

SEAFARERS LOG



Official Organ of the Seafarers International Union of North America

VOL. IX

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No. 38

Seafarers Aid CIO Union To Stop Scabs

NEW YORK—The presence of hundreds of white-capped Seafarers this week prevented strikebreakers from forcing their way through picketlines established by the CIO Shipyard Workers around two Brooklyn plants of the Bethlehem Steel Company.

The lines were set up by Locals 12 and 13 more than 12 weeks ago, but early this week the company stated that it would "throw its gates open" to any employes who wanted to return, a move that the union immediately branded as "strike-breaking."

Charles Leone, regional representative of the Shipyard Workers, called upon the Seafarers for help and, with the same speed that the SIU has shown in the past, aid was dispatched to the 29th Street and 56th Street, Brooklyn, plants of the company.

REAL UNITY

All the SIU members who went to join the picketlines did so on a volunteer basis.

A special meeting was held on Tuesday morning, September 16, at which time support was voted to the strikers and volunteers were requested to report to the picketlines.

The response was very good, with hundreds of Seafarers making their way to the two Bethlehem Steel plants.

Names of the volunteers appear on page 8. A full page of pictures of the picketlines appears on page 9.

On several occasions within the last year the SIU has aided the Shipyard Workers on the picketline. Only last winter a mass picketline, supported by many Seafarers, forced the Bushey Shipyards to bargain honestly, and brought to an end

(Continued on Page 8)

SIU MEN AT WORK



Answering the call of Brother unionists, the CIO shipyard Workers, these Seafarers went forth to Brooklyn to help keep the Bethlehem Steel Company's shipyards closed down tight. Their help came in mighty handy, and as a result the company stopped its strike-breaking tactics. This was the second time the SIU had thrown its weight behind the Shipyard Workers in a beef, and don't think those men don't appreciate it!

Spiraling Costs Cut Workers' Pay

The bosses' answer to rising costs, which today threaten an inflationary period second to none in the history of the United States, came last week when Senator Robert A. Taft advised the American people to "eat less."

In much the same arrogant manner Marie Antoinette, when told that the French people had no bread to eat, said, "Let them eat cake."

Labor leaders were quick to point out that Taft's statement was motivated by a desire to reduce the American standard of living, and that the same philosophy was behind the drive by the National Association of Manufacturers to pass anti-labor legislation such as the Taft-Hartley Act.

Concern over mounting prices this week reached epidemic proportions as city after city reported price at unprecedented heights.

A 27-year record was shattered when, during the week ending September 6, wholesale prices of food rose 1.2 percent to pass the previous record established in June, 1920.

BLS REPORTS

According to the Bureau of Labor Statistics, this was the eighth consecutive week that the average of all wholesale prices had set new postwar records.

On Monday, September 15, cotton prices soared \$3.00 a bale, soy beans rose 8 cents a bushel, corn went up six-to-seven cents a bushel, and it was estimated

that the end was not yet in sight.

Meat, butter, and eggs, also kept pace with the rise in grain, although in New York those prices did not rise, mainly as a result of an increase in consumer resistance.

In Chicago, subpoenas were issued calling officials of large and small meat-packing companies to appear before a special grand jury which is expected to convene on or about September 22 to investigate a possible conspiracy to keep up the prices of food, clothing and shelter.

ORGANIZED RESISTANCE

Meanwhile, consumers throughout the United States rallied to force prices down.

Consumer resistance was resorted to on a voluntary basis in most places, but in the big cities organized groups refused to buy certain commodities until these commodities stopped their dizzy spiral.

Many cities, notably New York and St. Louis, instituted two meatless days per week, and there was talk of more cities following suit.

Nevertheless, prices continued rising, wages stayed at the same level, and the workingman and his family were caught in the well-known vise.

AFL Council Refuses To Sign Non-Commie Oath; NLRB Stymied

The ruling of the National Labor Relation Board's general counsel, Robert A. Denham, that top AFL and CIO officials must sign anti-communist affidavits under the Taft-Hartley Law before their affiliated unions can have access to the board's machinery, backfired in the board's face this week and threatened to leave the huge agency and Denham minus a job. This blow at the NLRB was touched off by a decision of

the AFL's executive council to by-pass the NLRB, following a vigorous debate, in which John L. Lewis led the opposition against filing of the affidavits.

After the meeting, AFL President William Green announced that "the Executive Council has decided that the Taft-Hartley Act is reprehensible, vicious and destructive of the workers' legal rights. It therefore could not

conform to the Denham ruling."

Lewis contended that labor's foes have thrown down a challenge and that labor must accept it. In Lewis' view, the younger men in the labor movement wanted fight and action. He said they did not want to indulge in a long war of attrition.

CIO Secretary-Treasurer James B. Carey has announced neither he nor Philip Murray, CIO president, had any intention of signing the affidavits.

NO BUSINESS

As the situation now stands, the NLRB, with its huge staff and generous Congressional appropriation, finds itself without any business, except for a handful of independent unions.

However, it is believed that at the AFL and CIO conventions the problem will be fully discussed and positive programs will be adopted to deal with the situation posed by Denham's ruling.

By virtue of the Denham ruling, none of the AFL's 43,000 local unions and none of the CIO's approximately 25,000 locals can use the NLRB facilities as long as a single national official of their respective organizations refuses to take the oath of disavowal.

Thus it may be that organized labor's vigorous opposition to the

(Continued on Page 8)

Commission Will Study Dangers Of Nitrate

The dangers of combustion and explosion of ammonium nitrate aboard ship is to be studied by a five-man committee appointed recently in Washington.

Headed by Major General Philip B. Fleming, Federal Works Administrator, the committee is authorized to go completely into the situation and to make recommendations which will prevent tragedies such as took place

recently in Texas City and Brest, France.

As a first step, three measures for the safe handling of the highly valuable plant food, but very dangerous explosive, were suggested. They are:

1. Education of ship officers and others in the proper handling of ammonium nitrate;
2. Ammonium nitrate should be the last cargo loaded and the first cargo unloaded;

3. Loading and unloading of ammonium nitrate should only be undertaken at isolated terminals.

A spokesman for the City of New York stated that the ban on loading and unloading the explosive in New York would stick until more is known of the properties of the ammonium nitrate so that better methods may be developed to safeguard combustion and explosion.

