, Hugh	.10
Leathern, Luther	.67
Lecina, Dan	13.06
Le Court, Henery J.	38.76
Lee, Bert J.	7.42
Lee, Fong S.	.59
Lee, Hugh	5.94
Lee, Wm. O.	9.81
Lee, Robert W.	.10
Lee, Seth Robt.	95.62
Lee, William T.	1.05
Lee, William W.	3.56
Leeuwerke, Klass I.	235.00
Lefakis, Antonios	6.26
Leftwich, R. E.	.45
Lehane, Lawrence J.	1.34
Lehay, Thomas R.	.99
Lehman, David	2.25
Lehn, Edward A.	24.61
Leideman, Geo. A.	2.23
Leister, Dave	3.20
Leman, Lester	.05
Lemmos, D.	2.25
Lendquist, G. W.	33.47
Lennox, Robert J.	2.71
Lentine, W. J.	5.15
Leonhard, C.	2.22
Leopoldi, Gennard	.01
Lepape, Noel Marcle F.	1.07
Le Ray, Chas. Theo. Jr.	5.40
Lerna, Roberto	6.40
Lernon, L. J.	.45
Le Saya, Mike E.	.33
Lesley, S. W.	1.07
Leslie, Carl L.	5.94
Lester, A. M.	2.54
Levy, H. L. (Harold Irwin)	1.44
Lewis, Alfred D.	3.46
Lewis, C. C.	.01
Lewis, John, Jr.	14.88
Lewis, Richard C.	1.65
Lewis, Richard D.	.89
Lewis, Wm. H.	1.34
Lezenby, Alfred J.	117.50
Libby, G.	3.00
Libatore, Edward C.	3.32
Labit, Joseph R.	1.24
Liford, R.	4.50
Light, Paul A.	4.87
Lii, Joseph, Jr.	.45

## —Unclaimed Wages—

### Mississippi Shipping Company, Inc.

This list comprises unclaimed wages as of December 31, 1945, some of which may have already been paid. If you still have a claim, write to Mississippi Shipping Company, 339 Chartres St., New Orleans, La., enclosing your z-number, social security number, date and place of birth and present address.

Lillis, J.	7.38	Louis, Jose M.	.34	Lunt, Harold D.	.33
Lilly, E. J.	5.64	Love, Marion	11.25	Lusgber, Dale	2.13
Linder, A. R.	3.96	Lowe, Carl	12.00	Luther, Wm. B.	9.55
Lindsey, Walter G.	3.23	Lowe, R. A.	13.50	Luttrell, Sam B.	5.35
Lindsjo, Nils H.	4.42	Love, Charles F.	.33	Lutz, Frederick F.	.45
Lingerman, John	2.25	Lovell, Coy G.	1.42	Luxenberg, Robert	7.92
Link, George	2.25	Lovett, Roy E.	.99	Lyles, Elton L.	5.51
Liotta, Ben	11.61	Lowe, Chas.	.89	Lynch, Albert P.	.85
Lipkowski, Henry A.	7.52	Lowe, Geoffrey D.	8.26	Lynch, Harold J.	11.48
Lippert, George	1.78	Lowe, Jesse	418.80	Lynch, H. J.	.08
Lisken, V.	7.24	Lower, David P.	3.22	Lyons, Albert	2.49
Litnenko, Wasil	98.75	Lowry, Jess	.99	Lyons, Arthur E.	6.43
Little, Hugh A.	3.43	Lozes, Frederick L., Jr.	.74	Lyons, Ed. R.	7.92
Littlejohn, Chas. Ray	4.00	Lozoda, J. R.	16.40	Lyons, Emil R.	5.94
Livermois, Roland C.	2.60	Luba, Peter	5.00	Lyons, Eddie	10.22
Livingston, Alexander	.70	Lubinski, Walter C.	5.92	Lyons, James H.	7.42
Livingston, Alexander	.70	Lubma, David	14.25	Lyons, Russell, L.	1.42
Livingston, Wm.	5.79	Lucas, Douglas U.	1.00	Lyons, T. F.	19.59
Livingston, Floyd R.	15.27	Lucas, Earl	7.50	Lysk, Paul	.59
Llampart, Francisco	.74	Lucas, George S.	2.06	Lytell, Paul	1.82
Lloyd, L. P.	23.50	Lucas, George	2.97		
Lobasz, Peter	53.77	Luciana, Toriblo	3.20		
Lobczowski, J. E.	16.50	Luciano, Dominic	11.59		
Lobek, Norman B.	1.15	Luigo, Cirilo	3.96		
Lociano, Toribio	2.12	Lukas, Geo.	.89		
Lock, Hester L.	2.25	Lundquist, Niis H.	4.13		
Lockwood, Thomas C.	1.69	Lundstrom, Hjalmar	7.64		
Lodigiani, Guieseppe	5.92	Lupieu, H.	.01		
Loeffler, Theo. L.	11.07	Luster, Milton B.	7.11		
Logan, John W.	4.95	Liuzza, Michael	.79		
Logan, Thomas V.	2.00	Luke, Bertal	1.83		
Loggina, James R.	.45				
Lomas, Arthur J.	.79				
Lomax, Clarence W.	.60				
Lomroch, Harold	18.59				
Loneigan, R.	2.25				
Lonerig, J. B.	14.00				
Long, C. J.	4.17				
Long, Edward R.	5.35				
Long, Harold	2.25				
Long, John M.	2.97				
Longworth, Norman A.	.59				
Loobey, Maurice E.	21.63				
Looney, Donald E.	3.03				
Lopeman, Gerald M.	12.00				
Lopey, S. G.	2.67				
Lopez, Jenaro A.	1.48				
Lopez, J. C.	4.27				
Lopez, Jose C. Pescador	14.05				
Lopez, Manuel F.	6.65				
Lopinsky, C.	.79				
Lorensen, Fred	2.82				
Lorentz, John C.	3.13				
Lorenz, Wm. D.	8.26				
Lorenzo, John	7.91				
Loretz, Wm.	6.79				
Lorio, A.	2.80				
Loriz, Carlos	8.03				
Loriz, Fernando	8.03				
Lough, Vernon Wm., Jr.	4.21				

