

SEAFARERS LOG



Official Organ of the Seafarers International Union of North America

VOL. IX.

NEW YORK, N. Y., FRIDAY, AUGUST 8, 1947

No. 32

Ponce Co. Signs Terms With SIU

PHILADELPHIA — A few months ago the longshoremen down in Porto Rico went on strike, and the crew of the SS Ponce, Ponce Steamship Corporation, refused to cross the picketlines, even when ordered to do so by the company officials and the ships' officers.

Following this, the company, which had a full Alcoa-Bull agreement with the Union, wrote a letter to the SIU stating flatly that since the contract would expire on September 30, 1947, the company was serving notice that on such date the agreement would be terminated.

The Union ignored the letter and bided its time, waiting for a more opportune moment.

TIME TO ACT

Last week in this port, the time came to take action. The SS Ponce steamed in to discharge and load cargo, and the entire crew walked off. Since the company had made known its intention of ending the contract, members of the crew, true to the SIU traditional policy of "No Contract, No Work," refused to sign on until they were protected by an extended agreement.

For two days the ship stayed at the dock, and then the company started to move — but fast. Officials appealed to the Union to release the ship, and promised to sign the same contract which had just been agreed to by Alcoa, Bull, etc.

Robert Matthews, Headquarters representative, was dispatched from New York, and with Eddie Higdon, Philly Port Agent, he met with company officials and the standard freight ship contract was signed.

Simmons Delegate To AFL Convention

SAN FRANCISCO — W. H. Simmons, Agent for the Seafarers International Union in this port, has been attending the Convention of the California State Federation of Labor in Sacramento this week.

As a member of the AFL Labor Council in San Francisco, Brother Simmons was elected to attend as a delegate from the SIU. The labor group convened on Aug. 4 and is scheduled to wind-up its business by this weekend.

Simmons will report the convention highlights in a later issue of the LOG.

What's Happening In The NMU?

Ever since the beginning of the year, an internal struggle has been going on in the National Maritime Union, CIO. This battle was touched off by President Joe Curran's resignation from the commie-dominated Committee for Maritime Unity.

Further fuel was added to the already burning issues when Curran placed charges against Vice-President Joe Stack, and these charges resulted in Stack's being removed from office.

On pages 8 and 9, the Editors of the LOG have presented a factual history of events in the NMU from the start of the struggle to date. All members of the SIU should make certain to read the article and then pass it along. It is a good picture of how communists work to rule an organization, and failing that, move to wreck it.

New Waivers Granted Wartime Alien Seamen

WASHINGTON—Alien seamen who responded to this country's need for merchant seamen during the war, only to be repaid with loss of jobs at the war's end, recently got a break when President Truman signed a waiver, now known as Public Law 293.

The new law permits waivers for alien seamen on all non-coastwise ships, both subsidized and non-subsidized. It is to remain in effect until April 1, 1948.

Signing of the bill gives the Coast Guard the green light to grant waivers to alien seamen who sailed between December 7, 1941, and September 7, 1945, on vessels operated by the War Shipping Administration, the United States Maritime Commission, or the Army Transport Service.

GOOD CHANGE

Public Law 27, which is replaced by the new bill, prohibited alien seamen from sailing on any subsidized vessels, and allowed only a small portion of them to ship on non-subsidized ships.

Summed up, the Coast Guard will permit waivers up to 25 per cent of the unlicensed personnel on subsidized vessels subject to the following conditions:

When citizen seamen are not available with the appropriate ratings.

That they be not in excess of 25 per cent of the entire unlicensed personnel.

That they sailed during wartime and have evidence in the form of a certificate of discharge, or properly authenticated record of service.

The situation on coastwise vessels remains the same. Alien seamen are still allowed to sail up to 25 per cent of the unlicensed personnel, but such seamen must have visas, or evidence of legal entry.

Aliens who have no war service do not gain anything as a result of the passage of the new law. They are still confined to sailing coastwise vessels, non-subsidized only.

It took a great deal of pressure from all seamen's organizations to force the change in the law to give recognition to our Brothers who fought and bled in the service of the American merchant marine even though they were citizens of some other country. They came forward to volunteer their services when the chips were down, and they are at last gaining some slight bit of recognition.

Nitrate Ships Barred From N.Y. Piers

NEW YORK, Aug. 7—All nitrate-bearing ships entering ports within the jurisdiction of the Third Coast Guard District have been classified as explosive carriers under terms of an order which became enforceable yesterday. Ships in the explosive cargo classification are not permitted to tie up at piers but must drop anchor at prescribed locations, where they may be loaded by lighter.

Affected by the Coast Guard's new safety regulation are the Port of New York and other ports from New Haven, Conn., to Edgemoor, Del. The order came on the heels of the action taken by the New York Fire Commissioner last Friday when he ordered two freighters carrying cargoes of ammonium nitrate to clear out of their Brooklyn piers. He said the presence of the ships constituted "a most serious fire and life hazard to the people of the City of New York."

MADAKET ORDERED OUT

One of the ships ordered out was the Madaket, a Waterman Steamship Company freighter,

(Continued on Page 3)

Seven More Operators Sign New 5% Contract; Other Talks Continue

NEW YORK—The ranks of the companies holding out against the new SIU contract, signed last week by eight operators, grew thinner this week when seven companies okayed the same agreement. The seven were the Arnold Bernstein Steamship Corporation, the Arnold Bernstein Shipping Company, Incorporated, Overlakes Freight Corporation, Illinois Atlantic Corporation, Ponce Cement Corporation, Kearney Steamship Company, Incorporated, and Waterman Steamship Co.

These seven joined Alcoa Steamship Company, American Liberty Lines, A. H. Bull and Company, Bull Insular Lines, Eastern Steamship Company, South Atlantic Steamship Company, Seas Shipping Company, and Smith and Johnson.

The new agreement calls for a straight 5 per cent increase, nine paid holidays at sea, and paid vacations after a year of service.

At the same time that the above-mentioned operators came to terms with the Union, negotiations were underway in Mobile and New Orleans with representatives of the Mississippi Steamship Company. These meetings should end shortly, with both companies agreeing to terms.

In the passenger ship field, talks are in progress between the Union and Eastern Steamship Company, Alcoa, and Peninsular and Occidental. The same advances which are contained in the extended freight ship contract are being incorporated in the passenger ship agreement.

Only a few companies still remain outside the fold.

Meetings have already taken place with most of them, and from the way talks are progressing, signed and sealed contracts should be forthcoming very shortly.

The settlement with the eight

On Isthmian

NEW YORK — Another meeting between the SIU Negotiating Committee and Isthmian Company officials took place on Thursday, August 7, at the company offices.

No details are available since the LOG went to press before any report could be obtained from the Committee. As developments occur they will be reported in full in the pages of the LOG.

companies last week directly affected approximately 20,000 SIU seamen on the Atlantic and Gulf coasts. Ultimately, as more companies sign, between 40,000 and 50,000 more will benefit.

As in the case of the original signers, the increase in wages and overtime is retroactive to June 16, 1947, while other provisions date from July 31.

Representing the SIU during negotiations were J. P. Shuler, Paul Hall, Joe Algina, and Bob Matthews.

Reemployment Rights Ended By Congress

By MATTHEW DUSHANE

WASHINGTON—Seamen who were employed in permanent jobs ashore during the war, and who left them for service in the merchant marine, were eligible for reemployment in those jobs under Public Law 87, which was passed by the 78th Congress. This law was terminated on July 25, 1947, when the 80th Congress passed Public Law 239, which ended certain emergency and war powers.

As of July 25, therefore, the requirement of twelve months' substantially continuous service is eliminated entirely for all seamen who are now serving in an active capacity, but all seamen who ended their service prior to that date must have had twelve months' substantially continuous service in order to be eligible for a certificate which will entitle him to reemployment.

Applications for such certificates should be submitted promptly to the United States Maritime Commission, Washington, D. C., not later than three months after July 25, 1947, except where a seaman is on a voyage which commenced prior to that date, and continues past the three month period. Other exceptions are made when a seaman is under medical care, interned, or being repatriated.

SEAFARERS LOG

Published Weekly by the
**SEAFARERS INTERNATIONAL UNION
 OF NORTH AMERICA**
 Atlantic and Gulf District
 Affiliated with the American Federation of Labor
 At 51 Beaver Street, New York 4, N. Y.
 HANover 2-2784

International Officers

- HARRY LUNDEBERG - - - - - President
105 Market St., San Francisco, Calif.
- PAUL HALL - - - - - First Vice-President
51 Beaver St., New York 4, N. Y.
- MORRIS WEISBERGER - - - - - Vice-President
105 Broad St., New York 4, N. Y.
- CAL TANNER - - - - - Vice-President
1 South Lawrence St., Mobile, Ala.
- EDWARD COESTER - - - - - Vice-President
86 Seneca St., Seattle, Wash.
- JOHN HAWK - - - - - Secy.-Treasurer
105 Market St., San Francisco, Calif.

District Officials

- J. P. SHULER - - - Secy.-Treas. Atlantic & Gulf District
P. O. Box 25, Bowling Green Station, New York, N. Y.
- HARRY LUNDEBERG - Sec.-Treas. Sailors Union of the Pacific
59 Clay Street, San Francisco, Calif.
- FRED FARNEN - - - - Secy.-Treas. Great Lakes District
1038 Third Street, Detroit, Michigan
- HUGH MURPHY - - - - Secy.-Treas. Canadian District
144 W. Hastings St., Vancouver, B. C.

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



Ship Unorganized

This is no time for any good SIU member to lean back on the laurels won by the Union during the past few years. True, the SIU has won many new benefits, brought under contract a number of companies, and won bargaining elections both on deep sea fleets and on the Great Lakes—but the fight isn't over.

Organizing goes on. Men are needed to go aboard unorganized ships, carrying the SIU message. It's a job for all, not just for a few men.

DO YOUR PART!

Anti-Labor Commies

The communist party has always held itself up to be the friend of the workingman. In fact, they brag that they are the only friends workers have.

Well, if that is true, then the working stiff has more to fear from his friends than from his enemies.

The record of the communist party is clear. In any given situation, when the aims and objectives of the labor movement came into conflict with the CP line, the commies scuttled the trade unions and danced to the tune piped in from Moscow.

Just a few instances will prove that point. Take the case of President Roosevelt's expressed desire to draft strikers during the war. All labor immediately howled that such an act would lead to fascism.

But when William Green and Philip Murray went to see the President to tell him that organized labor was overwhelmingly against the idea, FDR grinned and showed both labor leaders telegrams and letters from communist trade union officials supporting the Chief Executive's stand.

In the maritime industry, the situation existing in the National Maritime Union, CIO, is a perfect example of how the commies operate.

There are many unions which are today hollow shells because the commies weaselled their way into control, and then split the organization rather than give up their domination.

In this issue of the LOG, and in subsequent issues, the internal struggle between the commies and the anti-commies in the NMU will be discussed in great detail. There's a good lesson for all sincere trade unionists in the picture of a strong union being eaten away from within by the scavengers of the labor movement—the communists.



Men Now In The Marine Hospitals

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

NEW ORLEANS HOSPITAL

- JOSEPH DENNIS
- L. GROVER
- C. MACON
- BOB WRIGHT
- JOHN MAGUIRE
- CHARLES BURNAY
- J. J. O'NEAL
- E. L. WANDRIE
- E. M. LOOPER
- D. G. PARKER
- LEROY CLARKE
- J. ZANADIL
- D. P. KORALIA
- WILLIAM MOORE
- L. COOPER
- REUBEN VANCE

FORT STANTON HOSPITAL

- R. McGUIGAN
- R. LUFLIN
- C. MIDDLETON
- J. SUPINSKI
- M. D. PENRY

NEPONSET HOSPITAL

- L. CLARK
- J. S. CAMPBELL
- E. FERRER
- J. R. HANCHEY
- C. LARSEN
- L. L. LEWIS
- J. R. LEWIS
- L. TORRES
- C. SCHULTZ
- J. HAMILTON

- R. A. BLAKE
- H. BELCHER
- J. T. EDWARDS
- L. BALLESTERO

STATEN ISLAND HOSPITAL

- JOHN RATH
- E. P. O'BRIEN
- P. FELICIANO
- F. J. SCHULTZ
- T. J. KURKI
- K. C. CROWE
- E. E. CASEY
- J. P. McNEEL
- J. P. TASSEN
- P. GELPI
- S. W. LESLEY
- J. A. DYKES
- J. MORRISON
- D. MILLER (SUP)

BRIGHTON MARINE HOSP.

- R. BAASNER
- E. DELLAMANO
- W. MITCHELL
- R. LORD
- J. BARRON
- P. MADIGAN
- E. JOHNSTON
- R. MORRISON
- M. PERRONE

SAN FRANCISCO HOSPITAL

- JOHN B. KREWSON
- J. HODO

Hospital Patients

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

Staten Island Hospital

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

- 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.)

ELLIS ISLAND HOSPITAL

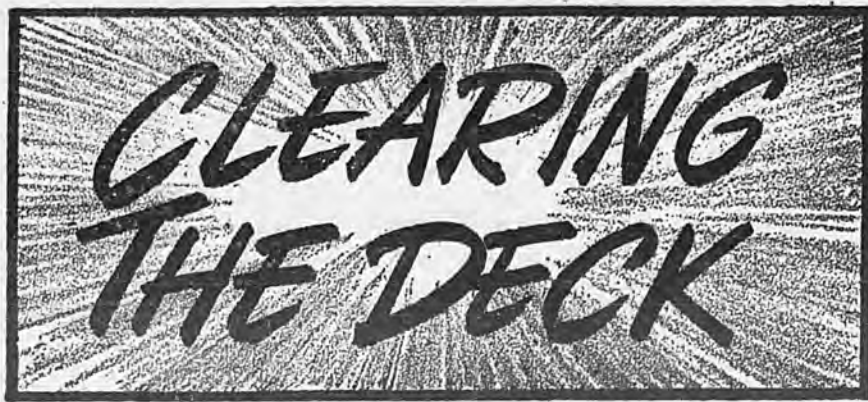
- D. McDONALD
- M. MORRIS
- J. KOSLUSKY
- N. NEILSEN

MOBILE HOSPITAL

- M. D. PENRY
- J. G. HARRIS
- ARCHIE SANDY
- H. HUISMAN
- J. CARROLL
- T. J. FAITER
- M. COLLIER
- C. E. FOSTER
- WILLIAM FAWLEY
- E. L. MEYERS
- J. C. KEEL
- U. S. MORGAN
- R. G. VARNON

BALTIMORE HOSPITAL

- ELMER BROWN
- DELMER COPPOCK
- MURRAY PLYER
- EDDIE MARKIN
- MANUEL SANTIAGE
- MAX FINGERHUT
- THOMAS WADSWORTH
- WILLIAM ROSS
- S. Y. FOGELBERG
- ANTHONY ATKIEWING



By PAUL HALL

In the history of the struggles of the SIU to win better wages and improved conditions for American seamen it is generally not mentioned that many alien seamen in our ranks have contributed to our success on the waterfront. They have been in there pitching, sharing the tough, hard times when we were on the bricks and fighting to raise the living conditions of the entire membership.

That no particular mention has been made of their role in the Union has not been intentional. It is merely that no one group is ever singled out in the Seafarers, either for praise or criticism. The SIU is a trade union of maritime workers.

Every man entering our ranks comes in as an individual. His background or national origin has nothing to do with. He is a seaman, as we all are. That and the fact that he be a good union man is all we ask. And for the most part the alien seamen who are member of the SIU have met these qualifications in just the same way as those of us with American citizenship.

Lots of members of the Seafarers will agree to this and may wonder why it is even mentioned now. The reason is that a few of our Brothers, especially, some of the younger fellows who don't yet know the score, have at times resented alien shipmates, without any basis for their feelings.

Among The Best

As a matter of fact, every once in a while evidence of this resentment shows up at discussions during shipboard and shoreside meetings. How wrong this attitude is simple to prove. For these alien members are as a rule among the best SIU Brothers we have. They have fought to build and protect this Union since its inception.

Possibly the largest of the alien group in the Seafarers are the Scandinavians. In fact, Harry Lundeborg, President of the SIU, is Norwegian born. The founder of the American seamen's trade-union movement himself—Andrew Furuseth—was born in Norway. We could go on indefinitely mentioning names of foreign-born seamen who have contributed greatly to the American maritime trade union movement by becoming an essential part of it. The Poles, Italians, French, English, etc., are all represented.

See it for yourself. Next time there is a waterfront beef, take note of the guys on the picketlines or in the special squads. Right alongside of their American-born Brothers, you'll find a Dane, a Swede, Norwegian, Italian—guys who were born under every flag in the world. All of them seamen with a common purpose, joined together in this union, fighting side by side as if they were one.

Brotherhood of the Sea

That we are the Brotherhood of the Sea should be accepted proudly by the newer men coming into our ranks and sharing our traditions just as it has been by the older men who have laid the foundation for the most militant waterfront organization in the world.

These are facts to be remembered and brought up the next time you hear guys aboard ship or at shoreside meetings making unnecessary references to those Seafarers who were born on the other side of the big drink.

Many of these men were the forerunners in the maritime industry in the struggles to win a decent standard of living for all seamen. They have taken part in our struggles alongside of us in the present day. And they'll undoubtedly be in there again as good union Seafarers in our future beefs. Let's let them know we're all Brothers. Let's keep the SIU the real Brotherhood of the sea it has always been.

Remember—we are an International composed of lots of different types of guys—a seaman's home is where he hangs his hat—whether it be Sweden, Greece, America, or where have you.

New Alien Waivers

While on the subject of alien seamen it might be the proper time to discuss their present shipping status in regards to the law governing alien shipping. These men won't have to work under the hardship recently imposed on them by the legislation prohibiting them from sailing on American subsidized vessels.

The President has just signed a bill granting alien seamen with wartime service on American ships the right to sail subsidized ships in an amount up to 25 per cent of the crew. And that figure may vary depending on the need for alien seamen.

This right will be extended to those alien seamen who rode American ships, and who can show proof in the form of discharges, between the dates of Dec. 7, 1941 and Sept. 7, 1945. Those aliens who did not sail during that period will be permitted to sail only on ships not subsidized by the government.

In the SIU, the largest group of alien members are in the Port of New York. Any of these men who have doubts as to their rights to ship on any particular vessel are advised to report to the 5th floor of the New York Hall, where they may get complete information, details and advice on this type of beef.

Ashland Site Of Duluth-Area Council Meeting

DULUTH—The next meeting of the AFL Maritime Trades Department Port Council for the Duluth-Superior-Ashland area is scheduled for Ashland, Wisconsin, on Sunday, August 10 over the Spot Tavern located at 120 East Fourteenth Avenue.

Vice President E. L. Slaughter of the Longshoremen sent out the call to all AFL unions affiliated with the Maritime Trades Department.

Representatives from the ILA Dredgemen, Tugmen and other ILA affiliates, as well as from the Masters, Mates and Pilots, waterfront Teamsters, and Seafarers International Union are expected to be in attendance.