Correction

The resolution on nominations for office in the Atlantic and Gulf District, which was reported in the LOG last week, contained a typographical error in that it stated that only one position of Joint Patrolman would be on the ballot for New York. This is incorrect as there will be two Joint Patrolmen elected for New York in the coming election.

Telegrams of correction have already been sent to Port Agents.

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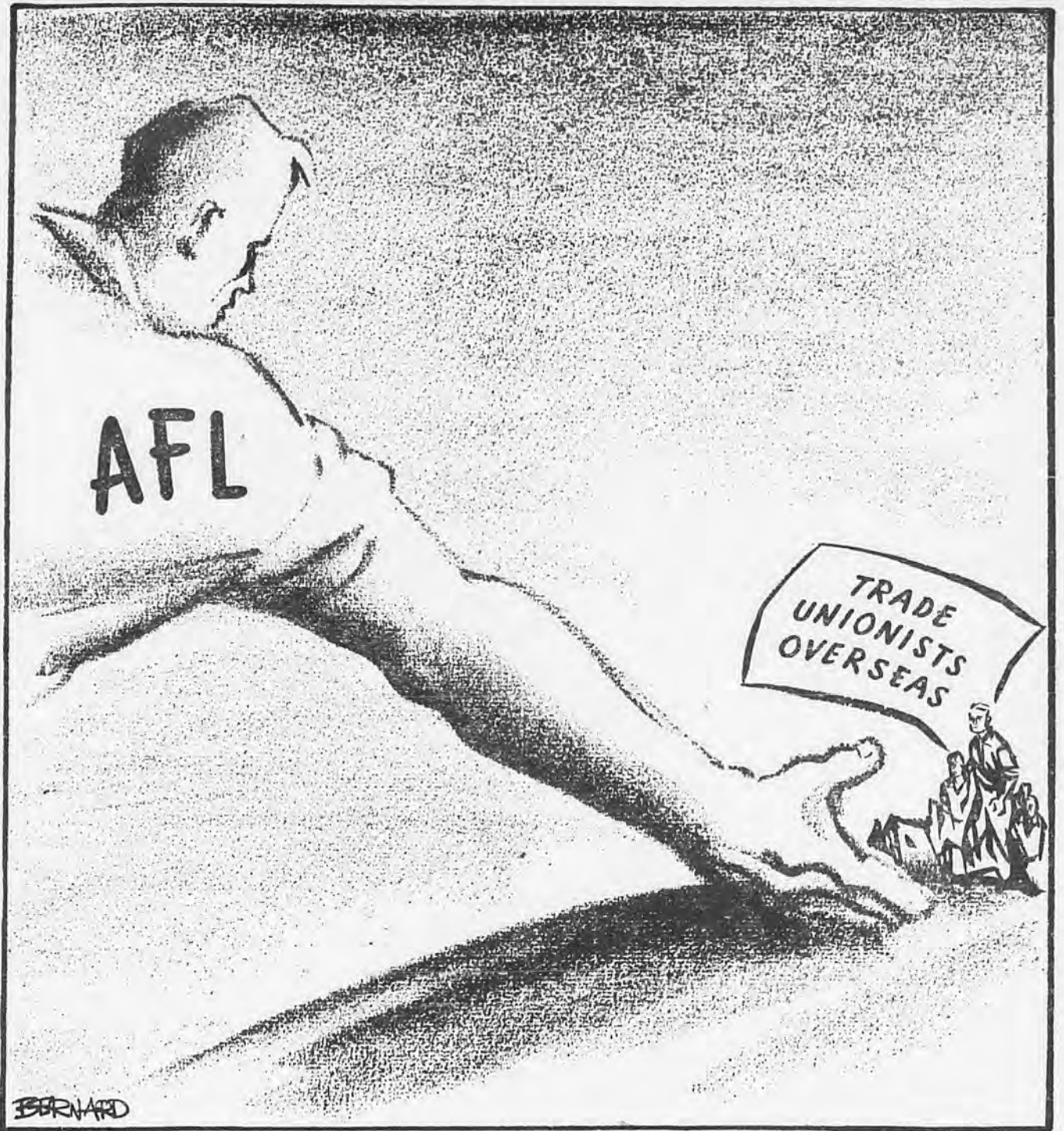
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GEORGE K. NOVICK, Editor

267

"I AM my brother's keeper...!"



The Long View

There was a time when unions existed merely to gain higher wages, better conditions, and fewer hours for workers. This was a fine objective, and resulted in raising the standards of living of workers and their families the world over.

And for a long time labor was satisfied to go along that way.

But union members are more than just members of an organization. They are men and women who take an interest in the world around them, and in what goes on in that world. Events of importance affect the lives of all who work for a living.

That is why labor in the U. S. in general, and the American Federation of Labor in particular, has taken the lead in helping to rebuild the shattered labor unions abroad.

When the war was but a few weeks or months old, long before the attack at Pearl Harbor, the AFL had already started its "Labor's League for Human Rights." This organization was the instrument through which the AFL kept alive the few sparks of real unionism that existed in Europe—kept the sparks alive in spite of Nazi and Communist efforts to kill off all democratic trade unionism in the countries that were overrun.

More than \$5,000,000 was raised through contributions from unions and rank-and-file members. This money was spent in Norway, Britain, France, Poland, China, and other countries where red or black or brown fascism had left its mark.

Besides helping to keep the union spirit alive, the League established homes for merchant seamen, hideouts for groups which smuggled refugees from totalitarian countries to places where they had a chance to live, and passed food and armaments to the brave underground groups in Poland, France, Italy, and the Scandinavian countries.

Today, even with the war over, the League has not ended its work. Labor movements abroad, as well as in the United States, are facing many problems. That is why the AFL has organized a new committee, the "Free Trade Union Committee for Democratic Trade Unionism in Europe and Latin America," to help combat the totalitarian forces that are trying to enslave workers.

The small view of unions as just pork-chop getters is ended; the long view, of international solidarity between labor movements the world over, has arisen to take its place.



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 BURNEY
- 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

NEPONSET HOSPITAL

- L. CLARK
- J. S. CAMPBELL
- E. FERRER
- J. R. HANCHEY
- C. LARSEN
- L. L. LEWIS
- J. R. LEWIS
- R. A. BLAKE
- L. TORRES
- C. SCHULTZ
- J. HAMILTON
- H. BELCHER
- J. T. EDWARDS
- L. BALLESTERO

- C. C. MOSS
- D. TULL
- J. SILLAK

BALTIMORE HOSPITAL

- J. NUUHIWA
- F. O. O'BRIEN
- W. T. ROSS
- J. W. TAYLOR
- MAX FINGERHUT
- M. J. LUCAS
- E. FREMSTAD

GALVESTON MARINE HOSP.