### SIU HALLS

NEW YORK	51 Beaver St. HANover 2-2784
BOSTON	330 Atlantic Ave. Liberty 4057
BALTIMORE	14 North Gay St. Calvert 4539
PHILADELPHIA	9 South 7th St. Phone LOmbard 3-7651
NORFOLK	127-129 Bank Street 4-1083
CHARLESTON	68 Society St. Phone 3-3680
NEW ORLEANS	339 Chartres St. Canal 3336
SAVANNAH	220 East Bay St. 3-1728
MOBILE	7 St. Michael St. 2-1754
SAN JUAN, P. R.	45 Ponce de Leon San Juan 2-5996
GALVESTON	305 1/2 22nd St. 2-8448
TAMPA	1809-1811 Franklin St. M-1323
JACKSONVILLE	920 Main St. Phone 5-5919
PORT ARTHUR	445 Austin Ave. Phone: 28532
HOUSTON	1515 75th Street Phone Wentworth 3-3809
RICHMOND, Calif.	257 5th St.
SAN FRANCISCO	59 Clay St. Garfield 8225
SEATTLE	86 Seneca St. Main 0290
PORTLAND	111 W. Burnside St.
WILMINGTON	440 Avalon Blvd. Terminal 4-3131
HONOLULU	16 Merchant St.
BUFFALO	10 Exchange St. Cleveland 7391
CHICAGO	24 W. Superior Ave. Superior 5175
CLEVELAND	1014 E. St. Clair St. Main 0147
DETROIT	1038 Third St. Cadillac 6857
DULUTH	531 W. Michigan St. Melrose 4110
CORPUS CHRISTI	1824 N. Mesquite St.
VICTORIA, B. C.	602 Boughton St.
VANCOUVER	144 W. Hastings St.

### —PERSONALS—

**GILBERT C. ISNOR**  
Get in touch with Richard M. Cantor, attorney, at 51 Chambers Street, New York City, at your earliest convenience.

\*\*\*  
**JULIUS THATCHER**  
Contact your sister immediately.

\*\*\*  
**JAMES TATE**  
Get in touch with your mother immediately.