Nitrates Called Explosives, Ships Barred From NY Piers

(Continued from Page 1)

which tied up at Pier 6, Bush Terminal, last Thursday with 3,000 tons of ammonium nitrate for delivery to the United States Army forces in Germany. The Madaket left without picking up her additional cargo.

Explaining the specifications of the new safety order, Capt. Harold G. Bradbury, Chief of Staff for the Third Coast Guard District, said all ships coming into the Port of New York carrying more than 500 pounds of ammonium nitrate cargo must now obtain permits.

In addition these vessels, as explosive carriers, must accept locations such as an anchorage in Gravesend Bay, where additional cargo will be transhipped to the vessels by lighter, or a berth at Leonardo, N. J., which was an ammunition depot during the war.

TEXAS CITY DISASTER

The question of control of nitrate cargoes was precipitated by the Texas City and Brest, France, disasters, where vessels carrying the deadly cargo exploded causing heavy loss of life and property.

Attention to the question was focused locally with the arrival in New York last week of the Madaket and the second nitrate carrier, the Norwegian freighter Molda, which carried 2,643 tons of the fertilizer slated for delivery to a French port.

Members of the International Longshoremen's Association, AFL, refused to load deck cargo on the ship. The ILA men classified the nitrate cargoes as "explosives" and demanded the double pay usually received for work aboard ships in that classification.

It was then that the New York Fire Commissioner and other department officials made an inspection of the ships and gave the order for them to leave their piers. The Madaket sailed immediately, but the Molda dropped anchor in Gravesend Bay and is still being loaded by lighter.

A meeting has been scheduled

SIU Volunteer



Felimar Barlizo has been sailing Isthmian as a volunteer for a long time—two years, in fact. Although conditions and wages are inferior to those on SIU-contracted ships, and although Brother Barlizo is a full Book member and could sail on organized ships if he wanted to, he intends to stay with Isthmian until the contract is signed, sealed, and delivered.

SIU Volunteers Needed To Ship Cities Service

By AL KERR

Almost every man in the Cities Service Tanker fleet has already either signed a pledge or taken out a book in the Seafarers International Union.

A victory appears most certain on the basis of indications from the men of the choice they will make when the collective bargaining election is held for the company unlicensed personnel.

These men are not just making a gesture to get into the SIU. They are in absolute earnest in their efforts to become part of a good trade-union.

They want to be represented in bargaining sessions with the company by the waterfront union which, in black and white, proves the value of unionism to the men sailing the nation's ships.

But these men of Cities Service need some assistance. They have the enthusiasm that's needed to insure victory, but they also must have the benefit of an experienced hand at unionism. It is up to the SIU membership to lend them a hand.

When you get aboard you will be able to give these tankermen some of the essential facts union and unorganized men must always remember.

Among these, you can point out the difference in the way a job is obtained on an unorganized ship and one under SIU contract.

You can explain further, the matter of hours, wages, and the many conditions that are so superior on SIU contracted ships.

Tell them, too, how by just voting SIU in the coming election, their conditions will improve a hundred-fold.

All that remains now is for the National Labor Relations Board to set the election date. But in the meantime, you must help to make sure there is one less unorganized steamship company and one more SIU contracted outfit.

Summer Is The Season For Polio: These Precautions May Save You

Infantile paralysis, the crippling disease which affects thousands of adults as well as children every year, is most epidemic between the months of June and September. To acquaint people with means to combat the infection, the National Foundation for Infantile Paralysis has compiled a list of precautions which, if followed, will lessen greatly the chances of contracting the disease.

The six rules of caution are as follows:

1. **Wash hands before eating.** Scientific studies indicate that the hands may be a means of spreading the virus infection through contamination of food, drinks or objects carried to the mouth.

2. **Keep food well covered.** The blue bottle fly, particularly, is suspected as a possible factor in transmitting the virus. All fresh fruit and vegetables should be washed before use.

3. **Polluted waters may harbor virus of polio.** While proof of

direct infection by this means is lacking, research indicates that the virus causing polio is often found in sewage.

4. **Over-fatigue invites polio in summer months.** Tests on laboratory animals carried out in experiments, showed that where animals were strenuously exercised, twice as many of them exposed to the virus developed more severe forms of infantile paralysis than did those which had rested quietly in their cages.

5. **Tonsillectomies in polio season up to physician.** Tests show that there may be more of a predisposition to infantile paralysis infection as a result of tonsil and adenoid operations performed during the seasonal polio months.

6. **Last polio health hint: Avoid sudden chilling.** Experiments show that twice as many animals, when suddenly chilled, developed acute and paralyzing attacks of the disease as did a control group which had been protected from sudden temperature change.

LSU, Dominated By The Operators, Greatest Enemy Of Lakes Seamen

By PAUL WARREN

DETROIT—We've just received a copy of a motion by the Lake Sailors Union, unaffiliated, to intervene in the matter of the Kinsman Transit Company (Steinbrenner). As you'll recall, we petitioned some time ago for an election on the five Kinsman ships.

At the NLRB hearings held on the Kinsman case, no LSU representatives showed up although they were well aware of the fact that the SIU had petitioned the NLRB. They had no proof of intervention in this case and, now at the last moment, they move to intervene!

There is no doubt in our minds that this phony, company-supported outfit, the Lake Sailor Union, is far more dangerous to the unorganized Lakes seamen than the NMU.

NMU organizing on the Lakes is completely under the domination of the hot-shot commies in that outfit. From their Director, Josh Lawrence, on down the line, every Lakes organizer for the NMU is a graduate of the commie school or a protege of the party-line boys in that outfit.

COMMIE PHONIES

These commies aren't dangerous provided the seamen they are attempting to organize know the score. But they can fool the younger seamen who are more susceptible to their "line" of super-militancy and of always "fighting for the rights of the poor underdog."

The line of smooth-oil that these phonies dish out looks nice on their slick propaganda, and it sounds nice, too, to anyone who doesn't recognize them for the all time scabs and sellers-out of the labor movement that they actually are.

Ask the older, more experienced seamen on the Lakes. He will give you the same lowdown on these characters.

For these reasons, the moves made by the Moscow line boys are not too important. Once you have seen them in action and heard their "line" you'll remember them, and never be fooled the second time.

Being prisoners of the Moscow philosophy and the international line adopted by the party currently, they can't have any independent thoughts of their own. They must follow the orders

Bremen Shore Leave

The Military Government in Bremen, Germany, is now issuing passes for shore leave to personnel aboard merchant vessels calling at that port. All hands must carry these cards on their person when ashore in Bremen. Issued by the Captain of each ship, they bear the name of the crewmember and his ship.

When receiving your pass, make certain it has your name and ship correctly, otherwise you may be picked up and detained unnecessarily until you can be properly identified.

handed down from above. That's explicit in the commie party—complete and servile obedience.

And that's why you can spot them and their phony line at least a mile away.

Finally, the NMU is no more of a union than the wobbly party. They're torn wide open with the battle going on between their top officials down to the newest rank and file member. As a result of that battle, they have no program, no representation, and no security.

LCA STOOGES

On the other hand, let's explain why the LSU, as a stooge outfit completely dominated by the LCA, is far more dangerous to the unorganized Lakes seamen than the commie followers in the NMU.

First off, the LSU has no commie line to follow. The only line that they know is the one dictated by their bosses in the Lakes Carriers Association.

That line can be changed, revised, adopted to the particular circumstances of the company under concentration, and otherwise dummed up to look like the real McCoy.

Here are a few basic and well-known facts concerning the LSU just so you can make up your own mind concerning their control and domination by the LCA.

Look at the LSU literature or their name the next time you see them on an election ballot. That word "unaffiliated" follows their complete name.

That means that the LSU is a so-called independent organization in no way connected with either the AFL or the CIO.

LSU officials sail on the ships of the Cleveland-Cliffs Iron Company, completely under the control and dominance of that company, a member of the LCA. Check the last letter put out by the LSU for corroboration of this statement.

WHO PAYS?

Their only shoreside representative is one Meyer Cook, attorney, with offices in the Guardian Building at Cleveland. Who pays Cook's salary and expenses?

We don't have any proof that this individual is paid by the LCA, and so we can't make that positive assertion—but we'd like to know, "Who pays Cook's salary and expenses?"

This season, the LSU has carried on an extensive mail campaign seeking new recruits to their organization. The cost of preparing these letters and their actual mailing cost must have been considerable. Who pays the costs of printing and mailing LSU organizational material?

Another significant fact to note is that in a couple of letters anonymously circulated around the Lakes the LSU was either not mentioned or only briefly referred to.

On the other hand, the major portion of these letters was given over to an outright attack on the SIU!

Who pays for the costs of printing and circulating these letters?

Only the LCA benefits from the continued unorganized state of the Great Lakes. If the LCA could secure the LSU aboard all

of their member fleets, they would have nothing to worry about.

And don't forget this important fact: It would be worth many thousands of dollars for the LCA to keep the SIU off their ships!

Why wouldn't the LCA pay any amount of money to keep the Lakes as the last stronghold of unorganized maritime labor in the United States?

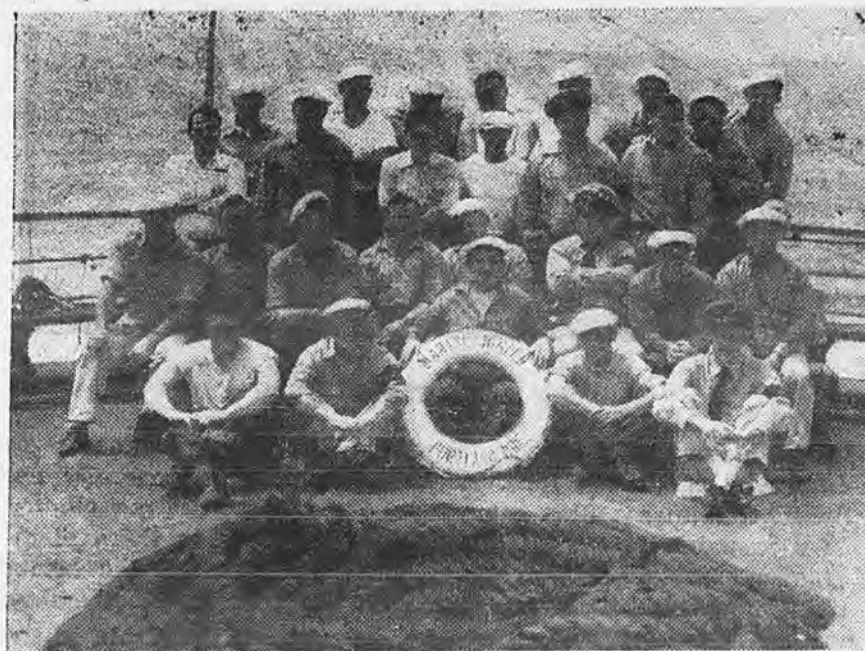
Why wouldn't the LCA contribute handsomely to the upkeep of the LSU as a defense against the winning of all Great Lakes fleets under the banner of the SIU?

Just compare the monthly take home pay of the average SIU member to that of any seaman sailing on the open-shop LCA ships, and you can readily see why the shipowners would, and will continue to, pay large sums of money to keep SIU contracts with SIU wages and conditions off their vessels.

An SIU contract brings the highest wages on the Lakes, the highest overtime, the best working and living conditions, job security and competent union representation.

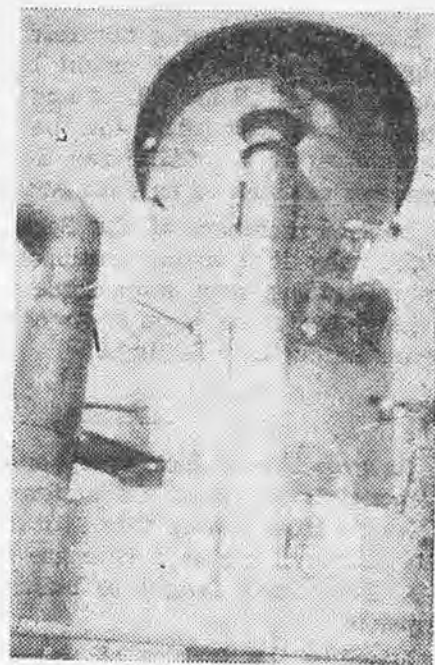
That's why the LCA and any other unorganized shipowners will go to any length and spend any sum of money to keep the SIU off their ships. Compare for yourself, then choose SIU!

BROTHER LUNDEBERG, AB



Here are two shots taken of Harry Lundeborg, President of the SIU, on the Marine Jumper. Brother Lundeborg is shown above with other members of the crew, and on the left, painting the smokestack.

Lundeborg shipped out on the Marine Jumper earlier this summer, and made a trip to Europe and the Scandinavian countries. Nothing like getting the smell of salt water again, eh?



Consul Fails His Duty To Seamen

By LOUIS GOFFIN

A story of consular misrepresentation, with American seamen again playing the role of underdog, came to light at the recent payoff of the Alcoa scow MV Hawser Eye.

The American Consul in Trinidad was the target of a beat laid down by the ship's delegate.

Substance of the beef was this:

Two SIU members were on the beach in Trinidad when the Hawser Eye was short two crewmen. Instead of shipping the two Americans, the Consul, acting in close cooperation with the Alcoa agent and the ship's Skipper, signed on two natives of Trinidad to round out the crew. The two SIU men were signed on as workaways.

FAILS HIS DUTY

This seems to be in smashing contrast to what a Consul's obligation are supposed to be, and is a practice that certainly could be eliminated by the consulate in Trinidad. This so-called diplomat uses his judgement in very peculiar ways.

We have always assumed that the duty of a Consul in a foreign country was to protect the interests of American citizens.

However, as far as a few consuls are concerned, it appears that American seamen are not classified, with touring Americans.

In their book, a seaman is an overpaid bum, who isn't entitled to any representation or protection. But these pompous characters who imagine themselves super-diplomats had better get wise to the facts.

The days are past when American seamen can be pushed

around at will by anybody — phony career-men included. We seamen are American citizens entitled to all the rights and privileges that go with citizenship.

If we are so unfortunate to be on the beach in a foreign country, we expect and demand the protection which consuls are there to give us.

If American ships in foreign ports need replacements we must be given first call. It is my personal belief that a few of these

consuls are being pressured by the shipowners. Obviously, a real representative doesn't have to be pressured.

Since it is their job to handle the problems of citizens in their particular jurisdiction, they should be men enough to tell pressuring shipowners and agents to clear out.

They have it within their power to force them to sign on American citizens first on American ships.

This NMU Organizer Never Loses; He At Least Gets Free Drinks

BUFFALO — Here's a nifty that happened recently in this port, and we pass it along to you for what it's worth.

When the D & C passenger ship, Greater Detroit, docked here a few days ago after completing a trip down from Detroit, several of the boys dropped into a neighboring ginmill to quaff some of that foamy beverage which has a reputation for satisfying your thirst on a sunny day.

Among the boys was Brother Carl Wenzel, Oiler, and much to his surprise he ran into an affable character who wanted to know about conditions, food, pay, etc., aboard the D & C ship.

To the tune of three or four creamy shupers, which Brother Wenzel paid for, the talkative stranger began to spout a lot of wild-eyed dreams about "captive time," "four-watch system," "25 percent wage increase," and everything else under the sun but platinum plated gold bricks in every seaman's pay envelope.

Yep! You guessed it! The smooth-tongued stranger was none other than an NMU organizer preying on unsuspecting seamen—cadging drinks for what he was worth, and trying to organize an SIU member off an SIU ship into the NMU!

No wonder the NMU can't do any organizing on the Lakes if they waste their time in that manner.

But, wait a minute. You have not heard everything yet. After Brother Wenzel got through telling this Moscow-school-trained-guy the real facts about the SIU and the SIU ships, the NMUer began to realize how futile it was.

So, after saying good-bye to Wenzel, he put the bum on him for two bits!

Guess there must be something to that story about the NMU being bankrupt after all. Especially when their piecards have to go around begging quarters from SIU seamen. Ho hum! What a life!

P.S. He got the quarter!



Latest On The Housing Shortage: Philly Almost Got New Hall

By EDDIE HIGDON

PHILADELPHIA — Well, it looks like we almost got a new Hall here. I have been investigating a building at 44 N. 10th Street, just off Market Street, that was formerly a Turkish bathhouse. I got a report on an inspection and appraisal we had made, as follows:

"I have formed the opinion that the market value as of July 24, 1947, is Fifteen Thousand Four Hundred Dollars made up in the following manner: Land, \$11,500; Building, \$3,900; totaling \$15,400. Description of the building: four story corner brick and sheet metal trim (specialty use) store and loft building, (used as turkish bathhouse), built-in tile pool, steam heat, fired by coal; brick fire tower, wood platform stairs, iron platforms on exterior. Repairs suggested: exterior: rough casts North & South walls, pointing rear walls, interior — plumbing and painting."

The membership here, however, appointed a committee to investigate the property, and they didn't think as much of it as the appraiser, so we'll just have to keep on looking.

PHILLY SLIPS

Figures published by the Bureau of Census disclose that during the month of April, the local Port of Philadelphia remained in third position in the vol-

ume of foreign commerce. Second place, which Philadelphia held for many years, went to Baltimore; New York was first.

According to the report, Baltimore handled 600,000 tons more foreign freight than Philadelphia. From the standpoint of cargo values this city ranked fourth. It was pointed out that the figures do not include coastwise nor intercoastal tonnage and did not reflect Philadelphia's large oil business.

Paid off five ships while 35 ships were in port here; this latter figure includes those paid off, visited, etc. Robert Matthews and I negotiated a new contract with Ponce Cement Corporation for the SS Ponce and believe it or not, it only took 10 minutes to complete.

Here is some advice to our dien brothers, most of whom are of the opinion that they are allowed 30 days on the beach.



Well, this is not so, according to the Immigration's interpretation . . . if a man quits a ship at payoff time he is only allowed to stay ashore for a length of time that the ship he got off of remains in port.

Now, in the event the ship leaves port and he will be on the beach longer, let us say for a period of 29 days to be exact, he is required to contact the Immigration authorities in the port where he is on the beach to obtain an extension of time so as he can remain ashore for a longer period.

If this is not done and an alien seaman is picked up he will be deported by the authorities. So watch your step, boys, and comply with the law.

WRONG STEER

Brothers Moon Mullins and Bill Luth are back with us again. Both are on the list ready to go.

Some Brothers seem to have a slight misunderstanding. Most everyone is under that impression that if you have a friend, all you have to do is bring him into the Union Hall and he will get a letter to get his papers and be able to ship out. Well, this is a little off key.

There is a motion on the floor that before any permits are to be issued the Agent shall call the nearest port for men.

This motion's intention was if one port is short of men and another port has men, the men in the other port should be given a chance to ship before a new man was put to work and at the same time this would keep the industry from being flooded.