- W. BENDLE
- G. E. LEE
- A. BELANGER
- A. V. O'DANIELS
- R. S. SINGLETARY

STATEN ISLAND HOSPITAL

- J. A. DYKES
- F. CHRISTNER
- W. SATTERFIELD
- P. GELPI
- F. ZOLLER
- T. COMPTON
- W. R. HALL
- A. SWENSON
- J. J. RATH
- M. EVANDSICH
- J. M. MARTINEZ
- J. HOUSTON

Hospital Patients

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

Staten Island Hospital

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

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

- E. P. O'BRIEN
- J. S. MOLINI
- T. J. KURKI
- F. J. SCHUTZ
- J. P. MCNEELY
- E. DRIGGERS
- I. WHITNEY
- JOE O'MALLEY

ELLIS ISLAND HOSPITAL

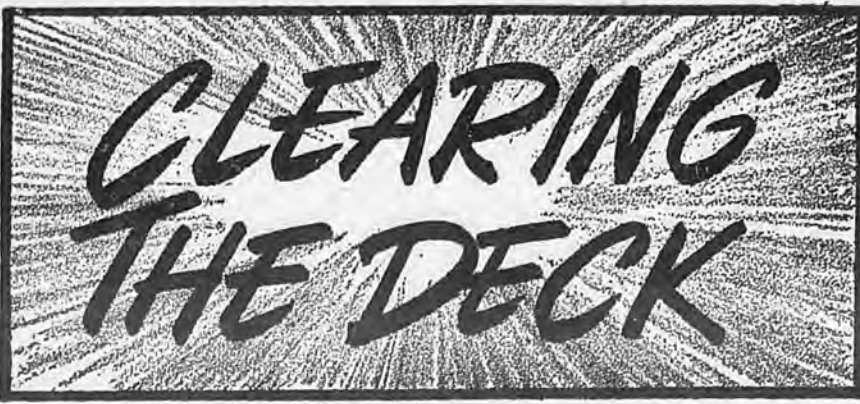
- D. McDONALD
- M. MORRIS
- J. KOSLUSKY
- N. NEILSEN
- EARL GOOSLEY

BRIGHTON HOSPITAL

- R. LORD
- J. BARRON
- E. DELLAMANO
- H. SCHWARTZ
- E. LESSOR
- E. JOHNSTON
- J. TEN EYCK
- D. BOYCE
- R. GREENWOOD
- E. OVERTURF (SUP)

SAN FRANCISCO HOSPITAL

- JOHN B. KREWSON
- J. HODO



By PAUL HALL

The annual Seafarers elections are coming up soon. Plain old-fashioned, vote-for-the-man-you-want style. It's an election conducted by the membership for the serious business of choosing men to carry out their decisions, to represent them in dealings with the operators, and otherwise conduct the business of the Union.

Qualifications needed for a place on the ticket have already been published in the SEAFARERS LOG, and will be run continuously both as a matter of information and as a reminder to all hands. Summed up very briefly, they only require a man to be a proven, qualified seaman and a Union member. Thus, any member can qualify without difficulty.

As many guys as possible should throw in their credentials and run for some Union office. Besides the qualifications as outlined elsewhere, all a member must have is an honest desire to be of service to his Union and his Brother members and to dedicate his efforts to furthering the Union's aims, as decided by the entire group.

Easy To Get On The Ballot

It is not necessary for a meeting to offer a man's name in nomination. Any man so desiring can nominate himself. But he should take his nomination seriously. No one should think that a union election is a popularity or pretty baby contest. At the same time, however, it shouldn't be thought that a man who isn't widely known cannot be elected. For any seaman with the necessary qualifications has shipmates, who in turn, have shipmates in all ports and when a brother's shipmates' think he is okay for a job it doesn't take long for word to get around.

The Seafarers is one of the few unions that holds referendum elections for officers annually. This means that if a union officer fails to do his job or doesn't care to continue in his elected position, the membership can replace him, or he can step down, the whole process taking but a very short time.

Summing up, any one who thinks he can do the job, and has the proper qualifications, should throw in for office and help the Seafarers maintain its reputation for providing substantial, first-rate representation through democratically-elected officials.

No Factional Campaigns

In the SIU there are no slates like those which plague some other unions. No groups put up special candidates and extoll their virtues in leaflets, campaign speeches and expensive fanfare. In the Seafarers, a man is elected on the basis of merit. He is elected purely by virtue of his shipmates opinion of him. The Seafarers never has and never will tolerate factions selecting and campaigning for chosen candidates.

A glance at the past few years' annual election reports (these reports can be found in the bound editions of the SEAFARERS LOG, available in all union halls and on many ships) will show that there has been a very large turnover in union officials. In 1945, 17 new Port Agents and Patrolmen were elected and assumed office in 1946. The 1946 elections saw this number increased to 24.

Naturally, the big turnover doesn't mean that the outgoing officers were incapable or lacking in any way. Lots of them quit to go back to sea and some of them will probably be back on the ballot again this year.

Annual elections assure the membership of the chance to express themselves frequently. It also provides them with a means of checking those officials—by returning them to office when they fill the bill and by replacing them when they do not.

Year Has Been Notable For SIU

The growth of the Union, the opening of additional ports, and the many victories in the organizational drives have necessitated the appointment of many officials in between elections, as provided for by the Constitution. This year these appointive jobs will appear on the ballot. The election of sound Union officials this year will be a great factor in the continued progress and expansion of the union, the winning of more contracts and the establishment of an even firmer security for the membership.

This year has been notable for the Seafarers. For it has marked the period of both the greatest struggle thus far and the greatest strides in expansion. Victory in the Isthmian and the many other companies did not come as a matter of course, but because of a strong, united membership intent on procuring ever-increasing standards for the American seamen.

But the Seafarers will not rest on its laurels. Every member of the SIU should go all-out to make the coming year a banner year in waterfront history, measured in terms of gains for seamen.

The best way to start is for every member to get to the Union Hall as soon as voting starts and cast his vote for the man he thinks is best qualified for the job. Let's make this a record year for total votes cast.