### Notice!

Books and papers are being held for the following in the Philadelphia Hall:

**Full Books**

Pedro R. Arteaga	46327
Robert J. Bittner	45432
Stanley Bojek	574
Nonte E. Blue	45876
Maurice C. Brodey	41059
Richard Burbine	35472
Eugenio Busante	34128
Oswald Christiansen	21896
Eaton Clifton	36550
Daniel J. Comer	42501
Daniel L. Conner	42501
Eillian F. Cox	6670
Michael Evanosich	35697
Albert C. Fish	26931
Joseph Gilmore	39658
Roy Gore	44638
Thomas A. Gorman	35606
Alvaro Green	2408
Gordon F. Hart	44529
H. F. Henry	38816
Frank Huddle	35607
W. Keller	38822
Charles Kinser	42826
Paul Lamb	5533
Wallace E. Lewis	38198
Paul C. Madinski	49520
Frank Malley	43776
John Merry	31872
Thomas E. Moore	43205
Frank D. McCallen	7577
Peter J. McCormick	33269
Robert G. Penders	24866
Robert W. Pohle	46826
James V. Reigel	44653
James W. Riley	30041
Robert Smith	40900
W. J. Smith (Pacific)	618
Henry Thompson	1765

Roy Tucker	42817
Thomas E. Walker	46852
James E. Whalen	35617
Gene A. Williams	40256
Woodrow W. Wolford	7079
<b>Probationary Books</b>	
Charles Finkel	49672
Walter Sibley	47480
Raymond M. Mlicki	35537
Gerald G. Smith	46397
L. Ponton	49579
Gaetano Savino	49612
R. Mandgroe	49608
John H. Whittaker	49696
Lewis Waites	49457
Elmer Schwamleii	35592
Carman Duffield	47602
<b>Trip Cards</b>	
John E. Balch	Z-574959
David C. Hingson	Z-698692
Alan P. Todd	Z-367728
John McCloskey	Z-365557
Stephen Logan	Z-366186
Oskak L. Holmstrom	Z-96356
E. T. Newbern	Z-235506
Wm. Fitzhee	Z-189218
Ralph DaFermo	Z-365264
John A. McAllister	(SUP)
William A. Harmer	(SUP)
<b>Retiring Cards</b>	
Wilbur Jay Kane	
George J. Price	
Robert C. Wright	
W. H. Bowman	
B. L. Parsons	
B. R. Meelt	
Bernard Ash	
Everett S. Canney Jr.	
Michael Dougherty	
Raymond D. Bossert	
Erwin L. Halterman	
James J. McLinden	
C. Taylor	

### Money Due

#### GREAT LAKES TRANSPORT CORP.

Following are the names of the men for whom the Great Lakes Transport Corp. is holding retroactive pay checks:

Atler, S. B., \$5.20; Barrow, Floyd, \$5.55; Bayley, Donald, \$1.18; Boncel, Anthony, \$5.89; Brewer, Frank, \$2.76; Buschel, Joseph, .58; Cease, Charles, \$4.61; Davis, Gordon, \$8.88; Diemer, Carl, \$3.32; Grady, Henry, \$2.08; Hart, John, \$18.98; Heil, Wm., \$13.15; Heinbsuch, \$13.75; Henry, Francis, \$5.89; Homme, Russel, \$7.28; Kirkpatrick, D., \$35.55; Klass, A., \$23.61; Kramp, Bernard, \$10.37; Lande, Geo., \$14.85; Lange, Adolph, \$7.52; Mallory, Allan, \$6.28; Morgan, Robert, \$4.46; Morrison, B., \$4.1; Nauman, Elmer, \$5.8; Nutton, Monte, \$12.-80; Panozzo, I., \$3.50; Paskier, Geo., \$5.52; Potaky, C., \$16.59; Rachfal, C., \$8.85; Rekest, Ed., \$8.64; Richardson, W., \$6.7; Sheran, Pat, \$1.99; Shuler, Wm., \$6.6; Slife, Douglas, \$5.69; Sment, Frank, \$20.40; Smith, Howard, \$4.29; Statmen, Leo, \$10.27; Thompson, F., \$3.65; Trappy, John, \$96.40; White, Dan, \$75.57.

This is a complete listing as it includes checks from the February increase which have not as yet been claimed.