For instance, if a small port had two payoffs and they needed 30 or 40 men and put all trip-carders aboard, this would deprive that many full Book and regular permitmen of jobs.

Holding Of Shipboard Meetings Is Vital To Union Democracy

By FRED FARNEN

DETROIT — Last week, we mentioned in our column the fact that the members of the SIU on the Great Lakes should hold those shipboard meetings regularly as a matter of membership responsibility.

Now we're going to urge the same thing once more, and stress it's vital importance to the Union membership.

One of the things that we've fought hard for years to win is the right to hold shipboard union meetings. After fighting so hard for that right, we don't intend to see it tossed away because some members are too damned lazy or irresponsible to hold shipboard meetings.

Membership meetings are the lifeblood of the Union. Don't forget that Number One fact of Union life. How else do you expect to know what's going on in your Union? How can your Union know what's going on aboard your ship if you don't hold meetings?

Holding the meetings in themselves doesn't amount to a row of beans. But holding the meetings, taking care of your affairs in typical SIU style, and electing your departmental Delegates are important.

ELECT DELEGATES

First thing to do after calling a Union meeting on your ship is to elect Delegates from all three departments. This is important because your departmental Delegate is the Brother who takes up your beef with the departmental head or the Skipper.

Aboard ship, the departmental Delegates are the official representatives of the Union, and it's very important that you elect sober, responsible Union Brothers to these positions of responsibility.

Under the Taft-Hartley Act, unions are responsible for the actions of their representatives, that's why you must have sober responsible delegates.

When you have an overtime beef, some squawk about your quarters or the kind of food you are being served, your departmental delegate is the man who should see if your beef can be settled at the point of production.

If not, then it's up to him to pass it along to your shoreside Union representatives, and let them straighten it out.

The delegate must be sober because you don't want some gashound taking up your beef, and going off half-cocked when he's in no kind of condition to be discussing Union affairs. That way, you might lose your beef, and cause the Union all kinds of trouble.

MORE THAN EVER

There are many teeth in the Taft-Hartley "Slave Labor" Act which can cause you and your Union plenty of trouble if you don't know the union score. That's another important reason why you must hold those ship-

board meetings every two weeks or so.

Many young seamen are shipping on the Lakes ships today. Some of these brothers think that the many gains and top conditions that the Seafarers enjoy on their ships were given to them on a platter by the generous shipowners.

They don't know that the sweat and blood of many Seafarers went into the making of today's SIU wages and conditions.

How are these younger brothers going to learn the score about the value of a union and union membership, if they don't find out through the medium of the shipboard meeting how SIU members control their own conditions under an SIU contract?

We repeat once again—hold those shipboard union meetings. That's the SIU way to settle your beefs, educate the younger brothers, and keep your vessel in typical SIU shipshape condition!

NO NEWS??

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

- NORFOLK
- SAN JUAN
- TAMPA
- NEW ORLEANS
- ASHTABULA
- CHICAGO
- MILWAUKEE
- JACKSONVILLE
- SAVANNAH
- TOLEDO
- GALVESTON
- MOBILE

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

New York Shipping Still Holds Its Steady Pace, But Influx Of Men Swells Registered List

By JOE ALGINA

NEW YORK—This week finds the usual 40 to 60 ships in berths along the New York waterfront with a good sized stream of men going out to take the jobs, but from somewhere, all of a sudden, we find the New York Branch flooded with men registered for ships.

Where they came from I don't know; it's a safe bet, however, that the men on the beach now will be sufficient to handle the jobs that come up for a while to come.

With the large crop of Book members on hand here, it would be a wise idea to skip New York if you're looking for a ship.

Of course, the organizers are always looking for men to man the unorganized ships, to aid in the job of bringing them into the SIU; so, if you get tired of looking at the big board, stop off on the fifth deck and have a word with the organizers.

Down on the waterfront, where beats the pulse of the Union, we hit a good number of ships this week. The Patrolmen came in with reports good and bad; the ships for the most part, however, were in fine shape and the pay-offs smooth.

BANNER SHIP

The Quinones, South Atlantic, and the John Jay, Waterman, came in with all in fine shape. The Quinones was exceptionally clean and at the payoff all hands were sober, making the job a real pleasure.

The John Jay was a clean ship, but the Skipper had some ideas of his own. When the overtime sheets were submitted to him he returned them with "unauthorized" written across them.

Naturally, the crew was hot under the collar, but the heat was transferred to the Skipper by the Patrolmen and the Captain saw the light; the overtime sheets were then marked "approved."

A couple of other ships that had beefs against officers were the Colabee, American-Hawaiian, and the Hibbing Victory, Robin Line. The Colabee had a 2nd Assistant possessed of a sadistic streak. He gave the Saloon Messman a hard time, swearing at him and making his life unbearable.

Patrolman Siekman, accompanied by an MEBA Patrolman, took the Assistant aside and made a civilized person out of him.

These guys are always tough when they are cracking the whip over some guy trying to do a job, but when they are faced with a little opposition they crumble up fast.

SPECIALIST

The Mate aboard the Hibbing Victory was pulling a little different act. His specialty was to

ignore the contract; especially those sections dealing with unsafe working conditions.

While working the men on deck, he was sending men forward to the bow to secure gear while rough seas were breaking over the bow. It was astounding that no one was injured during the trip.

To the Mate, I doubt if it would have made much difference if someone had been hurt, as he was very arrogant toward the Union crew. Another smart guy was straightened out.

At the last membership meeting in New York, one of the politicals in the Union came up to me after the meeting and charged me with blasting the politicals. I made it clear to him that blasting politicals in not a taboo of the union.

Anytime that they attempt to inject their philosophy into SIU policies and programs they will be blasted without any hesitation on my part. The politicals should know the position of the SIU by now, but this guy needed a reminder.

Gear-Grabbers Hurt Union

The membership of the Seafarers International Union has consistently reaffirmed its position that gear-grabbers can't be good Union men. Any individual who stoops to pilfering gear such as coffee percolators, linens, etc., which are placed aboard SIU-contracted ships for the convenience of all hands, is, above all, guilty of a malicious disregard of his shipmates' welfare.

Crew conveniences on most SIU ships today are not there by accident. They are there because of the Union's successfully-fought struggles to bring greater benefits and comforts and to provide decent conditions for the membership while out at sea.

These hard-won conveniences are for the benefit of ALL HANDS. They ARE NOT to be appropriated by any individual for his own personal use. Violators of the membership's welfare will be dealt with in accordance with the firm stand taken repeatedly by Seafarers in all ports.

Boston Is Fast Becoming A Haven For Tankers, Dry Cargo Men Going To Other Ports For Berths

By JOHN MOGAN

BOSTON—Shipping and business continued to be very good during the week just past; in fact, shipping was so good we ran fresh out of rated men and had to phone in a couple of dozen jobs to New York.

It really looks as though Boston is becoming what the boys are already calling it, namely, a tanker port.

Day in and day out, the board shows tankers crewing up in this area, so that the boys who don't care particularly for tankers, and who want to ship in a hurry, are buying tickets for New York or Baltimore.

This past week the SS Sunset and the SS Fort Hoskins (Pacific Tankers) paid off in Portland, Maine, and the SS Midway Hills (Ampac Tanker) paid off in Melville, R. I.

These tankers called for practically full crews; and in the case of the Fort Hoskins, which had been out nine months, everybody but the Skipper paid off.

TWO VISITS

The Sunset was covered in a previous report, but she was just one of those ships which some-



times ends up in the stream for a few days, and as a result have plenty of crew turnover and a million beefs.

It was necessary to visit her twice during the week in order to get her straightened out, plus an ILA beef in connection with the same ship.

'Twould be lovely if these scows did not ride at anchor so long.

The SS Fort Hoskins crew was on articles nine months to the day. It was a smooth payoff, considering the length of time the gang was out and the type of run they made.

All overtime disputes were settled at the payoff with the exception of one beef concerning the blowing down of evaporators, which was turned over to Morris Weisberger, New York SUP Agent, with the consent of all hands.

The gang was perfect at the payoff; but it was obvious that one or more performers had been active during the voyage, and one book was picked up and forwarded to New York's SUP hall.

Professor Leo Mitchell was on this scow and showed up at the payoff looking like an international diamond merchant.

The SS Midway Hills was discharging at a place called Melville, R. I., when we first got a call on her. Brother Sweeney found the spot after a long search on Thursday.

Melville is the site of a U.S. Navy Yard and a merchant vessel was an unwelcome caller at this place. Also discovered nearby this place was a toll bridge

where the tariff was 60c each way.

MILITARY SEND-OFF

Anyway, payoff was postponed until Friday and then the Navy ordered her out of the Yard, as they didn't approve of the traffic of seamen and Union Patrolmen passing through the Marine-guarded gates.

So she was tied up in Providence some hours later, where the perspiring Jimmie Sweeney finally paid her off.

The gang on the Midway contributed a total of \$63.00 to our Union publications, to be divided equally between the LOG and the WEST COAST SAILOR.

Brother Williams' mother passed away and he left the ship immediately to attend her funeral at Prichard, Ala. His shipmates collected \$25.00 for flowers and asked the Patrolman to wire them to Brother Williams' home with the sympathy of his SIU Brothers.

This ship paid off in excellent style with only two complaints left to be taken up: one, a beef about the poor mail service, and two, a beef about the situation wherein a seaman must spend all of his draw in a foreign port—if he winds up with \$50.00 foreign currency, he's stuck with it.

The SS Bessemer Victory is

still undergoing repairs here; but is expected to be ready to crew up by mid-week.

OTHERWISE SMOOTH

Otherwise everything in the Branch is progressing smoothly, with routine business keeping all hands on the hop, including full coverage of the Isthmians, which arrive here at the rate of 1 or 2 a week.

With reference to the length of time a Permitman may stay with a vessel; a query we brought up in last week's article, the Secretary Treasurer rules that Tripcards and Permits are entitled to a "minimum of 60 days."

Hence, a Permitman who is paying off a foreign voyage of less than 60 days duration, may be allowed to sign on for another trip.

This shipping rule has been the subject of much misunderstanding in many ports, including this one; therefore it benefits everybody to have it clarified.

The following Brothers died this past week: Brother Harry Walsh, a 20-year old Pro Book member, who died in the Brighton Marine Hospital after a long illness; and Brother Martin Jensen, who died suddenly in the City Hospital.

The Patrolmen Say...

Warm-Up Visit

PHILADELPHIA — The other day the James Turner of the Isthmian Line pulled into town so we went down to speak to the crew and see how the Seafarers stacked up on the old bucket.

We found a fine bunch of boys on the ship, all of them well pleased with the progress the SIU has made toward getting a contract with the company.

Naturally, the boys being aboard an Isthmian ship had a few beefs, but as they do not have Union representation yet the company gave them a fast shuffle.

The boys were pressing for subsistence due them while ashore in Singapore for the fumigation of the ship, but they hit a stone wall when they asked for payment. The day is not too far off when Skippers will not be able to get away with a deal like this. When that day comes we won't be just callers at the ship—we'll be there to go to bat for the crew.

In addition to being a fine SIU crew on a not so fine ship, the boys made the generous donation of \$67 to fellow Seafarers in Marine Hospitals. That's really coming across, especially when it comes from wages that are not too full of overtime.

E. B. Tilley

Believe It Or Not!

NEW YORK — Miracles can and will happen, as witnesses to the recent payoff of the MV Hawser Eye will testify. This wagon paid off after a four months shuttle trip around the Islands on the bauxite run. And, believe it or not, the company officials did not dispute or scratch off one hour—in any Department.

This was such a rare occurrence that we had to congratulate the company for setting one up for Ripley. Of course, to get a true picture of the situation, you've got to go a little deeper. And in the picture you'd see that we had three very good Delegates and a damned good crew aboard the Hawser Eye.

All the overtime and repair lists were in perfect shape. So there are congratulations to the delegates and the crew for a job well done.

As a matter of fact, almost all the payoffs we've handled recently have been very exceptional. Virtually all the ships are paying off with a minimum of beefs, proving that the Ship's Delegates are on the ball.

Considering the fact that SIU members sail under the best contracts in the maritime field, we can foresee beefs being reduced to such a low that the picards—as a result of the cooperation from the crews and their delegates—will have a few breathing spells.

Louis Goffin
Ray Gonzales
* * *

Rated Men Find No Job Trouble In San Francisco; Transportation Beef Nets Repatriated Men \$300

By W. H. SIMMONS

SAN FRANCISCO — Rated men, especially Oilers, Firemen and Watertenders are at a premium here this week as good shipping continued to draw heavily on our manpower. This port was kept busy getting men to go to Isthmian ships as replacements, which is definitely a must.

In transit here were three intercoastal ships: Cornell Victory of Waterman and the Marymar and Mastmar of Calmar.

A tough beef developed on the Cornell Victory when two men were fired for being gassed up when they were supposed to be securing gear. Shore leave was up, as the ship was leaving Pedro for San Francisco. According to the law the men were fired illegally, so the Commissioner signed them off under protest, but our position was made very difficult by their conduct.

I will take this matter up with the Commissioner. The beef is made tougher by the fact that the Cornell Victory is still owned by the War Shipping Administration. I'll have more to report on this case later.

TUGBOAT ORGANIZATION

Organizational work continues all-out in this port. We are still plugging away at the Crowley tugboat outfit. I believe Brother Hal Banks will have some good news on developments to report in the near future.

Of the six crews aboard the Canadian ships which signed the SIU's Waterman agreement in April prior to delivery to the India Steamship Company in Calcutta, India, three have been returned to this port.

First to arrive were the men of the SS Lewiston Victory, back from Bombay. In addition to first-class transportation, the men received a one month's bonus

over and above their regular wages.

This crew was followed by the men of the Temple Victory and the Dominican Victory, neither of which fared as well as the group of the Lewiston.

The two crews were brought back on the SS Marine Adder, APL troop ship. They were quartered in the hold, troop class. I contended this was a steerage accommodation.

ASKS \$300 EACH

I took the matter up with the Pacific Far East Company, which is acting as agent for the India Steamship Company. After several days of wrangling I called the APL passenger agent who



told me first class fare was \$600 and steerage accommodations were \$300. Immediately, I put in a claim for the \$300 difference.

The long distance wires to the Northern Steamship Company in Vancouver, B. C., were kept hot as the agents sought instructions on what to do. They offered as high as \$210 but I refused to accept it.

Meanwhile the cost of stalling was mounting since all men were still on articles and would remain so until they were paid off in full.

Finally realizing this, the company called me the next day saying they were ready to capitulate and pay the \$300 difference.

I arranged for the payoff to be held the next day at the British consul's office.

At this point I want to explain to the membership that this was the best that could be gotten on the transportation deal. If the slightest possibility existed for getting more, I would have done so.

As it was, a couple of fellows on the Dominican Victory thought they should have received more transportation money. In fact one man got gassed up and caused a one-day delay in the payoff of Dominican Victory.

As a result I had to write to the Secretary-Treasurer of the actions of this particular member because he absolutely disregarded the SIU Agent in this port. I cannot understand why some guys can't leave the bottle alone long enough to attend to their business.

I believe this was as good a transportation settlement as we have ever won and, until this one particular member caused a beef, I was feeling pretty good over the whole deal.

In addition to the \$300 these men received, they got an extra month's bouns, and I should like to ask the Brothers what more they could have asked for.

In contrast we had a shipshape payoff here on Friday aboard the SS Albert K. Smiley, a Waterman ship in from Japan. It was a pleasure to payoff this crew. Also, there was a swell Captain by the name of Ryan on this tub, which called for a new crew yesterday.

Harold Teague, ex-Patrolman in Frisco, signed on as Bosun and the boys should have a swell trip with him aboard. The next payoff promises to be a pleasant one, so we're wishing the crew of the Smiley smooth sailing.

Work Dodgers

On every ship there always seems to be a few characters who enjoy bad health and make a practice of using their privilege of going to see a doctor just to avoid the extra work that turns up when a ship is in port.

This cheap way of avoiding legitimate labor tends to cause dissatisfaction among the rest of the men who have to do the work of these phonies.

By using this method of obtaining time off, these people are getting the doctors so disgusted with seaman, that when a man comes along and really needs attention he gets the brush-off or run-around from the Medical Officers.

There is not a lot that can be done about these phonies unless they are travelling on a Permit or Tripcard. The Ships Delegates should take into consideration that people who have to run to see a doctor every time the ship hits port can never be of any use to a Union that prides itself on the ability of its membership to do a good job under any conditions, and should act accordingly.

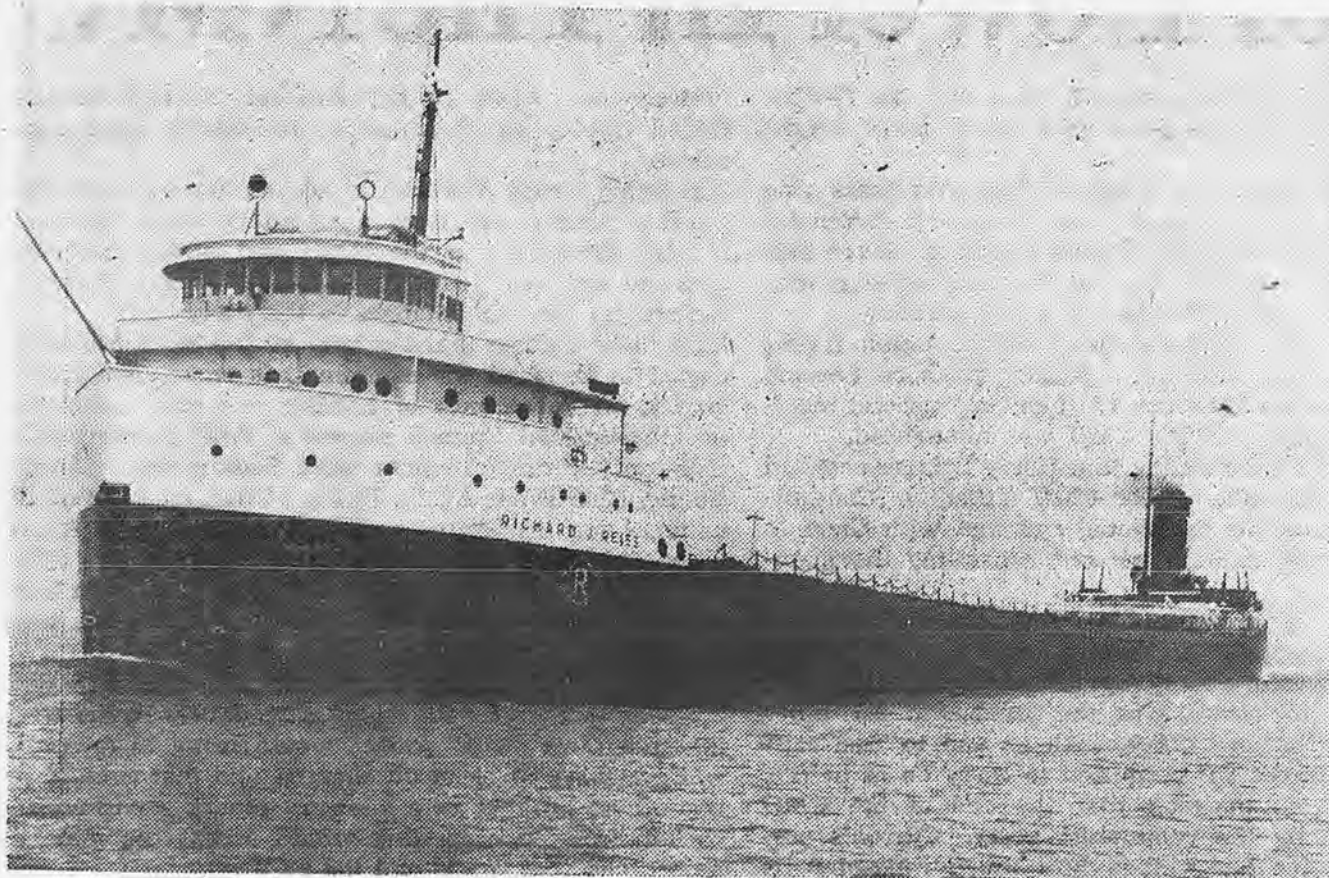
Mike Quirke

Chief Stewards

If your requisition is cut, or if the food is not up to par, notify all three Delegates at once so that the ship will not sail until the matter has been straightened out.