Strike Clearances

All members are urged to obtain strike clearance for the period covered by the Isthmian beef, at the earliest possible moment. This applies to all Seafarers whether or not they participated in the strike.

Clearance may be obtained at any of the ports in the Atlantic and Gulf District. In New York, the committee handling clearances is located on the 6th floor, 51 Beaver Street.

Labor Abroad Gets CARE Aid From AFL

NEW YORK — The American Federation of Labor spent \$275,000 for the purchase of food and clothing textile packages in the past year to help European trade unionists and their families in dire need of bare living essentials.

The AFL-purchased packages were sent to unions in Norway, Holland, Czechoslovakia, France, Austria, Finland, Germany, Greece, Hungary and Poland.

They were procured by the AFL's Labor League for Human Rights from CARE—Cooperative For American Remittances To Europe, a non-profit, government-approved service, which makes it possible for Americans to aid friends, relatives and labor groups in war-torn lands.

Matthew Woll, a vice-president of the AFL and head of its Labor League, is also a vice-president and member of the executive committee in the CARE organization.

14 PACKAGES

Individual AFL members may also use the CARE service to help persons or groups in 15 European countries. The organization now has available 14 types of packages.

Among them are the standard food package, containing a wide variety of tinned meats, and other food stuffs; infant and baby food packages, packed with sufficient essentials to feed a youngster from four weeks to three months, depending on the child's health, and a kosher food package.

Also available are a cotton package, which gives the recipient materials necessary for making cotton clothing. Similar packages containing woolen suiting materials, blankets and shoe repair materials, and knitting wool and utensils can also be obtained.

Except for the 10-pound lard package, and the 25-pound flour package, both of which are priced at \$4.00, all CARE packages cost \$10.

CARE guarantees delivery to any specified recipient in 15 countries. If the purchaser does not have a special individual or group he may designate a classification, such as "a French orphan, a needy Norwegian sailor," etc.

Orders may be placed with CARE, 50 Broad Street, New York City.

Huron Negotiations Nearing Completion

By RUSSELL SMITH

DETROIT — Negotiations with the Huron management are still in progress, and will probably be concluded within the next week. Then the new Huron agreement will be subject for ratification or rejection by all Huron Seafarers.

We are not at liberty to print details regarding the Huron negotiations at this time, other than to say that a substantial wage increase will be provided for, plus several other gains which will probably top any other contract on the Lakes.

There is only one drawback which we cannot overcome, and that is the question of the closed shop and the union hiring hall. Under the Taft-Hartley Act, neither of these sections can be included in a new contract negotiated after August 22, 1947.

However, we anticipate that, as a result of the SIU battle and that of the entire organized labor movement against these Taft-Hartley restrictions, these provisions against the closed shop and union hiring hall will be either eliminated or modified.

Another meeting with the Wyandotte management is scheduled as this article is being written. Negotiations with this company have not reached the same



advanced stage as those of Huron, but we anticipate that a satisfactory Wyandotte agreement will be concluded shortly, and submitted to the Wyandotte seamen for their approval or rejection.

TAFT-HARTLEY COMPLIANCE

We are now awaiting a compliance number from the Department of Labor in Washington, and as soon as it is received, it will be forwarded to the NLRB in order to expedite the seven pe-

titions which the SIU now has pending before the Board.

Four of these election petitions are in their final stages, that is, before the Board in Washington awaiting a final decision. These are: the Hanna fleet (13 ships), Shenango (3 ships), Wilson (12 ships), and Kinsman (Steinbrenner—5 ships.)

All of these elections will probably be scheduled for some time within the next several weeks. We are endeavoring to have the NLRB push them through just as rapidly as humanly possible.

One other election, Nicholson (Ecorse—1 ship) will probably be held just as soon as the Detroit NLRB is notified of our compliance number.

Two other petitions for Tomlinson (11 ships), and Schneider (2 ships) are in the formal hearing stage, and probably go to Washington for ordered elections just as soon as the formal hearings are completed.

Several other Great Lakes fleets are showing marked progress as the SIU's organization drive continues at a rapid pace. Although none of these fleets has been petitioned for elections as yet, we are in high hopes of securing sufficient pledge cards from them to petition within the next few weeks.

VICTORIES EXPECTED

The SIU Great Lakes District is fully confident of winning elections in all of the fleets which have already been petitioned. This is no idle boast, but is based upon sound proof in the form of signed pledge cards, membership books, and countless letters of support which have been sent in to the SIU offices.

Despite the fact that the LCA companies have raised their rates to a par with those of the SIU, this has not had the effect desired by the LCA.

Great Lakes shipowners were confident that if they increased their rates, that they could offset the organizational gains being made on the Great Lakes by the SIU. This has not happened.

On the contrary, Lakes seamen are seeing more clearly than ever that the SIU is spearheading all gains which have been made by the Lakes seamen.

Qualifications For Office

Qualifications for office in the Seafarers International Union, as provided for by the Constitution and By-laws, are as follows:

- (a) That he be a citizen of the United States.
- (b) That he be a full member of the Seafarers International Union of North America, Atlantic and Gulf District, in continuous good standing for a period of two (2) years immediately prior to date of nomination.
- (c) Any candidate for Agent or joint patrolman must have three years of sea service in any one of three departments. Any candidate for departmental patrolman must have three years sea service, as specified in this article, shall mean on merchant vessels in unlicensed capacity.
- (d) That he has not misconducted himself previously while employed as an officer of the Union.
- (e) That he be an active and full book member and show four months discharges for the current year in an unlicensed rating, prior to date of nomination, this provision shall not apply to officials and other office holders working for the Union during current year for period of four months or longer.

Any member who can qualify may nominate himself for office by submitting, in writing, his intention to run for office, naming the particular office and submitting the necessary proof of qualification as listed above.

The notice of intention addressed to the Secretary-Treasurer must be in his office not later than Oct. 15, 1947, when nominations will be closed.

Seafarers Sets Alcoa Port Steward Straight On Contract Obligations

By RAY GONZALES

Alcoa Steamship Company's New York Port Steward is an old hand at trying to cause disension within the SIU.

He has just come up with another scheme to drive a wedge between the Stewards and crews of Alcoa's ships, but once more he came out on the short end.

The Port Steward, G. H. Hansen, thought he was an exception who didn't have to bother with the SIU agreement but could choose the Chief Steward aboard the Alcoa Cavalier.