Hance Tull Jr.  
Fred P. Tocherman

**Papers and Passports**  
Edward Savio  
Geo Penders  
J. J. Ryan  
Geo. Henry Mack  
James Malfara  
Pedro Kurhimitisi

### NOTICE!

**SS MALCOLM M. STEWART**  
Will members of the crew of the above named vessel on the voyage commencing June 6, 1945 and terminating January 15, 1946, contact Attorney Richard M. Cantor, 51 Chambers St., N. Y.



ISTHMIAN SEAMEN!

# Seafarers again leads-

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# BEST WAGES AND CONDITIONS ON THE WATERFRONT!

## Comparative Breakdown Of Wage Scales

### DECK DEPARTMENT

Rating	SIU Old Wage Scale	SIU New Wage Scale	SIU Amount of Wage Increase	NMU New Wage Scale	SIU Wages Above NMU Wages
Bosun	\$162.50	\$205.00	\$42.50	\$175.00	\$30.00
Bosun's Mate—Day Work	.....	192.50	.....	172.50	20.00
Bosun's Mate—Watch	.....	180.00	.....	.....	30.00
Carpenter	162.50	205.00	42.50	175.00	30.00
Storekeeper	157.50	197.50	40.00	167.50	25.00
AB Maintenance	155.00	187.50	32.50	162.50	5.00
Quartermaster	155.00	172.50	17.50	167.50	10.00
AB	155.00	172.50	17.50	162.50	10.00
Watchman	150.00	172.50	22.50	162.50	10.00
OS	132.50	150.00	17.50	145.00	5.00

### ENGINE DEPARTMENT

Rating	SIU Old Wage Scale	SIU New Wage Scale	SIU Amount of Wage Increase	NMU New Wage Scale	SIU Wages Above NMU Wages
Chief Electrician	\$252.00	\$294.50	\$42.50	\$269.50	\$25.00
2nd Electrician	.....	227.50	45.00	246.50	.....
Asst. Electrician	182.50	230.00	47.50	205.00	25.00
Unlic. Jr. Eng.—Days	187.50	205.00	17.50	205.00	.....
Unlic. Jr. Eng.—Watch	187.50	237.00	49.50	212.00	25.00
Machinist-Plumber	194.50	205.00	10.50	180.00	25.00
Deck Engineer	162.50	205.00	42.50	.....	.....
Chief Reefer Engineer	252.00	269.50	17.50	.....	.....
1st Reefer	220.00	237.50	17.50	.....	.....
2nd Reefer	201.00	218.50	17.50	172.50	25.00
Engine Storekeeper	.....	197.50	.....	180.00	25.00
Engine Utility	155.00	205.00	50.00	190.00	.....
Evaporator Maintenance	172.50	190.00	17.50	172.50	22.75
Oiler—Diesel	155.00	195.25	40.25	172.50	5.00
Oiler—Steam	155.00	177.50	22.50	172.50	5.00
Watertender	155.00	177.50	22.50	172.50	5.00
Fireman-Watertender	155.00	177.50	22.50	162.50	5.00
Firemen	145.00	167.50	22.50	150.00	10.00
Wiper	132.50	160.00	27.50	.....	.....

### STEWARDS DEPARTMENT

Rating	SIU Old Wage Scale	SIU New Wage Scale	SIU Amount of Wage Increase	NMU New Wage Scale	SIU Wages Above NMU Wages
Chief Steward	\$202.50	\$220.00	\$17.50	\$217.75	\$2.25
Chief Cook	182.50	205.00	22.50	200.00	5.00
Night Cook & Baker	182.50	205.00	22.50	.....	.....
Second Cook	167.50	185.00	17.50	185.00	.....
Asst. Cook	157.50	175.00	17.50	175.00	.....
Messman	132.50	150.00	17.50	150.00	.....
Utility Man	132.50	150.00	17.50	150.00	.....

All members of the Stewards Department will be paid overtime for all Sundays and Holidays at sea and for all Saturdays, Sundays and Holidays in port. No member of the Stewards Department will be laid off Saturdays, Sundays or Holidays at sea or in port. (NOTE: Stewards Department negotiations are not completed.)

### OVERTIME RATES

SIU Old	SIU New	SIU New	NMU New	NMU Old
90c	Under \$200.00 a month	Over \$200.00 a month	\$1.00 per hr.	90c per hr.
90c	\$1.00 per hour	\$1.25 per hour	\$1.00 per hr.	90c per hr.