It is the responsibility of the Steward to check the stores before the ship sails, and any complaints made far at sea won't do the crew any good if they have to eat short rations or poor food.

NEEDS SIU CONTRACT



The SS Richard J. Reiss, Reiss Steamship Company, is a poor paying ship, with overtime practically unheard of. Conditions are a throwback to the days of the windjammers. That's why the Reiss is looking for SIU representation, as are most other Great Lakes ships. See story below.

LCA Seamen Work All Hours, And Get No Overtime

By JAMES MARTIN

CLEVELAND — After sailing on a Reiss Steamship Company ship, the SS Richard J. Reiss, for more than a month, I really had a bellyful of the open shop conditions that are prevalent on practically all of the Lake Carriers Association unorganized ships.

Now, when I start to talk to an unorganized Lakes seaman and compare SIU conditions to these open shop conditions, I'm not go-

ing by hearsay or gossip. After you've lived through these lousy conditions, you really know what you're talking about.

On this Reiss ship, they have the Deckhands and Watchmen painting, chipping sougeeing and scrubbing at all hours of the day and night, Saturdays and Sundays. And they don't get any overtime payment for it — the company considers this as part of the regular day's work.

If you've ever been on an SIU

ship, you know what I mean when I say "compare!" Nothing like the slave-like conditions on the Reiss and other LCA ships could ever happen on an SIU vessel!

While the SS Richard J. Reiss was under way in the rivers, through the fog, day and night, men were busy painting in the cargo holds and the sealed tunnels which run lengthwise of the ship.

Not only were the men in these holds and tunnels spray painting, but they had not masks, respirators or protection of any kind!

When some of the Deck Gang complained to the Mates (they didn't dare squawk to the Skipper or they would have been fired on the spot), they were answered "Oh, that paint's good for your lungs. It'll make you stronger."

Coalpassers and Oilers had to put up with comparable conditions in their department. These men had no SIU union protection or job security. That's why they continue to suffer. Get wise, Reiss seamen!

Keep Sailing Cities Service

At long last the Seafarers has forced the hand of the anti-union Cities Service Company, and in a short while an election should be held to determine a bargaining agent for the unlicensed personnel in the fleet.

The SIU has a better than good chance to sweep the election, but victory can only be assured if volunteers get jobs on those ships and stay with them until the voting is over.

That's the way Isthmian was won; that's the way all our big companies were brought under the SIU flag.

Now is the time for action. Apply for jobs on Cities Service tankers, talk SIU while aboard the ships, and stay aboard until the votes are cast.

Then Cities Service will be SIU, too!

Sun Oil Drive Ends First Phase, NLRB Hearing Date Is Awaited

By BLACKIE CARDULLO

MARCUS HOOK—The situation with Sun Oil at the moment here is one of anxious waiting for word from the NLRB as to the date of our next hearing with the company.

This whole business of organizing Sun Oil has been a long, hard grind, and it will be a real pleasure to put the cap on the job.

Getting contracts and pledge cards in this company has really been rough. First of all the men were afraid of losing their jobs if they signed a pledge, and secondly there was a large percentage of company stiff.

Another was the company's policy of coming right out and telling the men that they had an "in" with the SIU, and could find out who was signing up with the Union.

This last took the cake as the biggest lie of the year. However, it all comes out in the wash: You can't beat SIU wages and conditions as compared to those on Sun Oil ships.

BALLOT WILL SHOW

When it comes to a vote with a secret ballot there will be nothing to fear from the company and the men will really show their preference for the SIU in a big way.

The Sun Oil Marine Employees Association has been boasting that they have 100 percent of the Company's personnel in their union.

If this is the case, why are

they afraid of an election? It doesn't take much thinking to figure out the answer to that one.

The minute that an election date is announced it will mean the finish of the SOMEA's propaganda campaign of insisting that we could never get an election. Some one's face is going to be awfully red, very soon.

Shipping in this neck of the woods is still rather slow, but now that the shipyard strike is over the ships should start rolling in here once more.

MESS CLEANED UP

We had the good ship J. Slocum payoff here last Monday and take on a full crew. She was a messed-up wagon with beefs from top to bottom, but she was soon straightened out with all hands satisfied.

The main topic of conversation around here continues to be the Taft-Hartley Act. We agree that it was rightly termed the Slave Labor Bill, but the SIU-SUP has overcome bigger obstacles than this.

The SUP was organized long before there were any labor laws, good or bad, and when things were tough with the ship-owners having everything on their side.

If the SUP could survive and continue to grow in numbers and strength then, there is no reason why the SIU-SUP cannot do the same now and in the future.

C.G. Tries To Force Three To Make Phony Confession

Memorial Day weekend, 1947, is chiefly remembered by most Americans as a weekend of taking life easy at the beach or at home under a tree, but to three Seafarers aboard an unorganized ship, it is remembered as the time they were victims of a frame up by the Skipper of the ship and the Coast Guard.

The ship, which crewed up in Baltimore in February, was in Shanghai over Memorial Day discharging cargo, so crewmembers Walter Bennett, OS; George Carpenter, AB; and Tony Lama, MM, decided to hit the beach for the weekend.

The three left Saturday morning and stayed ashore until Monday night, when, upon returning to the ship, they were immediately confronted by the Skipper who charged the trio with cracking his safe and stealing several thousands of dollars.

Amazed and bewildered, and in spite of their protests, the three men were seized and confined to separate rooms under armed guard. The Coast Guard, which had been summoned, questioned the men, and took their fingerprints, which, they claimed, were to be sent to Washington.

A JIMMY VALENTINE

At a loss as to what had taken place, the men tried to find out exactly what the score was. They were told that someone had broken into the Captain's quarters late Saturday night or early Sunday morning and had rifled the safe, removing the ship's cash.

Instead of questioning the men together, the CG kept them separated and tried to cross them up and give conflicting stories, but the men, having nothing to hide, told identical stories as to their whereabouts over the week end.

The rest of the crew was threatened by the guards, that if they went near the rooms where the men were confined they would be fired upon.

After a day of questioning



WALTER BENNETT

aboard the ship, the men were removed to a Chinese Police float and confined.

The Coast Guard went to work on them again, intimidating them by threatening to send them to a Chinese jail. The Coast Guard tried to play the men off against one another by claiming they had a confession from one of the members.

They went to work on Seafarer Walter Bennett by showing him a "confession" allegedly signed by George Carpenter. Since Bennett had been with Carpenter throughout the whole weekend, he knew it was phony.

When the Coast Guard found that it was getting nowhere, and it had no evidence that the men had actually committed a crime, they sent the men back to the ship the day she was to leave.

STILL DISTRUSTFUL

When they reached the ship, however, the Captain refused to take them aboard stating that the men were going to do a job on him for accusing them of the safe cracking. When the Coast Guard told him that the men were not being detained and were clear, the Captain, still

(Continued on Page 15)

Baltimore Beach Is Well Stocked As Shipping Hits Short Lull

By WM. (CURLY) RENTZ

BALTIMORE—The beach here is well stocked with men this week due to the slow tempo of shipping. We're looking — and hoping — for the situation to swing into the upgrade very soon.

Among the payoffs were the Meredith Victory, South Atlantic Steamship Company; the Samuel Parker, Eastern Steamship Company; Emilia, Bull lines, and the Bethore and Marore, Ore Steamship Company.

Of these the Bethore, Marore and Meredith Victory signed on crews this week. Three Waterman ships—the Haiti Victory, Madaket and Canton Victory—called in transit, along with Eastern's Theodore Parker. All beefs existing on these scows were settled to the satisfaction of all parties.

The lull in shipping on SIU-contracted vessels has resulted in many of the men shipping on Isthmian ships, something which practically all Seafarers should

be doing until we get that contract.

There has been a noticeable drop lately in the number of gas-hounds and foul-ups. It appears they are taking heed to the membership's demand for action up and down the coast against guys damaging the Union's prestige and opportunities. In this port the membership is cooperating 100 percent with the drive to straighten out these guys.

The Seafarers, as well as other AFL unions, is continuing to give support to the CIO shipyard workers on strike in this port. It is hoped that this strike will end in an agreement soon. Signs are evident that it has affected shipping to some degree.

I should like to remind all Brothers who own some of the gear which has been unclaimed in our baggage room from one to six years to get going and pick it up. About 45 days remain before steps will be taken to dispose of this stuff due to gradually diminishing space.

The Struggle For Power In The NMU

By BURT BECK, Assistant Editor

IN THE FINAL ISSUE of the Pilot for 1946, Joseph Curran, President of the National Maritime Union, CIO, blew the lid off the communist situation in the NMU by resigning as co-chairman of the communist-dominated Committee for Maritime Union.

He charged that the CMU was not really interested in furthering maritime unity; that on the West Coast the CMU had been involved in jurisdictional action between the SIU-SUP, the MFOWW, and the MCS; and that the CMU was really a stooge for an outside group, which he carefully refrained from naming.

All this was very strange in view of the fact that Curran, during the two weeks previous to his blast, had been out in San Francisco attending a CMU meeting and outlining plans for another conference to be held in New York beginning March 15.

In all the time before his out-of-the-blue resignation, Curran never printed one word of criticism against the CMU in his weekly column, "Passing The Word."

Yet since that date, he has stated over and over that he was aware of the CMU's deficiencies, knew that it was dominated by "outside forces," and was convinced that it would not and could not work for maritime unity.

Somewhere along the line Curran got smart, but even so he kept his membership toeing the commie-CMU line, and then, without preparation issued his now famous reversal of policy.

No sooner did Joe jump off the bandwagon than the communist Daily Worker, big brother to the Pilot, reversed its position on Curran and started to attack him as an enemy of labor, a red baiter, and a danger to the National Maritime Union.

From one day to the next, according to the DW, Joe changed from a progressive leader of the maritime unions to one who actively was plotting for the destruction of the NMU, and who had actually never been a real labor leader but had been made into a strong factor by the aid of the communists, their fellow-travellers, and the CP press.

All of this may be true. Let's look at the facts. Rewriting history, and falsifying facts, is no new trick for communist hacks. From the time Stalin rewrote the history of the Russian Revolution to make him appear important, and other old-time Bolsheviks merely his errand boys, it is common practice for writers for communist papers to distort facts and figures, dates and speeches, aims and objectives—all so that the party is always correct and those who oppose the Stalinists always wrong.

Union and union officials who follow the party line are never blasted, and no matter what they do, as long as they carry out Soviet policy, no word of criticism is ever allowed to creep into print about them.

But woe to the man who crosses the party, or who, having followed the line, turns against the Moscow stooges.

Such a man is Joe Curran . . . and the CP machinery immediately whipped into action against him.

It is evident that Curran, in his original resignation, had no intention of tangling with the Communist party. Witness the fact that he didn't mention the comrats in his statement. But once the die was cast, and the CP attacks started, Curran came out with so-called information which readers of the LOG already knew.

In his column of January 3, 1947, the first one after his withdrawal from the CMU, and following a New York port meeting, Curran stated, "Vice-Presidents Mc Kenzie and Stack and Secretary Smith made no attempts . . . to discuss on a positive basis the reasons . . . contained in the statement by the President, supporting his resignation.

"The simple reason they did not is because their loyalties and their motives have not been for their union first. They have openly made it clear on the floor that they spoke officially as members of the Communist Party and for the Communist Party."

The NMU meeting accepted Curran's resignation, but only after four and a half hours of discussion, during which the CP stooges tried their usual tactics of wandering far afield from the subject in hopes of muddling the issue beyond recall.

That same week the Pilot entered into the battle, on the side of the communists. In the letters pages much more space was given to letters attacking Curran than to communications supporting him. That this was done purposely, and not because there weren't enough pro-Curran letters, is proved by the fact that when the anti-commies got tough and demanded more space, they got it.

The next act in the drama occurred during the NMU National Council meeting. There, by a vote of 20-10 on strict party lines, Curran's resignation was disapproved, and an attempt to initiate a membership referendum vote on further CMU affiliation was defeated by the same tally.

By this time the battle lines were clearly drawn. Supporting Curran among the top officials were Vice-

President Jack Lawrenson and Treasurer M. Hedley Stone, both former commies who threw their weight to Joe.

Against Curran were arrayed Vice-Presidents Joe Stack and Howard McKenzie and Secretary Ferdinand C. Smith, all Communists in good standing. Seven National Council members backed Curran, while seventeen lined up on the CP side of the iron curtain.

But even with the officialdom of the union trying to stymie membership participation, pressure became too strong, and on February 10, following a secret meeting, the dissolution of the CMU was announced.

So secret was the meeting that Harry Bridges sneaked into New York, called other CMU Executive Committee members on the telephone, and met with them to dissolve the organization without consulting the membership.

With the ending of the CMU the communists hoped to take the pressure off. From then on the cry became "Unity." Powered mainly by the commies, but taken up by some innocents, was the movement for unity in the NMU National office, with an end to "red-baiting," and with the CP permitted to carry on as before.

There was no question that the end of the CMU was dictated by the communist party. Curran's personal popularity had gained him much rank-and-file support, and although the NMU Pilot was, and is, dominated by the comrades, and although the majority of the NMU officials (107 out of 150) follow the party line, a mass movement to put the whole question to a referendum was rising.

Neglected To Oil Machine

So confident had been the CPers in the NMU that they had nothing to fear from Curran or anybody else that they had allowed their machine to become slightly rusty. So they dissolved the CMU, hoping to take the pressure off so that they would have time to rebuild.

Curran, however, saw through their tactics, and was quick to follow up his advantage. On February 28, he announced in his column that he had brought charges against Joseph Stack, and that he intended "to press these charges fully so that the membership may at the conclusion one way or the other decide finally where their union is going."

A full dress inquiry into Stack's waterfront record was something that neither Stack nor the commies wanted or could stand at that time.

Stack's waterfront record is far from honorable. Except for the fact that he was a long-time member of the communist party and was marked by them for advancement within the ranks of the NMU, Joe Stack had nothing to recommend him as a fighter for seamen's rights.

Among the charges placed against him by Curran were that, as Patrolman in Jacksonville he left office \$100.00 short in his union funds and was subsequently forced to repay; actions unbecoming a member or official of the union is that he made unsubstantiated statements aimed at discrediting Curran before the membership; failing to carry out national office decisions on June 15, 1946, strike preparations, and mishandling and not properly accounting for union funds allotted to New York for the June 15 strike preparations; and finally, failing to make reports on organizational activity and permitting the misuse of organizers, and the misuse and waste of union funds allotted to the Organizing Department.

Stack Was For Commies 1st, Seamen 2nd

Although Curran never said so in so many words, the underlying charge against Stack was that he used his positions of authority in the NMU to advance the communist cause, even when that cause was wholly opposed to the best interests of seamen in particular and the labor movement in general. At all times, in everything he did, Stack was a communist opportunist, and as such was willing to throw down labor to advance the Kremlin-Stalin line.

At the same time that Curran brought Stack up on charges, two other significant things took place in the NMU. First, the slogan under the masthead in the Pilot, which used to read "A National Paper For Maritime Workers," was changed and in its place appeared the slogan, "Keep The Union On A True Course." This motto was strictly out of the mouths of the commie hacks, and showed the line letters to the Editor were to take. They did; thousands of words were written by shoreside commie seamen all saying the same thing, and sometimes in almost the same words.

That change in slogan and party-line took place in the Pilot issue dated April 4, 1947.

Second, was the commencement on March 21 of a weekly column by red-tinged Ferdinand C. Smith, entitled "On The Beam." This weekly article has confined itself solely to whitewashing Joe Stack during the trial and the subsequent furor; commending the Daily Worker for its support of the NMU back in 1934-36; and working for the election of Chester Young to

replace Stack—this as payment for Young's unquestioned loyalty as chairman of the Stack Trial Committee.

Ranging from the ridiculous to out-and-out lies, Smith's column has been a sounding board for communist mouthings in the NMU and allows comrades who are not able to read the Daily Worker regularly to keep up with the changes in the party-line.

To make certain that the trial of Joe Stack would be rigged in favor of the commie spokesman, but also to give it an appearance of legality, the communist-controlled National Council named a Trial Committee of five—only three of whom were communists. Chester Young, Charleston Agent, Philip Miller, member of the national port committee, and Jack Smith, Seattle Agent, were the "safe" members, while as a sop to the opposition, Charles Keith, member of the national port committee, and James Drury, San Francisco Agent, were elected.

But here, CP strategy backfired.

It was thought by the smart wire pullers in the NMU that the three "safe" judges would bring in a verdict whitewashing Stack of all charges, and that even if the two others brought in a minority report, a packed and rigged New York meeting would accept the majority report, and that would end the matter.

That's exactly what happened, except for one thing—the minority report was not thrown out the way the commies expected.

The Trial Committee reported to the March 21 membership meeting in New York, and the well laid plans of the comrades ran like a rehearsed vaudeville act. Before the meeting convened, Paul Palazzi, New York Port Agent and an admitted communist, appointed a "trusted" group of Patrolmen, also communists or fellow-travellers, to take a count of any vote that came up. But that was only insurance. The comrades didn't really think it would come to that.

Frederick "Blackie" Myers, a member of the National Committee of the Communist party, and a former official of the NMU, was counted in as chairman of the meeting. Myers had been a frequent NMU official, but withdrew from the last election because his dues were not paid to date. It has been said by those who know the internal situation in the NMU that Myers declined to run because it was certain that his manipulations of union funds would come to light if he did—manipulations which involved expending thousands of dollars on the organization of the Isthmian Steamship Company, but actually using the money to organize for the communist party and its approved candidates in the 1945 election.