He thought he could hire his own fair-haired boys for positions aboard ship but this attempt, like many he has made before, backfired in his lap.

His last previous attempt to divide the solid ranks of the SIU took place in January when he engineered a little deal he thought was sure to turn the Chief Stewards against the Union.

He sent out a letter to Chief Stewards telling them that Alcoa was very sorry that it could not give Chief Stewards vacations, as the company desired, because the Union forbid it.

CROCODILE TEARS

The company wanted to give vacations only to Stewards, and in his letter Hansen stained the pages with tears when he said: "The company cannot do for one

and not for another and, therefore, we have to live up to our agreement with the Union."

Hansen's phrase, "we have to live up to our agreement with the Union" is just as questionable now as it was then.

Only a double-talk artist would talk about living up to the Union agreement and then attempt to choose the Chief Stewards in direct violation of the Union agreement and Shipping Rules.

The tussle with "Alcoa's Angel" began recently when the Chief Steward of the Cavalier had charges signed against him by five book members. Under the constitution no man under charges is entitled to remain aboard or sail any SIU ship until cleared by a trial committee.

"NOT ACCEPTABLE"

Inasmuch as this left a vacancy aboard the Cavalier, the job was put on the board and taken by



Brother Isaac Miller. When Miller reported to Hansen he was told that he was not acceptable to the company.

Miller, like any good Union man, informed the Union as to what had taken place.

A Patrolman was dispatched to visit the Port Steward who, when faced with the question of refusal, replied that as far as Miller was concerned he could not thing of anyone more qualified for the job, but due to personalities he could not and would not accept him.

The Patrolman went aboard the ship and acquainted the crew with the beef. The crew immediately went on record to refuse to sign-on until the beef was settled according to the contract.

Hansen, when faced with the solid Union spirit of the crew, decided to accept Miller as Chief Steward.

Later it came out just what Hansen meant by "personalities." To him, a good Union Steward was not cricket; what he wanted was one of his fair-haired company stooges to land the soft berth.

FAST WORKER

Before being slapped down he employed another neat tactic to relieve the mounting pressure against his plans. He contacted one of our Union members aboard the ship and asked him to get a gang of Stewards Department men together to go to the Union Hall and intercede in behalf of the Steward standing trial.

This, too, backfired as the Union member immediately contacted the Union Hall and reported what was afoot.

Hansen, no doubt, thought that through such action the Chief Steward would be cleared of charges and reinstated aboard the Cavalier.

On this, he got a kick in the face when the Trial Committee barred the Steward from Alcoa ships.

Thus ended his attempt to circumvent the Union contract. When the spotlight was turned on him he withered like a three day old gardenia.

In spite of all his honey-coated words and phrases about "the Union is not doing right by the Chief Stewards," and "I would very much like to see you get paid for vacations," his past record tells a much different story.

FINKY RECORD

He possesses the dubious record of being a fink on the waterfront which is borne out by the fact that he finked on the SIU during the 1941 Bonus Strike. A man such as this does not have the welfare of Stewards or any seamen at heart. He is strictly out for himself.

Hansen has been taught another lesson that he will not soon forget. This "subway caesar" should realize now that he will never be able to break our contract or working rules.

LIFE ON THE GREAT LAKES



Even As A Youngster, Taft Was Considered Just A Politician

By LOUIS GOFFIN

I've noticed quite a number of articles in the LOG pertaining to the Taft-Hartley Law, and so here go my two cents. Many years ago, in my home town, I became acquainted with the Taft family.

There were two brothers, one who was quite a football and basketball player at Yale University, and the other a phony character even as a young man.

The athletic brother was well liked and well thought of, and the other, who grew up to help author the infamous Taft-Hartley act, was thought to be strictly out for what he could get.

His record in Congress proves that the Senator from Ohio hasn't changed a bit since the days when he was growing up, not too well liked by his neighbors.

He's a union-hater, labor-busting politico, and it's a sad fact that a guy like Taft is the leader of the Republican Party.

In the past ten years we in the United States have become

used to using initials to stand for words or phrases. Franklin Delano Roosevelt became FDR, the War Shipping Administration is known as the WSA, and the Wage Stabilization Board was shortened to WSB.

Guess where that leaves Robert Alonzo Taft?

BLIND HATRED

After getting that off my mind I'd also like to say a few words about the wacky union-haters who write those letters to the "Voice of the People" section of the New York Daily News.

Reading and digesting this literary trash, I've come to the conclusion that the birds who write those letters have no knowledge of labor, and in their blind hatred of organized labor they are undermining every advance that has been made since the Declaration of Independence.

In my book, the guys writing the letters are a bunch of cranks who probably refused to join a union so they could save on dues and initiation.

But I'll bet those guys don't refuse the eight-hour day, vacations with pay, higher wages, and everything else that organized labor has won for the workers.

JUST IGNORANT

They probably figure that, as free Americans, they are entitled to jobs anywhere and anytime. Being without brains, they don't stop to realize that only through organization can they be sure of jobs being available, with decent conditions and good wages.

If these fanatics would stop reading old line labor-haters like Pegler and his ilk, and instead try to find out the truth about labor's aims and objectives, the world would be a better place to live in.

We should do our level best to show these people the error of their ways, and at the same time fight to maintain a strong labor movement which can stand them off, if need be.

AFL Maritime Unions Prove It Again

CLEVELAND—Here's one for the books. It happened recently on the Great Lakes, and should open the eyes of many Lakes seamen who do not as yet know the real score concerning SIU and AFL unionism in action.

During the past month, from August 4 to August 27, hearings were held before the Railroad Arbitration Board concerning an increase for all non-operating personnel working for the railroads.

At these hearings, Captain Van Buren, international vice-president of the Masters, Mates & Pilots, appeared in company with Richard Walton, ILA vice-president assigned to the Great Lakes region.

Due to the fact that MEBA representatives were not free to attend, Brother Van Buren represented the MEBA as well as the MM&P.

Although the NMU has several contracts covering the carferries on the Lakes, not one NMU representative put in an appearance at these hearings!