For Secretary of the meeting, the commies also took no chance. Dan Boano, another who has made no secret of his loyalty to the party-line, was put into that post by a vote, counted of course by the hand-picked tellers.

Stacked Committee Tries Whitewash

Then the stage was all set. The Trial Committee made a divided report. Young, Smith, and Miller, as expected, found Stack not guilty. The minority group, Keith, and Drury, stated that the finding of the majority was an attempt to whitewash Stack and recommended that he be removed from office, and prevented from holding office for a period of five years. They found him guilty of practically all charges.

The majority then moved that its recommendation be adopted, and there the script changed from what the comrades had planned.

A motion was made by the minority that the majority report be set aside and the minority report be approved in its stead. The commies were astonished by this maneuver, and chairman Blackie Myers attempted to ride roughshod over this properly made and seconded motion. However, membership protests made him change his tune, but by that time the commies had rallied their forces and were ready to do battle.

In the discussion on the minority motion, only those known to be communists or sympathizers were given the floor. Stooge after stooge took the floor in a vain attempt to becloud the issue.

But the membership, as completely confused by the many years of communist leadership as it was, nevertheless refused to swallow the undemocratic methods being used and when a show of hands was called on the motion, a sea of upthrust arms indicated that Stack had been voted out.

Myers, however, had not been schooled in CP tactics for nothing. He refused to allow the vote to be counted, and instead encouraged the meeting to get out of hand. It did.

Order was later restored, and a vote finally taken, but not before Myers and Boano had relinquished their places of authority. By a narrow vote, the minority recommendation was sustained, but it was necessary to hold a further meeting to take an untampered-with vote, and for this purpose the Honest Ballot Association supervised the New York balloting in New York on April 5.

By a vote of 906 to 684 the minority report was up-

How It Started, And What It Means

held, and Stack was out. He had threatened that if the membership voted against him he would ship out, and he did. One trip as Lookout on a coastwise vessel and then back to New York where he could continue his disruptionist activities.

That left the post of Vice-President open, and the commies immediately nominated Chester Young, chairman of the Stack Trial Committee, for the post. They owed him at least that for the whitewash job he had done.

Curran nominated Bill McCarthy, but he declined and Charles Keith was nominated instead. Young was appointed by the national council by a large majority. Why McCarthy declined is a story in itself, and one that Curran may be hearing about for the first time in this story.

On Tuesday evening, April 22, the Harry Hines Branch of the Waterfront Section of the Communist party held a meeting at which charges were brought against one John Robinson by Albie Saltz and Albert Rothbard. A little background on Saltz and Rothbard is in order at this point.

Saltz is an oldtime communist-NMU stalwart. He is usually selected on committees, is a steady writer to the letters section of the Pilot, and is well known as a party liner in the NMU.

Although Saltz has remained a disruptionist within the NMU, Rothbard has gone up in communist circles. A onetime seaman, he has now become a so-called trade union expert, and is in charge of a new communist program of infiltration into the SIU and other AFL unions.

"He's Got A Tough Job"

In the August 1 issue of the Seafarers LOG, excerpts from a letter written by James Romanoff, former Marine Engineers Beneficial Association official and long time CP member, appeared. This letter said, in part, "Tell Rothbard that he's got a tough job—AFL concentration. May be years before he'll be able to observe noticeable results with the SIU."

The Executive Committee of the Harry Hines Branch constituted the Trial Committee of John Robinson. The committee consisted of Bill McCarthy, chairman; Pete Smith, an NMU appointed official; Herb Tank, CP poison-pen writer, author of Communists On The Waterfront and Inside Job, two pamphlets designed to whitewash the role played by the comrades on the American waterfront; Clara Fish; and Maurice Dubrowsky.

Besides the charges by Saltz and Rothbard, statements to substantiate their charges were submitted by four others, among them Dan Boano, who has already been identified, and Rose Shovell, another CPer who has been instrumental in forcing the NMU to follow the party line.

It is significant that Curran nominated McCarthy to fill the post left vacant by Stack's ouster. It may be that he was not aware of McCarthy's CP affiliation, although even a casual reader of the Pilot could tell from McCarthy's letters that he is a loyal follower of Joe Stalin.

On the other hand, Curran may have thought that McCarthy was more acceptable than Young. Sort of the lesser of two evils. If that is true, Curran shows a lack of good sense. He should know by now that it is impossible to work with communists since their allegiance is not to the labor movement, but to the CP line, and as such, they will always sabotage the trade union movement for their own ends.

Robinson, a longtime commie, was charged with not actively supporting the program of the communist party on the waterfront; with consorting with enemies of the party, namely Charles Keith, M. Hedley Stone, Tommy Ray, and Jack Lawrenson; with not aiding actively in strengthening and building the party after the expulsion of Earl Browder; with not giving support to the party during the CMU period; and with not supporting the party or Joe Stack during the time Stack was under fire.

Robinson Gets The Gate

Robinson was found guilty on all charges, and was summarily expelled.

One point in the trial proceedings, a secret copy of which is in the hands of the LOG Editors, points out that the CP may have made mistakes in program and policy during the war, but stands firmly behind its "no-strike" pledge.

This pledge handcuffed the labor movement but allowed the bosses to do anything they pleased. It cannot possibly be argued that this policy was good for American labor, it can, however, be proved that the "no-strike" pledge helped the bosses and the Soviet Union.

The importance the communist party attaches to maritime and especially to domination of the maritime industry through control of the NMU is shown by the fact that present at the trial of Robinson were George Watt, representing the New York County organization, and John Gates, from the National organization. Gates has always been high in the councils of the CP, and is at the present time Editor of the Daily Worker.

To come back once more to the internal fight in the NMU, the appointment of Chester Young moved the union into its third internal struggle with a matter of months. A referendum vote to elect a new Vice-President was agreed to by the National Council, and final nominations for the post were Chester Young and Charles Keith.

The fight on CMU and Joe Stack were small potatoes compared to what took place during the months previous to, and during, the voting.

It became increasingly important for the communist party to elect Young, since in a by-election, held on April 28, the CP lost some of the posts it held in the various ports. If the trend continued, and there was such a chance, the hold of the commies might be broken.

So the hatchetmen went to work on Keith. Charles Keith was particularly vulnerable to commie attack. He had been a member of the CP, and as such had taken part in the character assassination of others.

His activities as part of the CP machine in the NMU were brought up to plague him, especially his support of the "no-strike" pledge. The commies themselves raked this up when Keith blamed the party for the action.

Young was no whit better—in fact, worse. He had been a member of the NMU but had dropped out the same year he joined, 1938. He rejoined as a new member in 1943.

One letter, printed in the Pilot from Lew Ferrari, who had been shipmate of Young's on the Great Lakes, accused Young of having been anti-union during the time he sailed on the Henry Ford II, and only joined the NMU when he was forced to.

Although Young attempted to refute that charge and others, the overwhelming mass of evidence seems to indicate that Young in his 20 years of seetime was not a union man, and only joined when he started deep sea shipping and had no other choice.

His allegiance to the party line, however, is undisputed. During the Stalin-Hitler honeymoon, Young toured the United States lecturing that this country should stay out of the war. With the Nazi attack on Russia, the party lined changed, and Young went along without even blushing.

He became a staunch "second frontier," and howled about aid to the Soviet Union, even at the expense of American labor. Prior to the invasion of Russia he did not ship out, but in 1943, he joined the NMU in Baltimore and did sail for a while during the closing days of activity in the North Atlantic.

Typical Commie Tactics

Keith's record, while nothing to brag about, was much better than Young's. He had participated in all NMU strike actions, had held many elective offices in the union, and had been a member of many negotiating committees. His sailing record started prior to 1934, and included much seetime during the war.

Keith had also been in Spain, helping the Loyalists with the pro-commie Abraham Lincoln Brigade. Men who had served with him there, but who stayed in the CP after Keith was expelled, wrote letters to the Pilot calling him a coward, and stating that he had been thrown out of the Veterans of the Abraham Lincoln Brigade for cowardice and for allowing himself to be captured.

Official records of the Brigade prove that Keith had been wounded twice in action, and had been captured with many others when the Fascists broke through the Loyalists lines.

It is well to remember that Keith held many positions of responsibility in the Brigade veterans organization, and was not thrown out until he had been expelled from the CP.

This Keith-Young incident once again clearly shows just what depths the CP will stoop to in character assassination when disagreed with.

The election was attended by much mud-slinging, and the communists did most of it. They issued pamphlets, leaflets, etc., all designed to discredit Keith and build up Young. With their superior organization, and utilizing all their shoreside comrades and the vast wealth of the party treasury, the commies beat Keith by a plurality of 384 votes out of 20,981 cast.

During the entire period of the voting, however, the commies were not relaxing. They had embarked on a

program within the NMU which did not allow for any backsliding. Briefly, their program was as follows:

1. Discredit Curran and his supporters by any possible means, fair or foul.

2. Operate in the ports in such a manner as to make it appear that commie-dominated ports run smoothly, while those not controlled were hot beds of mismanagement and chaos.

3. Becloud the real issue in the union by writing letters to the Pilot asking for an end to disruption in the national office and requesting Curran to work for unity by uniting with Smith, McKenzie, and Young.

4. Show the inefficiency of Curran and the anti-communists by sabotaging the June 15 negotiations so that the commie-led Marine Cooks and Stewards and Harry Bridges' longshoremen could appear to be the militant leaders of the maritime unions.

5. Organizing the party machinery ashore through the use of the Ladies Auxiliary, the NMU members who worked directly under Al Lannon, communist party waterfront boss, and by involving innocents who fell for the idea of unity at all costs.

6. Shipping out commies so that they could be elected as delegates to the 6th Annual NMU Convention which opens in New York City on September 22.

On practically all scores the party machinery scored victories.

While they have been unable to discredit Curran, his supporters have been the targets of a vicious attack which the commies are more capable of than any other group.

Charges ranging from accepting money from members to immorality have been leveled at those Port Agents and Patrolmen who are trying to drive the commies into the open when the membership can deal with them.

Campaign To Sow Chaos

Commie-controlled ports run smoothly, but in ports where anti-CP forces control, beefs are the order of the day. Crews will sail out of CP ports without attempting to settle beefs and wait until they come into anti-CP ports to embarrass the Port Agent and Patrolmen.

If all beefs are not settled at once, and this is impossible, the letters column of the Pilot is filled with vicious letters, and Secretary Smith finds space in his weekly column to jump on the men who are fighting domination of their union by the communist party.

The fact that the Pilot is edited by party-liners makes the situation even worse. At the beginning of the struggle, Curran and Lawrenson had difficulty in having their statements printed. Lawrenson, by the way, is the official nominally in charge of publicity, and therefore responsible for the Pilot. But even he could not get anything into the Pilot and had to make sure that someone he trusted stayed at the printers on publication day to prevent sabotage of anti-communist articles.

As far as the June 15 negotiations are concerned, they are a matter of history. Days before the NMU started negotiations, the ILWU had concluded a deal with its contracted operators to extend the old contract. This left the NMU out on the limb, and made Curran appear spineless when he did not press for the NMU's stated aims.

For the convention, the line-up is already being set. In the main, pro-commies are being delegated, and they should control the convention unless the Curran forces make a good showing in the shoreside port elections. It is expected that Stack will appeal the decision of the membership to unseat him, and this and other matters will show whether or not the NMU is to continue going straight down the communist path, or will take its place as an honest, militant union of rank-and-file seamen.

One more point should be mentioned in connection with the internal fight in the NMU. The Daily Worker, which immediately called Curran's resignation from the CMU a "sellout," Stack's trial a "frame-up," and other clear logical attacks against CP-domination "red-baiting," finally seems to have gone too far in the filth it has printed about Curran. Joe Curran has advised the lawyers of the NMU to bring suit against the Daily Worker for libel.

In this article only a chronological picture of the developments within the NMU during the past eight months has been attempted. No try has been made in this installment to analyze communist aims for the future in the NMU, or Curran's sudden switch from an ardent party-line follower to the other side of the fence.

The next installment will discuss those two points plus recording the commie sellouts of merchant seamen previous to, during, and since the war.

The article will also discuss the question of SIU-NMU unity while the present condition exists in that union and point out how the SIU constitution and program prevents the communists or any other political party from dominating this Union.



SHIPS' MINUTES AND NEWS

Miller, Once Crack Leather-Pusher, Now Is Enthusiastic SIU Member



Seafarer Baby Miller, former top-notch figure in the boxing world, as she appeared recently aboard the SS August Belmont on a voyage to South Africa. Beard, which he grew for the "helluva it," was discarded shortly after trip ended.

Fistiana's loss was the SIU's gain when "Baby" Miller decided in 1939 to write finis to his 14 thrill-packed years in the ring. The genial leather-tosser's decision climaxed an amazing career that included 237 professional fights, in only 20 of which "Baby" came out the short-ender. Of his wins, 150 were chalked up as knockouts.

Brother Miller had his exit from the game the intelligent way—he chose not to wait until boxing's terrific physical demands left him scarred and battered. At first sign that the pace was beginning to tell he hung up his battle-worn gloves.

The signal came in Pittsburgh, a day after "Baby's" 237th scrap in which he sent Lee Sheppard to the canvas to stay in the first round. Walking down the street Miller noticed a peculiar sensation in the legs on which he had weathered every fistic onslaught since he was 14-years-old.

ENOUGH

"Bastante," Miller murmured to himself, thus ending his role in the tough, grinding pursuit.

It was shortly after that Miller turned to the sea, which he had been eyeing with interest from the days before he donned the leather mitts. In 1942 he joined the SIU and ever since he has been acquiring a trade-union record that bids fair to outshine his remarkable stint as a leather-pusher.

"Baby's" ring days were busy throughout his long career. He was at his peak in 1937, when he held the lightweight and welterweight championships of the South. It was in that year that the world's lightweight champ, Lou Ambers, refused a match with Miller on the pretext that the classy little Tampa fighter was a southpaw.

At that time it was believed that the 135-pound king, one of the ring's most murderous in-

fighters, feared "Baby's" dynamite-laden left. Featherweight champ Pete Sarron likewise avoided a meeting with Miller.

Boxing records reveal that Miller was a party to one of the longest rounds in history. Robert Ripley made the incident the subject of his famed "Believe It Or Not" series. As a result of Miller thrice delivering paralyzing blows to Chino Alvarez in retaliation for illegal rabbit punches, it was 20 minutes before the round was officially declared over.

Since Baby's retaliatory smashes weren't exactly Marquis of Queensbury etiquette, the referee had to allow Alvarez five minutes on each occasion to recover.

How Miller happened to don the gloves for a career came about accidentally. A solid hitter for his school baseball team, Miller tried out the leather for the first time, when his diamond coach brought around a pair of mitts. Miller quickly dropped his opponent and someone suggested that boxing was his calling. It didn't take long to prove the guy was right.

Though he sometimes looks back on those days of former glory with a sigh, Miller, whose mild disposition belies that record of 150 knockouts, finds life sailing under the SIU banner much to his liking. He's one of the Union's most enthusiastic boosters.

Miller grew a bushy beard on his recent trip aboard the Robin liner, SS August Belmont. Why he did was hard to fathom, since



This is how the crack southpaw looked when he invaded the professional ranks. Miller maintained himself in top physical condition throughout his 14 fighting years. Packing a powerful left which accounted for 150 KO's, Miller was avoided by the world featherweight and lightweight champs. Though heavier today, he bears no scars, a tribute to his defensive skill.

Cavalier Men Bid Speedy Recovery To SIU Booster

All hands of the SS Alcoa Cavalier are wishing for the speedy recovery of Mrs. John B. Heitzenraeder, of 319 Richmond Avenue, Point Pleasant, N. J., wife of the Chief Baker aboard the vessel.

A communication dispatched to the LOG by Bill Higgs, the Cavalier's Second Steward, states that Mrs. Heitzenraeder has just undergone the first of a series of operations for the removal of cataracts from her eyes. It is hoped that these operations will completely restore her vision.

Mrs. Heitzenraeder has been an avid and steady reader of the LOG and several of her letters lauding the Union for its achievements have been published during the past year.

The LOG joins with the Cavalier crew in wishing speedy recovery to the wife of Seafarer Heitzenraeder.

he bears none of the tell-tale scars so common to veterans of the squared arena. At any rate, he shaved it off and all hands agree he smiles much better without it.

Crew Of MV Jim Brown Ist Of RTC Gulf Tugs To File Minutes—It Pays Off, Too

The crew of the MV Jim Brown broke the ice by being the first of the River Terminal Corporation's tugs to send in copies of their shipboard meetings. A report from the New Orleans Branch of the SIU accompanying the minutes stated the tugs are being visited frequently by Union representatives and that crewmembers are manifesting a noticeable interest in their jobs and organization.

Sparked by Horace J. Orgeron, Ship's Delegate, who is "doing a bang-up job" in getting the Jim Brown in ship-shape condition, members of the crew are:

Mark Shoemaker, Herbert Almond, Tillman Theriot, Jim Fredericks, Willie Ledet, N. J. Troclair, R. C. Corlas and G. E. Wright.

A motion was passed at the shipboard meeting calling on the company "to put handrails on both sides of the boat" after several crewmen pointed out, during discussion, that the improvement would benefit the company as well as the men. This being a

safety precaution, they said, the company should be willing to comply.

The crew also acted favorably on a motion urging the company to fulfill its contractual obligations by having linen aboard changed at least twice a trip. Of late there has been a letdown in this service.

Action on the two beefs discussed at the meeting is expected shortly, as SIU representatives from the New Orleans Hall have already met with company officials to get the matter squared away. Another meeting is scheduled to be held when the Jim Brown returns to the New Orleans so that the crew may be present to pass on the settlement.

The note from the New Orleans Hall spoke highly of the Jim Brown's crew and stressed the hope that other gulf area tugs would follow them in sending copies of their meeting's proceedings.

The Brown makes runs between New Orleans, Lake Charles and Texas ports.

Simmons Victory Men Spend Time With Bremen Mummies



Simmons Victory crewmembers gathered around casket bearing remains of men buried in Bremen cathedral over 700 years ago. Alvin Carpenter, who took photo, reports that presence of radioactive rays from uranium deposit act as preservative on bodies buried there.

Seafarer Alvin Carpenter has a nose for news and a stomach for centuries-old mummies. He also has a reflex flash camera. He put all three of them to work when his ship, the SS Simmons Victory, called at Bremen, Germany, recently.

With some of his shipmates, he visited an old Bremen cathedral built in the latter part of the 12th century. In the macabre atmosphere of the cellar, Carpenter got a chance to click his shutter. There they saw several mummies, one of which was that of a worker killed while the church was under construction.

The body was buried in the cellar. Later it was discovered

that it hadn't disintegrated, so others were buried there from time to time. Carpenter photographed several, including that of a British count killed in a duel in 1600.

He explained that tests now show a slight uranium deposit in the subterranean passages of the cathedral and that the radio active rays have acted as a preservative.



SIU Ships' Minutes In Brief

THOMAS NUTTALL, May 5—Chairman M. J. Danzey; Secretary P. Deady. Departmental delegates reported all okay. Motion carried to locate 25 lbs. of Oxalic Acid supposed to be aboard for cleaning decks. Entire unlicensed personnel went on record to cooperate in keeping anyone without business off the ship. One minute of silence for Brothers lost at sea.

JOSEPH N. TEAL, June 16—Chairman A. G. Van Devanter; Secretary Stanley Evans. Delegates reported no beefs. New Business: Steward suggested that all cups and silverware be kept off main deck. Motion carried that future meetings be held on Sundays at 2 p. m. Motion carried that better reading material be brought aboard in first port. Deck Delegate, William Grabender; Engine Delegate, B. L. Gabor; Stewards Delegate, Stanley Evans.



TULANE VICTORY, July 6—Chairman S. Korolia; Secretary John Zimmer. Deck Delegate B. W. Jensen requested that he be replaced due to illness. Stewards Delegate M. C. Basar reported everything satisfactory. Engine Delegate B. A. Turner reported several beefs, but no details of what they were. N. J. Murchie moved that a new washboard, ironing board and scrub-board be installed in crew laundry. Motion by L. Fuselier that company be contacted to have extra Steward-Utility be placed aboard all victory type ships.

PONCE DELEON, June 13—Chairman William Turner; Secretary Bob McCullough. Allen Gary, Deck Delegate reported 36 hours of disputed time. Engine Delegate Joe Pinder reported 45 hours of disputed overtime. Stewards Delegate James Hill total of 51 disputed hours. New Business: Repair list made up and accepted. Good and Welfare: Brother Pinder suggested that crewmembers leave all keys to foc'sles for the next crew.



LEBORE, June 29—Chairman Pete DePietro; Secretary H. Bronk. New Business: Suggestions taken for improvement of conditions aboard ship. Good and Welfare: All hands agree to cooperate in keeping messhalls, crew lounge, laundry and pantry clean.

ROBIN TUXFORD, June 15—Chairman Thomas Paulney; Secretary Peter W. Drewes. Delegates reported all in order. Motion made to bounce Second Cook and present charges at payoff. Motion carried unanimously. Thanks given to Night Cook Willie B. Wingo and Chief Cook Joseph I. Dubuque for extra consideration in making trip more pleasant. Motion by Peter Gelpi to recommend permit-card man, Pietro Paulin for full book. Passed unanimously. New Business: Motion by Frank T. Young to call Union's attention to the inadequate slopchest.



CITY OF ALMA, July 4—Chairman Red Sully; Secretary W. Barth. New Business: Motion carried that all hands be sober on payoff day. Good and Welfare: Suggestion that medicine be on hand for Athlete's Foot so the infection won't spread. Suggestion that a screen of some kind be placed on stack so the soot won't go into quarters aft.

JANEWAY, June 8—Chairman G. Brazzil; Secretary W. Simons. New Business: Laundry room found to be dirty and coffee bag found to be the same. Arrangements made for cleaning laundry room by alternating between departments. Coffee bag to be cleaned after every use.

DESOTO, June 15—Chairman R. L. Booker; Secretary Philip Reyes. Deck Delegate D. D. Bennett reported everything smooth. D. McCullum, Steward Delegate, reported no beefs and everything in order. New Business: Motion carried that crew draft a resolution to be presented for referendum that members who are on articles and quit the ship without singing off and without informing the Delegates be fined not less than \$100 for the first offense and suspension for the second.

Let's Have 'Em

This is it Brothers! Right on these pages is a good place to blow your top. If you've got a beef or some suggestions you think will be of benefit to your Union and your Brothers, why not have it printed in the LOG?

If you haven't any steam to blow off, there must be something you've found interesting on your trip that you'd like to pass along for others to read about—characters you meet in the far-flung corners of the earth, joints you've found worth seeing and those you feel it advisable for your Brothers to avoid. Why not let all hands profit by your experiences?

Maybe you're pretty good at turning out a poem—okay then, let's have it. Pen and ink sketches are welcome, too. If you've got some



photographs of your ship, or shipmates or any "shots" taken in the various ports o'call, send them along. We'll return them.

Just mail your material to the Editor, Seafarers Log, 51 Beaver Street, New York 4, N. Y. How about doing it NOW!

BILLINGS, June 29—Chairman Joseph W. James; Secretary Muchett. Jansson, Deck Delegate reported no beefs; Collins, Engine Delegate, no beefs; Mindez, Steward Delegate, reported all smooth. Good and Welfare: General discussion on Pantryman and Messman cooperating with each other in cleanliness of messroom. One minute of silence for Brothers lost at sea.

JOHN LaFARGE, July 20—Chairman Kase; Secretary Al Mosher. Departmental Delegates reported no beefs. New Business: Motion made to get an itemized statement on earnings on trip at the payoff. Motion carried to inform Captain of desire for payoff slips. Motion carried to collect all books two days before arrival in port.



BEATRICE, July 17—Chairman William Rhone; Secretary Charles Zinn. New Business: Charge read against Bosun. After discussion vote was taken and majority voted to throw them out. Motion carried for all union members to call Bull Line office and request that things carried by the crew be free of charge. Motion carried that cooling system be repaired and a wooden roof put on the poop deck. Motion carried to give the Purser, Chris Meyer, a vote of thanks for his cooperation. Deck Delegate, Oridio R. Rodriguez; Engine Delegate, Lorenzo Vogain, Stewards Delegate, George L. Kaufman.

WILLIAM PEPPER, May 11—Chairman Frank McGuire; Secretary J. E. Powell. Decision that each department rotate in taking care of recreation room. Delegates reported their departments as being in good shape. One minute of silence for lost Brothers.



CALEB STRONG, July 20—Chairman Gardner; Secretary Carmer. Motions carried; that each department clean laundry once a week; that Black Gang Delegate get library in Pedro if possible; that quiet be maintained while men are sleeping; that Stewards Delegate draw up list of items needed and submit same to Steward; that each man place his coffee cup in sink after using.

ALCOA CUTTER, July 7—Chairman E. C. Anderson; Secretary H. Nichlos. Good and Welfare: Reported that Third Mate is giving the Steward a hard time by griping about the chow. Crew is 100 per cent satisfied with the Steward and food and will stand behind him in any beef. Bosun gave short talk on the SIU and the matter of cooperation.

WILLIAM R. DAVIE, May 25—Chairman Angelo Meglio; Secretary (not given) New Business: Steward notified that there was not enough matches and soap for trip. Good and Welfare: Repair list made up and approved by all hands. New Business: Officers to keep out of crew messhall.

SEAFARER SAM SAYS!

YOU HAVE THE BEST UNION IN THE WORLD, LETS KEEP IT THAT WAY!

HERE ARE SOME OF THE THINGS YOU CAN DO:

- 1 HOLD REGULAR SHIPBOARD MEETINGS...
- 2 ATTEND THE SHORESIDE MEETINGS, AND TAKE AN ACTIVE PART IN THEM--BRING UP YOUR BEEFS BEFORE THE MEMBERSHIP...
- 3 KEEP THOSE GAS HOUNDS AND PERFORMERS UNDER CONTROL. THEY ARE AMONG THE UNIONS WORST ENEMIES.
- 4 DO YOUR JOB TO THE BEST OF YOUR ABILITY...
- 5 DON'T TAKE TIME OFF UNLESS AUTHORIZED BY THE DEPARTMENT HEAD...

CUT and RUN

By HANK

It shouldn't have happend but that's the way it is—even in this Seafaring life. Last week an SIU Bosun came in from a few months of volunteer Isthmian sailing. It was hard enough to work for Isthmian's \$205.00 monthly wage for Bosuns (while the SIU wage for Bosuns was always higher) and also to have his total overtime shot full of holes—with so many hours worked ridiculously lost forever down the well-used company's economy-hole. Well, the worst came when the Bosun went ashore the night of the payoff with all his gear and his well-earned dough—and sure enough, it happened. Two guys jumped him in the dark waterfront streets of Erie Basin in Brooklyn—took all his dough, papers, union book—and even beat him up in the bargain. Well, Brothers, where ever you pay off—don't go ashore at night loaded down with your gear and all that tempting cabbage. Go ashore in the day with your dough or get traveler's checks. There's always the first time that it may happen to you to get rolled for your dough and have your face kicked while you're down—just as it happened to one of our swell SIU Bosuns—militantly doing his share of the hard and important work.

We may be rather late with this bit of news but it's still good. That oldtimer, Brother H. Greenlee, who was in Arizona for awhile, may still be in San Francisco now. Brother Greenlee has sent word to let all the boys on the East Coast know he's sending them his best regards . . . Brother Joe Pilutis smiled last week as he confessed that he's got a home now on the SS Evangeline and will drop us a letter from Nassau soon . . . Bosun Carl Lawson came in smiling last week after making a home on a ship for seven months . . . Brother John Santos just came in from a trip to Rotterdam, Holland. En route to Rotterdam the Old Man told the crew that they were getting too much wages anyway—so there wouldn't be any overtime. Coming home the Old Man changed his course of venom and said that the company was only allowing 76 hours overtime. Anyway, Brother Santos says that there was one place he stayed away from in Rotterdam—the section called Chinatown .

"Heavy" Mitchell Mileski, the cook, and his mustache, just sailed about a week ago for Boston, Baltimore, Hampton Roads and then to Antwerp. His shipmate, Clifton Wilson and his cigar, writing from Bordeaux, France, says that he'll be sailing into town about the middle of August . . . Bosun Roderick Smith just sailed in smiling and feeling good. Brother Smith says he's still making a home out of the SS Yaka—and that her next trip will be to the Far East, for a change . . . Brother George Meaney said adios this week while he took off on the Tampa Victory with a bundle of the Latest LOGS, the new forms for these shipboard meetings, etc. The ship's going to Amsterdam and Rotterdam and George says that Brother Arthur Thompson, the old timer, is one of his shipmates aboard . . . We hear that Buddy Callahan is down in New Orleans until winter is over.

Here's a letter from little Joe Ryan, the happy cook, writing from New Orleans: "You reasonable facsimile of Frank Sinatra, I was just reading the LOG of July 25, where you inserted a small piece to the crew of the SS Charles Hull, congratulating the crew on keeping her clean. Well, she's clean alright, she went back into the bone-yard sometime in July. She's in the boneyard and I'm in the hospital convalescing from an operation. I saw our patrolman on a hospital visit and he is indeed a good Joe. Insert a vote of thanks in the LOG because he surely cheers up a Brother when he comes. Won't be back in New York till late fall. Regards to all the boys."

THE MEMBERSHIP SPEAKS



Scores 'One-Trip' Volunteers Just Seeking Books

To the Editor:

I was skimming through some past editions of the LOG and came across several statements and articles of praise for the membership from Agents, Patrolman and Organizers on the fine job they did in the Isthmian fleet. One of those complimentary statements was from me.

Now I'd like to add a postscript to my words of praise. Not praise this time, but rather a mild blast.

Almost all the men who rode Isthmian ships did so from a good Union man's viewpoint, there were still quite a few who sailed on them for a selfish reason. These are the men to whom I am directing this blast.

ONE TRIP BOYS

Some of the permits rode the ships for the sole purpose of getting their books. They made one round trip, got their books and then piled off. They never showed any more interest in the drive again. They're certainly not the ones who deserve praise. It is the guys who kept making trip after trip who deserve the praise for the fine job.

Also certainly not praiseworthy were the men who got jobs in Isthmian only because shipping from the Hall was slow, like the period last fall after our strike.

Those men who voluntarily rode unorganized even though jobs on the Union board were going begging are the men to congratulate.

Every member in this Union benefits when another fleet of ships is added to the companies under contract, so why should a few members and permits have to do all the work.

BOOK MEN NEEDED

Come on you book men, you know, or should know the operations and principles of this Union better than the permit men. You should therefore be better qualified to do a good organizing job than a permit man aboard ship. Get in there and get jobs with the companies we are organizing. Stay on them for awhile and show the non-union man what he is missing by not being a part of the SIU.

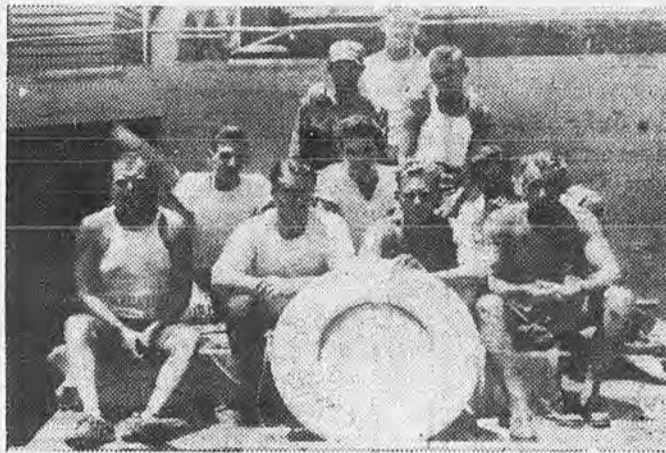
Are you going to depend only on permit men, who though they may be just as willing, don't have the experience you have. If you are, you're not only failing yourself as an individual but the union as well.

Come on up to the fifth floor of the New York Hall and find out what companies we're organizing. Get a job with them. Lend a hand in making them SIU.

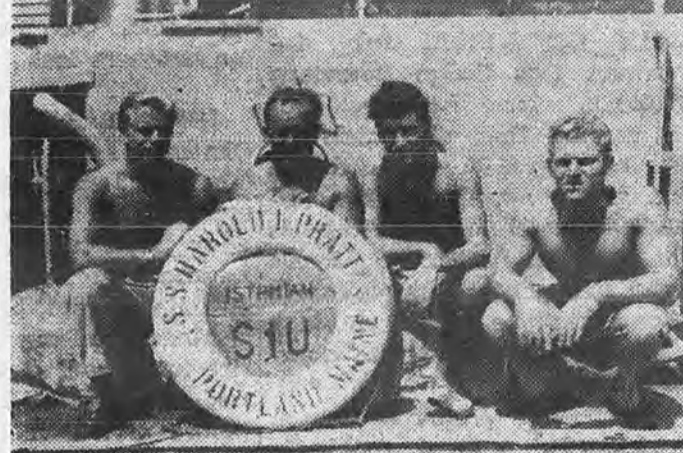
And you permit men. Don't just ride one trip so you'll be eligible for a book. Stay on until that election or at least for several trips. Earn that book!

Johnny Arabasz

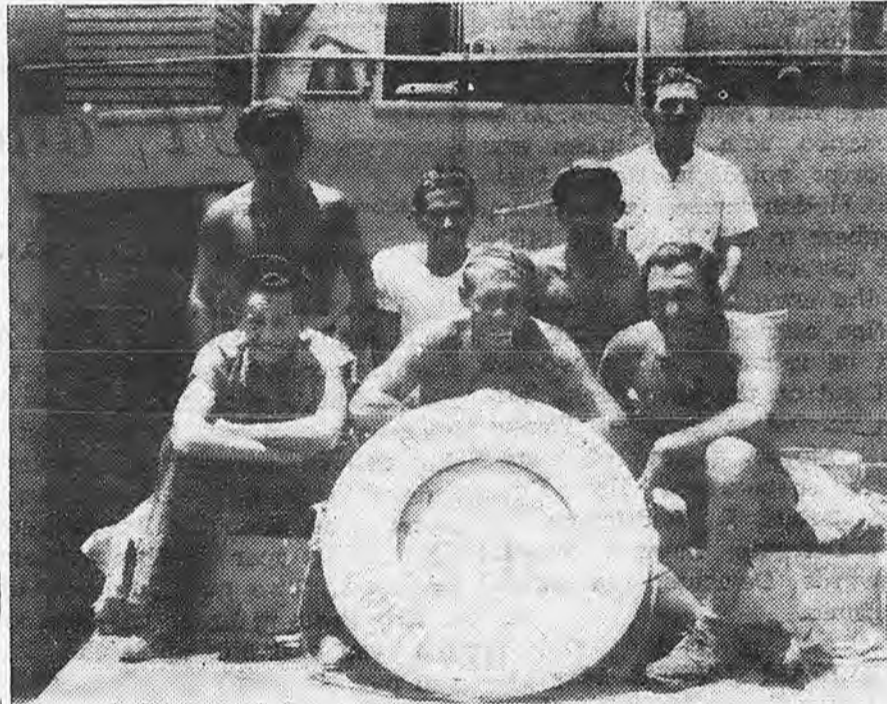
SOLID SEAFARERS ON ISTHMIAN'S HAROLD I. PRATT



Ending a run that began Feb. 28, the Pratt is presently at Todd's Erie Basin, where she paid off July 17. The three departments worked smoothly, crewmembers reported. In photo at



left are members of the Deck Department. Some of the Stewards department are seen in photo at right. The names of the individuals of this smooth team, however, weren't enclosed.



Their faces wreathed in smiles, these members of the Pratt's Black Gang are probably anticipating the change in conditions which an SIU contract will bring to Isthmian crews. Photos by E. R. Crehan, AB.

Crewmen Put Nix On Bucko

To the Editor:

On June 2 four members of the deck gang aboard the Steel Ranger, myself included, signed off after being aboard only eight days.

This ship belongs to Isthmian, and it seems that of late they always find a Chief Mate who is unbearable. The following are a few of the mad schemes dreamed up by the one aboard the Ranger on our trip from Locust Point in Baltimore to Philadelphia, at which port we took on a cargo of steel, beer and caterpillars bound for Ras Tanura, via Saudi Arabia.

GET THIS!

He made two Ordinary Seamen stand to at three minutes of five in port telling they were not to leave their jobs until it was finished even if it meant missing their dinner.

When I asked him if we weren't supposed to get overtime for such work he replied "overtime, hell!"

His use of profane language in abusing the crewmembers was strictly unnecessary. He let loose a long string of curses at an Ordinary Seaman who made a mistake while operating a winch, even though he knew it was the Ordinary's first trip to sea.

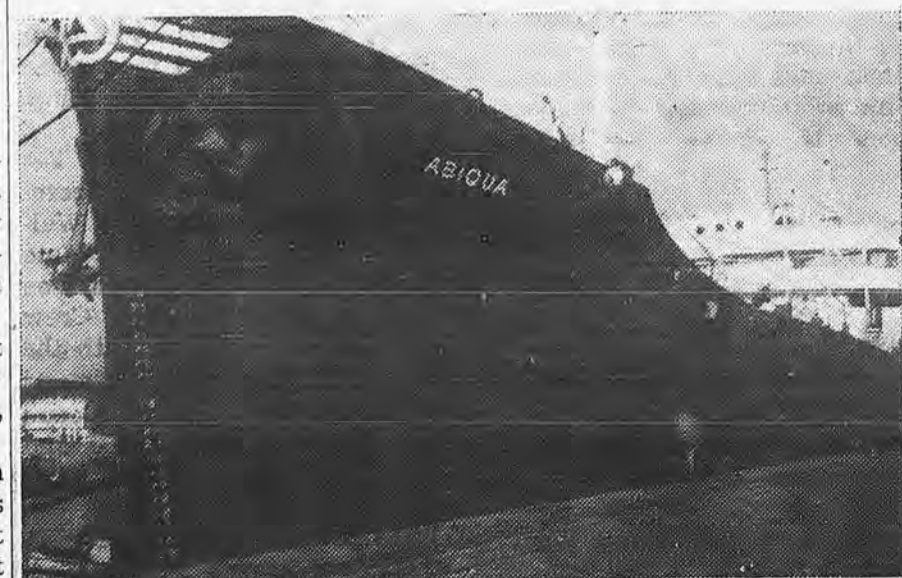
He seemed to get a great kick out of pushing the Or-

dinaries around as though he were some kind of god and they the vermin of the gutter

He went too far, however, when he told two of the seamen what a tough time he was going to give them once we signed foreign articles, so we put our heads together and piled off the ship in spite of the pleading of the Captain.