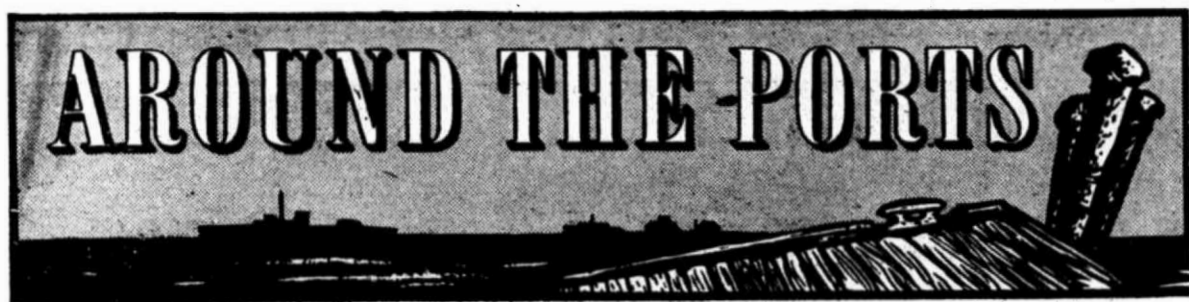
This is the type of representation which NMU members on the Lakes can expect from their union misrepresentatives.

Final settlement, as approved by the participating unions, was an increase of 15½c an hour for all non-operating personnel.

Once again, the AFL Maritime Unions have proven by their actions that they are the only unions in the maritime industry which are in there fighting for increases and improved conditions.

Honor Roll Of Isthmian Strike

W. R. Kane	3.00	A. Totentino	20.00	M. Landron	3.00	R. Dunsemoor	2.00
V. Rodriguez	5.00	Harry Gassaway	20.00	S. Day	10.00	M. E. Potiriadis	3.00
V. Ventre	5.00	C. Story	20.00	H. Estwick	5.00	W. Smith	5.00
SS WATERMAN		S. A. Swistowy	20.00	L. C. Brown	3.00	J. W. Silkowski	3.00
E. Santos	5.00	D. P. Rivers	20.00	R. Savior	5.00	H. L. Bates	3.00
SS LUNDY		M. H. Munster	20.00	A. H. Kasselmann	3.00	P. Dehrend	3.00
Wm. F. Walters	20.00	R. M. Curry	20.00	D. Cruz	5.00	Eli Ware	3.00
C. E. Grierson	20.00	W. P. Jackson	20.00	S. M. McConnel	5.00	P. H. Bordelow	2.00
J. W. Dunlap	5.00	Bobbie Jones	20.00	J. R. McPhaul	5.00	S. F. Ureta	3.00
James Lewis	2.00	L. C. Rieger	20.00	G. Bonefont	4.00	F. A. Gunter	2.00
W. S. Brady	5.00	Geo. Huber	20.00	J. J. Pellum	5.00	G. W. Wall	2.00
C. R. Broome	5.00	W. Perry	20.00	K. A. Bilson	5.00	T. Pilkington	5.00
H. C. Smith	5.00	R. O. Karlson	20.00	John Tisso	5.00	Joe Kite	5.00
John Sigurdson	5.00	A. A. Sampson	20.00	A. Dunbaughh	10.00	J. J. Perera	3.00
Paul Tranunell	5.00	E. Mistich	20.00	R. Perryman	10.00	A. H. Gonzalez	3.00
L. Saucier	5.00	E. M. Howell	20.00	D. Burton	6.00	T. D. Reilly	3.00
E. E. Cooper	5.00	J. A. Dihian	20.00	O. J. Hogon	5.00	A. Nordahl	4.00
A. H. Gronberg	5.00	S. J. Barras	20.00	H. Nichols	5.00	A. Swenson	5.00
Gerrt Bass	5.00	W. M. Stewart	20.00	SS SEATRAN TEXAS		R. E. Evert	5.00
E. J. Hruska	5.00	H. A. Lecompte	20.00	M. Riechelsos	2.00	F. Gonsalves	5.00
Robt. Beach	5.00	SS DOROTHY		C. C. Flintjer	1.00	T. Sullivan	10.00
R. L. Pewitt	5.00	L. F. Rivera	4.00	W. E. Pepper	5.00	A. DeForest	5.00
Nick Bigney	25.00	M. Fernandes	3.00	J. Megill	5.00	SS CAPE JOHN	
Jackson Forest	20.00	C. L. Gonzalez	3.00	A. Claud	5.00	V. Gerner	15.50
Fred Hardy	20.00	H. C. Randell	3.00	B. A. Genter	1.00	A. Horvath	5.00
Geor. F. Murphy	20.00	M. Hovland	5.00	A. J. Maroles	1.00	M. Baloh, Jr.	5.00



Philly Locates A New Building, Resolution Goes Before Ports

By E. S. HIGDON

PHILADELPHIA — Shipping in this port is on the increase with Isthmian, Newtex and Calmar ships paying off in this port and signing on.

We have a few of the old-timers with us again: Joe Wendt, Charlie Nangle, Sam Foss, Jimmie Doris and others too numerous to mention; however, they are all on the list and are shipping out soon.

Lo and behold! We have located another building and I do hope we get this one. A committee inspected the spot and reported that it was the best they have seen around here, to date.

The building is located at 136 N. 5th Street. It is 30 by 80 with four floors and a good basement. This is really ideal, as in cases of emergency we can sleep and feed quite a few men. The cost of the building is \$35,000 cash.

Oh yes, it has oil heat and is ideally located.

The membership here lost no time in drawing up a resolution signed by quite a few members, which, when it hit the floor at the meeting Wednesday night, went over unanimously.

Here's hoping that we are able to get this Hall, as we sure would like to move out of this hot box.

ONE FOR BOOKS

Here's the best of the season: There was a guy on a ship as Assistant Electrician who quit at 10:30 in the morning, got his dough and came to the Hall where he registered and shipped back on the same ship as 2nd Pumpman. He was aboard by 1 P.M. only to quit the next morning before he turned to.

He then asked for a day's pay as 2nd Pumpman when he was already paid a full day's pay as Assistant Electrician. Can you beat this?

We seem to be having quite a time with the American Pacific ships and the tanker outfits from the west coast. They generally give the Stewards a hard time regarding the food stores.

At the payoff on those ships, especially the tankers, they do not want to okay any of the overtime, instead they want to refer it all to the west coast for settlement.

Another bad feature about these tankers is that we have

members coming into the Hall stating that they have not collected the \$17.50 raise that was granted last year, and that they had written to the company on the west coast several times about the matter.

Each letter they have written has brought the same answer: preparing a payroll is a tremendous task and as soon as it is completed, checks for final settlement will be forwarded.