William Terry

HER CREW IS GOING SIU



The Cities Service tanker Abiqua as she appeared in Buenos Aires Argentina, recently. Sparked by William Knight, Chief Pumpman; Robert Allen, Machinist, and Tom Scanlon, FWT, the Abiqua crew is reported 75 per cent strongly in favor of the SIU, with the number of pro-union men increasing daily. Fred Wray, a crewmember, photographed the ship.

Log-A-Rhythms

Five By Five

By OTTO PREUSSLER

(Uncle Otto)

When I start out the icebox to plunder
A cozy little night-snack in mind;
On my way there I always will wonder,
Just exactly what I will find.

I'll open the door while I mutter,
Or even let go with a scream,
For I see those five dishes with butter,
And five little pitchers with cream.

The ketchup and olives, they taunt me,
The lemons and pickles do, too,
The cheese and baloney sure haunts me,
Just the same as it's doing to you.

So I sigh as I look at this clutter,
In my eye coming on the beam,
Is the sight of five dishes of butter,
And five little pitchers of cream.

When near daybreak my watch is completed,
For an orange, apple or pear,
Then again my search is repeated,
Though I know I shan't find any there.

So I lay down to sleep with a shudder,
'Cause I know ever deep in my dream
There'll be five little dishes of butter,
And five little pitchers of cream.

I Got A Pal

From a Florida boy to his seaman pal in the Philippines.
By OTTO PREUSSLER

Over there, over there, I got a pal
Over there, where the sun goes down
Nine thousand miles from here, I got a pal,
Over there, where the sun goes down,

Every night, every night, I pray,
And every night I pray for my pal,
And I pray for my pal, for my pal,
Every night when the sun goes down.

And over there, where the sun goes down,
My pal is thinking of me, of me,
He is so far, so far away from me,
Over there, where the sun goes down.

And every night, when I am in bed,
I dream and dream of my pal,
I dream he is coming back,
He is coming back to me.

Over there, over there, where the sun goes down,
There will be a battle, a free for all,
And freedom for me, for me, for all;
Come back, pal—before the sun goes down.

Peeping Tom Has Ears, Too

To the Editor:

Listening to the Brothers talk while waiting around the Hall often makes me laugh. I overhear little bits of conversation, like the one at the third floor "coke" machine:

"Whatcha like in the fifth at Jamaica?"

"Aah, I can't say—the pigs are all out for the exercise."

Or like down on the second deck:

"Too hell with Libertys. I want a C-2 or nothing."

"Yeah, all you want are sport models."

Well, anyway she's going to France—ah, how well I remember France."

WELL-KNOWN GAB

Then this familiar type:

"So I told the Mate to go chase himself and the ol man tried to log me and I told him if he does he'll be sorry . . ."

" . . . So I went into this gin-mill and along came a gal over to me and we began talking just like you said. Well, everything went along fine but I was running out of cash but she said it was okay and not to worry . . ."

" . . . Boy that sure was some trip. I wonder if that wiper ever got married to that beetle in Capetown. . ."

Well, all this goes on day and night in most halls and I guess it will keep on until the end of time. It's a swell thing to come up to the Hall and see your pals giving out with the lowdown—but don't talk too loud fellows. I may be taking down some of your gossip one of these days.

"Listening Tom"

Ardent Unionist



Doing a bang-up job of volunteer organizing is George Mihalopoulos (above.) He recently got himself a job aboard the SS Centigny, a Cities Service tanker, where he is telling the story to his shipmates of the advantages and gains to be had under an SIU contract.

Can't Keep Him Down On The Farm

To the Editor:

I would like to have my address printed in the LOG as I desire to hear from some of my old shipmates. I'm stuck here in Tampa, Florida, on a chicken farm, and I lost my wallet containing the addresses of friends.

I appreciate very much receiving the LOG as it enables me to read about what is going on. I expect to start the long ride back to sea one of the days in the near future, but in the meantime, take it easy, fellows.

W. E. Waddle,
RR 1, Box 220
Limona, Fla.

Militancy Of Canadian Seamen Fits SIU Pattern, Brother Says

To the Editor:

Let's look back to the SIU convention held in New Orleans in 1944. At that time the Canadian Seamen's Union, better known today as the Commies Seamen's Union, had two delegates present. Under the cloak of "patriotism," the representatives, President Pat Sullivan and Acting President Dewar Furgeson sought jurisdiction of the Canadian seamen on the Pacific coast.

Guided by the constitution, the national executive of the SIU requested the CSU to live up to its SIU charter. Namely, that they stop operating with the NMU which is a dual organization, but most important to agree to fight the Communist party on the North American continent.

As the CSU would not agree to these requests, its application for jurisdiction on the Pacific coast was refused. Bear in mind that there was already one AFL seamen's union operating at the time. Sullivan and Furgeson both claimed that the commies had no control in the CSU.

TRUTH COMES OUT

In 1945, Dewar Furgeson ran for alderman in Toronto on the Communist ticket. Seems he couldn't find enough to do looking after the full time job, as the Canadian seamen were paying him for.

In this same year the SIU revoked the charter of the CSU which was subsequently expelled from the AFL.

Today, in 1947, the picture has altered considerably. Pat Sullivan resigned his position as president of the CSU, with a blast that the history of the organiza-

tion in Canada has been one of interference and dictation by the Communist party. Curran's tactics must be catchy. But too bad Sullivan didn't wise up sooner.

Now Sullivan has started a new seamen's union on the Lakes known as the Canadian Lakes Seamen's Union. Realizing his mistake, he has now found it difficult to move into the rank and file of the CSU.

With proper leadership, the Canadian boys can run rings around any shipping company as no where in the world can one find militant seamen with guts like Canadian boys. All they lack at the present time is leadership. They need leaders who are seamen themselves and whose interests lay in the betterment of wages and conditions for the Canadian seamen.

The tempo is picking up now as these boys are beginning to realize that the SIU is what they have been waiting for. They are beginning to see the light in solid contracts, instead of a lot of protests to the government to make the shipping companies honor their contracts.

At present, CSU representatives cannot board their own contracted vessels unless they sign a statement that they do not belong to the communist party. Being commies themselves, the crews' representatives (?) have agreed not to talk politics while on the ships. That does not satisfy the companies so it looks as if there will be a strike on the Lakes if the CSU can persuade other organizations to supply them with funds. In the meantime, the crews go about without any representation.

Lawyers are smiling to them-

selves with the number of libel suits being thrown into the picture. That is not the only thing that is being thrown around as the goon squad from the CSU ran into Sullivan and his aide and did a little messing up. The only people that benefitted were the newspapers for it made the headlines for a couple of days, and the way they made it one would think a revolution had started up here. Take it from me, Brothers, its just a lot of hot air without any contracts for Canadian seamen.

CSU CONTRACTS ARE WEAK

In the midst of this malarkey, the shipowners have thrown in a \$10 raise to the crews for their loyalty to the companies. The practice of the companies now is to fire the crew a couple of hours before sailing and then call on the rival union for replacements.

That is part of the CSU contract, as the Captain has the exclusive right to hire, fire, etc.

It will be interesting to find out how the libel suit against Sullivan will turn out. The CSU president, Harry Davis, and the secretary, McManus, don't like the idea of being charged by Sullivan with part in an incident at Port Colbourne, during the strike last year in which one of their members was beaten and robbed. Who should know better than the man who was CSU president at the time? None other than Sullivan, and he knew then that thugs were in the employ of the CSU.

Maybe when the CSU has another strike on the Lakes they will be able to raise more funds in the same manner.

Bill Olynk
Montreal, Que.

Former CSU Member Declares Seafarers Is 'Union Worth Fighting For'

To the Editor:

I'm writing a few lines to let it be known that I am more than pleased with conditions aboard the SIU ship, the MV Gadsden. And this goes for the accommodations in the galley, the working hours, and the comfort of the quarters.

One thing I like in particular about the SIU is that in it we are not slaves, like we were when we sailed on ships contracted to the Canadian Seamen's Union. A man can stand up and expose his grievances or complaints and be listened to. I like

this democratic way of doing things very much.

"WORTH FIGHTING FOR"

I was very much surprised at our first meeting at sea when I saw the general good conduct of our Brothers and the way the meeting was held. I said to myself, "Here is a Union worth fighting for and it must become the only seamen's union in Canada."

Having been a member of the Canadian Seamen's Union for a long while, I know its ways of doing things and of how it places agitators aboard Canadian ships. These agitators delude the young seamen by false promises of promotions and advancements, and then they use these men to their own advantage.

TOUGH FOR GOOD GUYS

These agitators are protected by the CSU members, who wish to become good union men and keep their hands clean. It is these good union men who are generally accused by false statements. This happens because they do not want to become partisans of the commies and use their underhand methods. Also, the CSU knows that there are certain Canadian ships that are temporarily flying the Canadian flag, such as the Furness-Canada Line, whose real owners are the Prince Line, an English outfit. The year 1948 will tell the story, because then the Prince Line will take these ships over to England. Also, the CSU lawyers do not



Some of the efficient crew aboard the locomotive-carrier MV Gadsden, which sails out of Montreal. Second from left is Peter Gonzales, Steward; in front of him is Jean Paul Vandreuil, AB. In center is Stewards Delegate Gene Woods. Frederick Kakkum, Carp., in white cap, stands at extreme right.

give the seamen very much protection, outside of anything that happens aboard their ships. These lawyers helped to sell out a seaman's home while he was in a hospital in a foreign port. These lawyers know the seaman in

question personally. It was not a legal question but just a matter of making a few extra dollars on the side, with the seaman being taken for a ride.

I must come to an end here for writing space is lacking but I

can tell you a lot more when we return to Montreal.

I am awfully proud to have become an SIU member.

Albert Stanton
Chief Cook
MV Gadsden

Note For Writers

Carl Cowl, Seafarer who has sold a number of stories for SIU men with writing ability, is still looking for good novels. He feels sure that among the Seafarers are some who can turn out a book the public will go for. Brother Cowl is taking a short trip but will resume his literary marketing when he returns.

Meanwhile, he asks that Brothers with book-length material submit their manuscripts to him care of the Seafarers Log, 51 Beaver Street, New York 4, N. Y. Enclose self-addressed, stamped envelope to insure safe return.

Capers Of Performers Make Them Allies Of Union-Busters

By A. JARGENSEN and EDWIN L. THOMPSON

The LOG story of June 27 headed "New York Branch Cracks Down On Gashounds And Performers," was an excellent example of the Union's awareness of the situation and the desire to curb the undesirables in our Union and pave the way for a program all Seafarers could back up 100 percent.

We have too long been lenient with performers who louse up good ships. In fact, it seems that a nationwide campaign is in order to clean up the situation.

For awhile it seemed that performers and gashounds were getting scarce, but with the pickup in shipping it seem a lot of fellows think that they are doing the Union and the companies a great favor by taking a vacation on the ships.

Let's not deceive ourselves. We are facing a most gigantic struggle. The bosses with hundreds of millions of dollars behind them are out to smash not only our Union but all unions.

BOSSSES ARE UNITED

Drunk with power and greed, they have already succeeded in abolishing price control and raising the cost of living in some cases as high as 150 percent.

The bosses have their union—the powerful National Association of Manufacturers; their union hall, which you'll find in all large cities, is the Chamber of Commerce. You can bet your sweet potatoes that these boys stand together and don't fink.

Taft and Hartley are merely doing their master's bidding, ably aided and abetted by such performers as we had on our last trip.

We know what to expect from the bosses and honestly admitted finks (if such animals exist) but our greatest danger in the future will be the finks who claim to be our Union brothers, and who for a few dollars seem to think they have purchased the right to louse up decent ships.

To point up specifically what performers can do to a good ship, here is an example from our last trip. We have purposely omitted the name of the ship and the names of the officers as they were decent guys and there is no need to jeopardize their positions with the company.

WORTHLESS MEMBERS

Aboard the ship we had a tripcarder, an ex-NMU man, who, during a four day stay in Cuba was in his bunk the entire time paralyzed with drunkenness.

He would wake up once a day, tell everyone what a tough time he had during the war, then promote money for another bottle. He'd beat it to the dock and stand in the ginmill laughing at us when we had to shift the ship shorthanded.

Other performers got in their licks, also, during the trip — sleeping on watch, with all clothing off, refusing to get holds ready for cargo, never doing any sanitary work, sneaking off while working overtime, and creeping into the sack and putting in overtime for it.

Another common caper was to go ashore one hour before the ship sailed thus holding up the ship, then the gashounds would

come aboard lit to the gills and swarm into the messhall to demand food.

As a result of such antics the sober and responsible members of the crew were forced to secure gear at sea, which could easily have been done before we cast off, had everyone turned to.

After pulling such tricks, the axe finally fell and how they howled when they were fired. But it was no wonder. In 20 days they had performed exactly 4 1/2 hours work, and, of course, as a fitting climax the performers were left in a condition that would shame a respectable pig.

HOPE FOR CLEANUP

So, it is with great interest that we read of the clean up campaign announced in the LOG. We hope the campaign will continue to crack down on the performers and once and for all rid the Union of the men who con-

tribute nothing and give the Union a black eye.

Doubly important today is a clean up campaign, for under the new Labor law our Union will be subject to suits and be held liable for losses of the companies.

How would you like to be on our Union negotiating committee and have the shipowner tell you a tale like this?

Let's wake up. More drastic action is needed against such characters in our Union or one these days we will find ourselves smack right back in the days of 1920-21 — the glorious days of Palmer with mobs organized by the bosses raiding and burning Union halls.

The performers in our ranks are supplying material for the Westbrook Peglers and lesser lights of his color. So, lets clean up. At least we will have our backs protected in the coming struggle.

Finds Out Women Are Here To Stay

By FELIX J. CURLS

I am sitting in a quiet, modest, little emporium in Galveston one hot day sipping my time away amid peaceful surroundings. The only sound audible at the moment is a soft swishing noise, similar to that of the sea breaking over a small reef on a still night.

Alas, it is only my lady friend blowing the foam off her beer.

Presently some prodigal scapegoat saunters over to the music box and invests his nickel in a typical Texas ballad, "Home in San Anton."

Suddenly I detect a chorus of female voices in dispute somewhere in the rear of the establishment. A quarrel has arisen between the waitresses and a customer, a female customer. The patrons at the bar turn to listen.

In the center of the floor two girls stand toe to toe, boot to boot, their eyes blazing.

The one nearest me, a waitress, begins to unbraid the other with a vehemence unbecoming a girl, even a girl from the cow country.

The other serving girls have rallied and gathered around their leader, flapping their aprons and stamping their tiny feet to demonstrate extreme vexation—I fall out of my chair—I have leaned too far and have learned nothing.

What on earth could have occurred to render such nice girls furious? Resuming my perch, I am in time to perceive the bartender in the role of peacemaker. Ho! Ho! — He is slapped so hard his bones rattle, and he is scratched with a dexterity only women can employ for his untimely intervention.

I can't help admiring the obduracy of the single opponent. Stubbornness is a women's prerogative as well as a mule's and she is using it in the overmeasure.

While I am thus contemplating the victor, if any, I receive a violent jab in my side! It is only an affectionate reminder from my lady friend. Her glass is empty and she must have another to slake her thirst — an unquenchable thirst it is, believe me.

Well, the waitresses are busy

for the moment, and the barkeep will not budge from behind his barricade, so I condescend to fetch the drinks myself. She deems this the height of gallantry as she loving pummels me toward the bar.

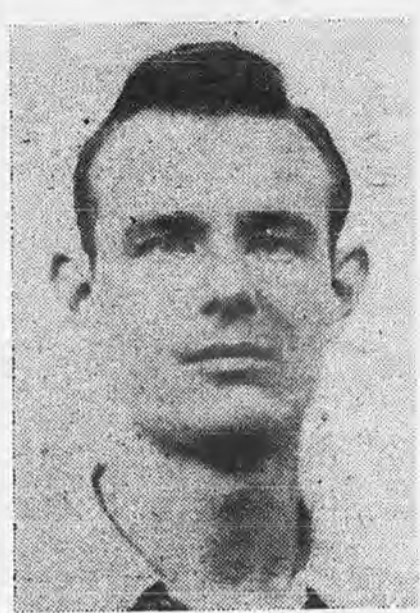
Returning with the glasses, I am accosted by one of the lady warriors. She demands to know who the hell I am, and what the hell I am doing. I informed her of my intentions, and also of my dislike for misbehaving women.

Then she surprised me by grabbing my drinks and dashing them to the floor! These gals have a temper about as short as an Isthmian overtime sheet.

By the time they finished biting, kicking and scratching me, not to mention twisting my nose and pulling my hair, I wound up in the street, a very undignified heap of mangled mankind.

Next day I discussed the reason for my being set upon in such a fashion. It seems the girls were on strike. The cause of their resentment was the girl in question who had carried her

Sails Tankers



"The only way to organize Cities Service is to get on those ships and stay on them until they vote," is the way Lee Arnett put it. So, suiting action to the words, Brother Arnett applied for a job on a Cities Service tanker, and has been sailing in the fleet for quite some time. He intends to continue sailing Cities Service because that's the only way to carry the SIU message.

The Patrolmen Say— Carving Job

NEW YORK — Covering the payoff of the Robin Goodfellow the other day, the crew handed me a beef that should have been an easy one to settle, but which finally was written off as a total loss and almost backfired on us.

The beef pertained to the practice of the Skipper making the Wheelsman and Lookout stand continuous watches with no time off to go below for coffee or a smoke. The men involved had a good beef and I went to the Captain intending to put the heat on him and get the matter straightened out.

When I told the Captain the story he didn't say a word, but told me to follow him up to the wheelhouse. There, he showed me where someone had taken a knife and cut 2/3 through three spokes of the wheel.

When I saw that my face dropped a foot. I tried to parry with him by saying that the damage could have been done by one of the Mates or the Captain, himself. He didn't fall for that line, however, but showed me where he had entered the matter into the Log book the day it occurred.