LOTS OF TIME

Well, I believe from the 26th of November, 1946, to September 12, 1947, is quite a while to wait for this raise. We are given to understand that all the freight ships and American Pacific have paid this money but the tankers have not paid off yet.

Maybe the guys due this money are rushing the company too much, or are they?

NO NEWS??

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

- CLEVELAND
- DULUTH
- JACKSONVILLE
- MOBILE
- MONTREAL
- NORFOLK
- SAVANNAH
- TOLEDO
- ASHTABULA
- MARCUS HOOK
- SAN FRANCISCO
- TAMPA

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.

Don't Pile Off Because Of A Beef, Press It Through Union—And Win

By FRED FARNEN

DETROIT—Recently, we have received several reports about poor conditions aboard SIU-contracted vessels. In fact, one Brother wrote an item in a SEAFARERS LOG of recent date condemning certain conditions aboard one of the Browning ships.

It's high time that SIU members began to realize that as members they have certain responsibilities. How are conditions going to be improved if the men who do the most squawking pile off the ships without doing anything about improving conditions aboard those vessels?

How is any shoreside official of the Union going to improve conditions on the vessels unless those conditions are brought to light in the regular manner?

Whenever you, as a member of the SIU, have a beef regarding wages, hours, overtime, working and living conditions, there is only one thing to do about that beef.

Remember that as an SIU member you are a part of a democratic organization, and that all of your beefs must be taken up in a democratic way. That is the way we do things in the SIU.

Regular meetings should be

held aboard all SIU contract ships at least once every two weeks. This is a must.

At these meetings, an SIU Delegate for each Department should be elected—and be sure that when you elect a Delegate you choose a member who is reliable, sober and has some common horse sense. This, also, is important.

Your shipboard meeting is the first place to bring up your beefs. After a thorough discussion on your legitimate beefs, a motion should be passed recommending further action in order to remedy conditions.

DELEGATES' DUTIES

After the shipboard meeting has recommended certain action, it is then up to the Department Delegate to seek a settlement from the departmental head involved.

If no settlement is reached, then it is up to the Delegate to



Crew Learns Not To Payoff Without Patrolman

By JOE ALGINA

NEW YORK—When a Patrolman went aboard the Sully Hills, Pacific Tankers, this week he expected to be greeted by a hydrant-headed monster or at least an overworked octopus—for according to the telephone report of the ship's Delegate the ship was being run by one man who bossed all Departments and ran the ship as a one-man crew.

Instead of finding a super-seaman they found a Skipper aboard who appeared as normal as anyone else, having two arms and two legs and one head.

The Patrolman took the Skipper aside and asked him what the deal was. He didn't have much to say in his defense, so the Patrolman told him to slow down and watch his high blood pressure.

The guy, according to the Patrolman, was possessed of a mother-hen complex and thought the ship just wouldn't operate unless he was everywhere to supervise the operations.

At the sign-on a few days later, the Skipper looked as if he had a long talk with his psychiatrist. Anyway, he had calmed down quite a bit and the crew felt that they would make a normal trip with the Chiefs once more in charge of their Departments.

This week, New York harbor looks fine with a lot of SIU ships in port. There are about 50 or 60 ships in at the moment with jobs in plentiful supply. There is a need for Black Gang men and A.B.s.

Also in port are about eight Isthmian ships. Most of them are no job to payoff and the Patrol-



men are having an easy time for the most part.

Baltimore will get the majority of Isthmian payoffs, so if you want an Isthmian ship, that's the place.

The Nuttall, Alcoa Steamship Company, was in port this week for the payoff. The payoff was scheduled for 10 A.M. but the Patrolman assigned was held up aboard another Alcoa ship across the slip.

The crew was notified of the delay and told two Patrolmen were being sent down and would be there in a short time.

The crew, however, went ahead and began the payoff. During the payoff a Patrolman came aboard and asked why they had started the payoff without waiting. He was told that the crew felt the Patrolman was unnecessary as they had no beefs.

NO TRANSPORTATION

The Patrolman then went over the pay vouchers with the men and found that they were short several hours of overtime.

One Brother, after receiving his dough, told the Patrolman

that he didn't receive his transportation along with the rest of the crew.

The Patrolman took the matter to the paymaster and examination showed that the man was correct. He was short about \$64. This is a good reason for checking your money before leaving the pay table.

The matter was just an excusable mistake on the part of the paymaster, but it showed an even bigger mistake on the part of the crew by allowing the payoff to begin without a Patrolman present.

Beefs or no beefs, there's a lot more to paying off a ship than settling beefs.

Just a word on overtime:

Delegates of each Department should keep a record of each man's overtime, including the hours, turned into the Mate.

This is so that when a Patrolman checks overtime he can tell immediately whether the number of hours turned in are the same as the company's sheets.

In addition, each man should keep a copy of his overtime turned into the head of the Department. By doing this the time consumed at payoff time could be cut in half.

STRIKE CLEARANCE

Now that the Isthmian Strike is over we have been running into a bit of trouble with strike clearances. If you were on the beach during the strike, make sure you get clearance from your port before shoving off for another.

During the strike some of the men left ports where there were no Isthmian ships tied up and hit New York. When they came in to get their strike clearances they had no proof of being in the port they left during the strike.

So, to save yourself trouble, get your clearance in the port where you were when the Isthmian strike was taking place.

report back to the affected crew members, telling them that the Captain refuses to settle the beef.

That's where your shoreside officials come in. It is then up to the delegate to report the unsettled beef to an SIU Patrolman or Agent at the next port of call where an SIU Hall is located. Then the beef will be taken up with the company officials.

If these company officials do not see their way clear to satisfy the SIU's demands, then it is up to the port Agent to bring the matter up before either a special or regular membership meeting.

In the SIU, as in all democratic unions, the membership meeting is the highest ruling body in the organization. Whatever is decided by that membership meeting, whether it is some form of direct action like a strike or a suitcase parade or other pressure move, must be carried through by the SIU members and officials.

That's the only way that we in the SIU can satisfactorily settle any of our beefs.

YOUR RESPONSIBILITY

Whenever you run into some SIU member who is doing considerable wind-jamming over a beef and who has piled off his ship as a result, it is your responsibility to remind him that he isn't doing either himself or the Union any good by piling off the ship with an unsettled beef.

No member has a right to squawk about conditions aboard a ship, if he was too damn lazy to do anything about improving those conditions himself.

These is only one proper way to take care of a beef in the SIU, and that is as we have outlined above.