FAST TALKING

He didn't know who did it, but he threatened to make the watch responsible pay for it, the cost of which would have been around \$100. I talked him out of that, and then and there dropped any attempt to settle the beef given me.

I called the men together in the messroom and told them the score, pure and simple. How in hell did they expect a Patrolman to win their beefs if they pulled stunts like that? Most of the crew felt the same way about it, and it was tough that someone had to suffer due to the vandalism of one man, but that's what happens when some guy thinks he is getting back at the company by destroying property.

This should be a lesson to the men or man responsible and I hope it does some good to others who have the same mistaken idea.

The Patrolman will do all in his power to settle a beef aboard a ship, but pulling capers like this does no good. The crew was lucky to get off in this case as easy as it did. It could have cost them plenty.

Ray Gonzales

own drinks to her table. You can imagine their furor when I marched by with the same object in mind.

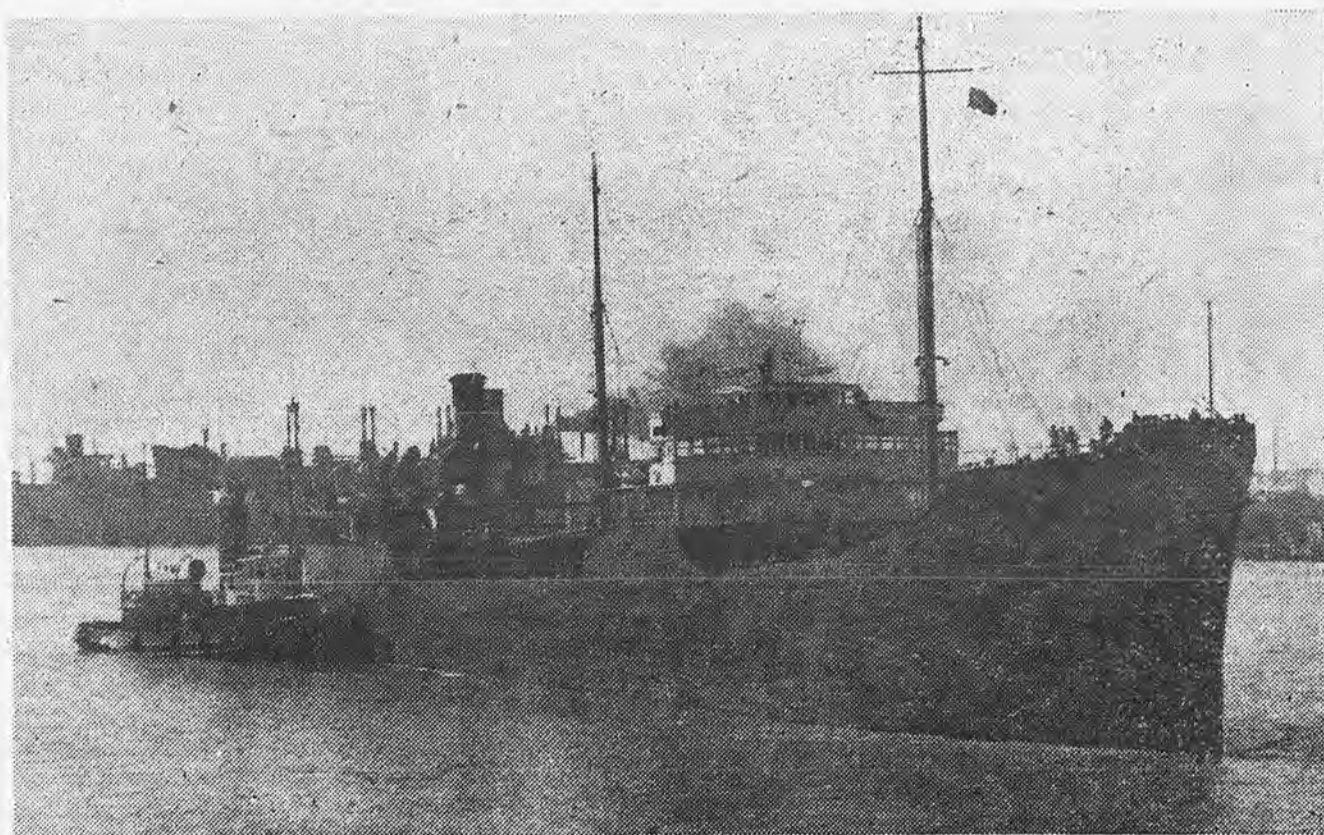
However, I forgave them as the cause was a just one. In



view of the fact that they depend largely upon tips to supplement their meager weekly salaries, if any, their display of indignation is understandable, even at the cost of a new necktie and an Arrow shirt.

Woman suffrage! A marvelous undertaking! Resist at your own peril Brothers, for it's here to stay.

TAKING CARE OF THE BIG ONE



Working alongside the big ship is the little tug, the Hillcone. Like all other tugs operating in Mobile harbor, this one is SIU-contracted.

BULLETIN BOARD



NORFOLK

INDIVIDUAL DONATIONS

A. J. Sparrow, \$3.00; R. A. Collins, \$3.00; N. J. Smith, \$3.00; F. M. Tatterton, \$3.00; J. T. Higgins, \$1.00; K. G. Oatling, \$2.00; M. Aurren, \$2.00; W. Wyhoski, \$2.00; T. Finnerty, \$3.00; R. L. Sullivan, \$2.00; J. A. Elliott, \$2.00; L. R. Lamb, \$2.00; W. R. Baccus, \$2.00; A. L. Honaker, \$3.00; J. J. Bipere, \$3.00; W. E. Biggerstaff, \$3.00; J. Simmons, \$2.00; A. Bliksvar, \$1.00; E. J. Mathews, \$2.00; W. E. Taylor, \$2.00; Theodore Gender, MFOV, \$25.09; W. B. Baucom, \$3.00.

NEW YORK

INDIVIDUAL DONATIONS

W. Knight, \$1.00; G. W. Jacobson, \$3.00; P. T. Chaboc, \$3.00; C. C. Ballard, \$3.00; J. R. Henchy, \$3.00; B. Pritiken, \$3.00; W. Przyomski, \$3.00; J. Sanlouzans, \$2.00; H. Put, \$1.00; J. R. Chaker, \$5.00; F. Stumpk, \$5.00; D. McGill, \$3.00; D. Borkowski, \$5.00; John Filisky, \$3.00; Wm. Brady, \$3.00; R. L. Worden, Jr., \$1.00; F. Cosentino, \$3.00; E. B. McAuley, \$5.00; F. Higgins, \$2.00; J. C. Viera, \$2.00; D. R. Reynolds, \$1.00; P. Archilles, \$1.00; P. J. Godfrey, \$2.00; X. F. Lane, \$2.00; P. Hall, \$1.00; A. DeHeza, \$1.00; K. A. Lindroth, \$2.00; F. V. Rivera, \$1.00; G. Acansforh, \$1.00; W. Gale, \$1.00; A. P. Romeo, \$3.00; R. E. Davis, \$5.00; E. A. Kussmaul, \$3.00; A. Pappas, \$5.00; C. Brewer, \$1.00; E. Ladrerie, \$3.00; P. Patrick, \$3.00; M. Riallaud, \$2.00; J. Gordon, \$3.00; Wm. Craven, \$1.00; J. C. O'Hara, \$5.00; J. C. Hitchens, \$2.00; T. H. O'Connor, \$4.00.

SS MADAKET

I. S. Cardeal, \$1.00; A. D. Messana, \$1.00; J. Medvesky, \$1.00; P. H. Tutwiller, \$8.00.

SS AMELIA

O. M. Gullian, \$5.00; P. Volmar, \$4.00; J. J. Disman, \$5.00; M. Peterson, \$5.00; J. DeJ. Santiago, \$2.00; W. Brown, \$5.00.

SS W. R. DAVIE

A. L. Maxey, \$10.00; O. Seppet, \$1.00; J. Norgaard, \$1.00; E. Anderson, \$2.00; C. E. Will, \$1.00; F. Hillier, \$2.00.

SS BILLINGS VICTORY

E. W. Anderson, \$1.00; T. Cepreano, \$1.00; H. J. Principe, \$1.00; J. Pacheco, \$1.00; A. Serpe, \$2.00; F. W. Keeley, \$2.00; J. W. James and Crew, \$31.00.

SS COLABEE

K. Korneliusen, \$2.00.

SS NIANTIC VICTORY

J. Riddle, \$1.00; D. J. McGonagle, \$1.00; A. Wojcicki, \$1.00; C. J. Hyrny, \$1.00; M. M. McDonough, \$1.00; C. Mehl, \$1.00; W. W. Westbrook, \$2.00; W. J. Newhoff, \$1.00; F. Mietki, \$5.00; H. M. Fraser, \$1.00; C. J. Rapp, \$5.00; J. Escalante, \$1.00; H. A. Mitchell, \$3.00; R. Harvard, \$2.00.

SS ALCOA CAVALIER

A. K. Schnapp, \$2.00; S. L. Proud, \$2.00; R. F. Warburton, \$2.00; F. J. Corio, \$1.00; F. Cosik, \$5.00; W. Fitzpatrick, \$2.00; W. F. Golden, \$1.00.

SS ETHIOPIA VICTORY

W. W. Watkins, \$1.00.

SS HAWSER EYE

C. Buffkin, \$2.00; J. Corriher, \$2.00; C. O. Segarra, \$1.00; F. W. Fritz, \$2.00; F. C. Murray, \$10.00; C. J. White, \$10.00; F. Dotti, \$2.00; R. Wiseman, \$2.00; S. F. Koenig, \$2.00; E. J. Bartemier, \$2.00; H. Wykosky, \$3.00; T. Gilham and Crew, \$12.00.

SS S. V. BENET

O. Sache, \$2.00; S. Gartman, \$2.00; I. L. Morris, \$2.00; C. H. Smith, \$2.00; H. L. Bates, \$5.00; M. Martin, Jr., \$2.00; A. D. Bergstresen, \$3.00; G. W. Wall, \$5.00; G. C. Interdonato, \$1.00; H. M. L. Benson, \$1.00; A. L. Driesens, \$1.00; V. Mlynek, \$1.00; R. H. Bellman, \$1.00; A. J. Verderese, \$3.00.

SS WM. PEPPER

J. Hall, \$5.00; R. P. Price, \$10.00; A. Vaniglio and Crew, \$33.00.

SS TOPA TOPA

L. C. Lee, \$1.00; J. C. Anderson, \$2.00; M. Trotman, \$3.00; C. H. Lewis, \$2.00; J. P. Newman, \$1.00; S. Tenekes, \$4.00; G. O'Neil, \$2.00; N. Brancato, \$3.00; F. W. Heck, \$1.00; A. Bodler, \$2.00; M. Novakovich, \$2.00; M. S. Cristaldi, \$1.00; H. G. Holloway, \$5.00; E. Gherman, \$2.00; K. Kuehn, \$2.00; V. Cellino, \$1.00; A. Korsak, \$2.00.

USSR VICTORY

W. E. Wade, \$1.00; J. P. Reilly, \$2.00; W. A. Lapayre, \$2.00.

SS CORNELIA

A. H. Neilson, \$1.00; P. F. McDermott, \$2.00; G. L. Gissett, \$2.00; A. G. Rodriguez, \$1.00; I. Vanderhoeven, \$1.00; B. A. Genter, \$1.00; J. Lupo, \$1.00; I. L. Gaier, \$2.00.

SS HELEN

J. Lambert, \$2.00; S. R. Englehart, \$2.00; J. O'Connor, \$2.00; W. E. Straw, \$2.00; C. H. Post, \$2.00; J. M. Morris, \$2.00.

SS JOHN LAFARGE

Z. Wydra, \$2.00; J. Morrelli, \$2.00; W. Marcus, \$1.00; J. LaRocco, \$2.00; J. Merrell, \$1.00; B. Undertillo, \$2.00; A. Mosher, \$1.00; H. Childs, \$2.00; W. P. Smith, \$2.00; A. Sanchez, \$1.00; D. W. Lippy, \$4.00.

SS LA SALLE

E. J. Sprooch, \$3.00; N. R. Flaherty and Crew, \$30.00.

SS SEATRIN NEW YORK

M. Delkson, \$2.00; C. Goldstein, \$1.00.

SS COASTAL MARINER

Ben Rodriguez, \$2.00; R. F. Stewart, \$2.00; C. Sprano, \$2.00; S. Santiago, \$2.00; R. S. Pawlak, \$5.00.

SS JOHN GALLUP

J. V. Sullivan, \$3.00; M. Kotelec, \$3.00; Crew of SS John Gallup, \$30.00.

SS JULIET LOW

D. M. Richey, \$3.00; A. Feinstein, \$1.00; H. W. Lupton, \$1.00; J. R. Miller, \$1.00; W. W. McIntyre, \$1.00; D. L. Rogers, \$2.00; L. W. Brown, \$4.00; M. O. Melwing, \$2.00; J. V. Rooms, \$1.00; C. B. Foltz, \$3.00; S. C. Hildgens, \$3.00; T. M. Vaagl, \$5.00; B. Hodge, Jr., \$2.00; G. T. Schemoon, \$5.00; J. E. Brooke, \$2.00.

NOTICE!

Will the following Brothers, when in New York, please come to Headquarters Office, 6th floor, with your Union book?

	Book No.
Senderlin, H.	6418
Ferrer, S.	32634
Richeau, Albert Jr.	21063
Bolling, W. O.	30785
Pinieno, Francisco	7367
Ricketts, Richard	G149
King, Peter	1936
Rentz, Joseph T.	10802
Mixon, Ralph L.	26880
Bernes, Maximino	24372
Tamloony, Peter	29308

Correction

In last week's LOG a story by Benny Gonzales, interpreting Shipping Rule 32, contained an error in the minimum time a replacement can be called for.

A replacement, when called for, is to be on the job for not less than four hours and not more than 72. Last week's LOG listed the minimum at 24 hours.

Seafarers Beat Phony Charge Of Coast Guard

(Continued from Page 7) distrustful, had iron bars welded on the ports of the passengers' quarters aft.

The ship then left for the States and the accused trio figured that all was forgotten. But when the ship hit San Francisco, the FBI was waiting for them.

The FBI agents took Bennett aside and tried to get him to tell them who pulled the job, intimating that if he talked they would see that he got off.

However, the FBI too, in short order, found that Bennett was really being given the business for something he knew nothing about, and so they released the three seamen for lack of evidence.

The big robbery is still unsolved, in spite of the railroad job attempted on the three SIU members aboard.

The men believed that the job was pulled by river pirates, for, as Brother Bennett said, "It must have been the pirates, because every seaman knows there is never any dough in this company's safes, no matter how loud they yell about losing thousands of dollars."

PERSONALS

FRANCIS L. MORGAN

Contact your wife at 34 Devens Street, Everett, Mass.

CLYDE L. POTTER

Get in touch with R. Dunn at 231 Park Avenue, Paterson, N.J.

CHRISTIAN M. JOHANSEN

Contact Salvation Army, 52-54-56 Ellis Street N. E., Atlanta, Georgia.

FRANCIS BARNETT

Icie Belle Luckey, 740-1R, South 24th, Richmond, California, is anxious to hear from you.

BERA SMYLEY

Get in touch with Ethyl Lewis, 404 Eslava Street, Mobile, Ala.

HENRY EDWARD HICKS

Get in touch with your wife.

HARVEY C. HILL

Get in touch with Thomas McKee at 1338 Camp Street, New Orleans, La.

WINSTON VICKERS

Please get in with Floyd Hillier at 110 Belmont Terrace, Staten Island, N. Y.

SIU HALLS

- ASHTABULA1027 West Fifth St. Phone 5523
- BALTIMORE14 North Gay St. Calvert 4539
- BOSTON276 State St. Boudoin 4455
- BUFFALO10 Exchange St. Cleveland 7391
- CHICAGO24 W. Superior Ave. Superior 5175
- CLEVELAND1014 E. St. Clair Ave. Main 0147
- DETROIT1038 Third St. Cadillac 6857
- DULUTH531 W. Michigan St. Melrose 4110
- GALVESTON308 1/2-23rd St. Phone 2-8448
- HONOLULU16 Merchant St. Phone 58777
- JACKSONVILLE920 Main St. Phone 5-5919
- MARCUS HOOK1 1/2 W. 8th St. Chester 5-3110
- MOBILE1 South Lawrence St. Phone 2-1754
- MONTREAL1440 Bleury St.
- NEW ORLEANS339 Chartres St. Magnolia 6112-6113
- NEW YORK51 Beaver St. Hanover 2-2784
- NORFOLK127-129 Bank St. Phone 4-1083
- PHILADELPHIA9 South 7th St. Lombard 3-7651
- PORTLAND111 W. Burnside St. Beacon 4336
- RICHMOND, Calif.257 5th St. Phone 2599
- SAN FRANCISCO105 Market St. Douglas 5475-8363
- SAN JUAN, P.R.252 Ponce de Leon San Juan 2-5996
- SAVANNAH220 East Bay St. Phone 8-1728
- SEATTLE86 Seneca St. Main 0290
- TAMPA1809-1811 N. Franklin St. Phone M-1323
- TOLEDO615 Summit St. Garfield 2172
- WILMINGTON440 Avalon Blvd. Terminal 4-3131
- VICTORIA, B.C.602 Boughton St. Garden 8331
- VANCOUVER144 W. Hastings St. Pacific 7824

Isthmian Seamen

On June 16, the wages of Isthmian seamen were increased 11 3/10 per cent effective that date with no retroactive pay. Men sailing Isthmian did not receive the April six per cent increase with retroactive pay to January 1st won by the SIU from its operators.

Thus men sailing Isthmian have no retroactive pay due them for the last wage increase.

Notice To All SIU Members

The SEAFARERS LOG as the official publication of the Seafarers International Union is available to all members who wish to have it sent to their home free of charge for the enjoyment of their families and themselves when ashore. If you desire to have the LOG sent to you each week address cards are on hand at every SIU branch for this purpose.

However, for those who are at sea or at a distance from a SIU hall, the LOG reproduces below the form used to request the LOG, which you can fill out, detach and send to: SEAFARERS LOG, 51 Beaver Street, New York 4, N. Y.

PLEASE PRINT INFORMATION

To the Editor:

I would like the SEAFARERS LOG mailed to the address below:

Name

Street Address

City State.....

Signed

Book No.

NOTICE!

JOSEPH F. MESTA

Your discharge from the SS Arizpa is being held in the baggage room of the New York Hall.

SS JOSEPH McDONAGH

Crewmembers aboard this vessel during Voyage No. 5 who were beached in Peru for two months, and who have subsistence money coming may collect at the office of the paymaster, Overlakes Steamship Corporation, 19 Rector St., New York City.

CITIES SERVICE TANKERMEN!



**TIMES
HAVE CHANGED!**

JOIN THE SIU!

**... AND ENJOY
THE BEST CONDITIONS
IN MARITIME!**



THE SEAFARERS INTERNATIONAL UNION

FIRST IN MARITIME!