Remember, the next time that you have a beef, don't pile off your ship. Stick with the ship, until your beef has been fought through and another victory for SIU conditions won.

Know Your Shipping Rules

Clarification of an often misunderstood shipping rule: Rule 29—"Any man may be promoted on a ship providing he is capable of performing the duties required, but he must make one trip before promotion."

Promotion in this case is possible only if the man complies with the above, has the necessary endorsements and is from a rated job.

Reading of rule 30 makes this clear: "Ordinary Seamen, Wipers and Messmen must not be promoted on board vessel, but must come off and register at next rating before being permitted to sail at next highest rating."

Reading of rule 30 clears up most of the difficulty on this score.

Grain Shipments Are Expected To Boost Great Lakes Shipping

By HERBERT JANSEN

CHICAGO — Shipping has slacked off in this port somewhat due to the laying-up of several excursion ships. However, we expect shipping to pick up considerably in the near future, especially for the hauling of grain cargoes.

Laying in the South Chicago shipyard is the SS City of Grand Rapids. She is having several plates changed due to the licking she takes locking through the Chicago Locks during the season.

The Rapids is expected to leave for her winter quarters at Benton Harbor when the repairs are completed, and according to the company she is up for sale.

Finishing her job on Calumet Park, the SS Michigan went into the shipyard for repairs. She will start on the airfield project next Thursday, and will probably be on this job for more than a year.

Last week, the tanker Westcoat paid us a visit, her first since last spring. She used to be on a regular Chicago run, and some of the boys hope that she will make a steady run here from now on.

Also in port during the week was the Midland ship, SS W. G. Pollock. She loaded grain for Buffalo.

The Clipper Line is again contemplating the operation of the SS Milwaukee Clipper all winter.

over the idea that the LSU is a bona fide Lake sailors union, controlled by and for the Lakes seamen.

If this union were actually a bona fide one, do you think that they would attack the SIU so viciously? The truth is that the LSU is much more interested in protecting the rights of the poor downtrodden operators rather than the rights of the Lakes seamen.

Another interesting point to remember is what is being done with the dues which are collected from Cleveland Cliffs seamen. Certainly, what little money is paid into this phony outfit is not used to improve conditions of the seamen.

Instead of that, it is used for the purpose of putting out slick propaganda attacking the only union on the Lakes which is actually doing anything for the Lakes seamen — the SIU Great Lakes District.

Despite the filthy propaganda put out by the LSU, they cannot lie about what happens to money that is paid in to the SIU by members.

They know that SIU funds are used to fight for conditions and wages for all seamen, and they know that every last penny has to be accounted for and itemized in the SIU annual audited financial report.

Lakes seamen who belong to this company union should stop and think it over.

Don't let a phony outfit like the LSU use your money to battle against improved conditions and wages for the seamen.

Make sure that your money is used in a good cause fighting for job security and improved conditions on the Lakes.

Join the SIU today and become a part of the only seamen's Union on the Great Lakes which is constantly fighting to improve wages, hours and conditions.

That way you can be sure that the old days of slavery on the Lakes will be gone forever.



At the present time, the Clipper is making a trip-and-a-half a day, and will go on one trip daily starting with September 15.

After November 1, she will operate one trip daily Monday through Friday, and lay over in Muskegon, Michigan for the weekend.

ORGANIZATIONAL PROGRESS

There is still a steady flow of Lake seamen coming into the SIU halls in both South Chicago and downtown Chicago. Many of these men are taking out SIU books, and the outlook for our organizational drive on the Lakes looks very good.

Many of these Lakes seamen are up-in-arms over recent legislation like the Taft-Hartley Act, and are fed up with the newspaper columnists trying to tell them that Unions are no good for them.

Lakes seamen are educated, and can read and understand newspaper accounts for themselves.

They know that the majority of politicians and newspaper columnists are owned body and soul by the big business interests, and that anti-labor laws like the Taft-Hartley Act are meant to protect the business interests so that they reap more profits and huge dividends.

Propaganda is a very useful article used by the big companies. Take the Lake Sailors Union, unaffiliated. This so-called union was actively promoted by the Cleveland-Cliffs management.

LSU propaganda tries to put

TO STUDY ABROAD



Five young Americans, interested in the labor movement, sailed for England Monday, September 15, for a year's study at Ruskin College, Oxford. They will study on scholarships awarded them through the Institute of International Education. Left to right, Gerald G. Redlin, member Farmers Educational and Cooperative Union of America; Homerta F. Watson, secretary to the Secretary-Treasurer of the Kentucky State Federation of Labor and member of the Office Employees International Union, AFL; James Tyree, member of Local 596, United Automobile Workers, CIO; Lucille Thornburgh, reporter for the Knoxville Labor News; and Robert Repas, House Councilor at the school for Workers, University of Wisconsin.

Bucko Skipper Headed For Waterman's Drydock

By KEITH ALSOP

GALVESTON—When shipping is good, as it is now in this port, it always means that on one of the many ships in port there is going to be something wrong; such was the case this week aboard the Bret Harte of Waterman.

There was quite a bit of dissention aboard and it all seemed to stem from the Master, Cy Hancock, a well-known character to all men who have sailed Waterman ships over the past 15 years.

The matter didn't get out of hands as it is with great satisfaction I report that we will not be bothered with Cy for some time to come.

He was taken off the ship and sent to the hospital with the galloping shakes. The company relieved him as Master and had him sent to the Mobile boneyard where the company drydocks its bad boys.

FUTURE BRIGHT

The excellent shipping now being enjoyed in this port promises to continue for some time to come. We expect quite a few ships in shortly to take the places of those due to pull out.

Those in for payoffs this week were the Lorenzo McCarthy, Joseph Teal, Bret Harte, John Laurence, all Waterman; the Daniel Willard, South Atlantic; Del Aires, Mississippi; Warrior

Point, Pacific Tankers, and several SUP cargo ships.

In transit were the Del Rio, Mississippi; Ingersoll, Waterman; James Gillis, Smith and Johnson; Richard Alvey, Isthmian and Edith of Bull Lines.

This week Charlie Kimball, ex-official of Mobile, came in and paid off the Ingersoll. Two other oldtimers cooling their heels here at the moment are Neil Harmon and Jack Kelly.

On the organizing front the towboats are shaping up good under the Marine Allied Workers. So far we have had excellent response to our organizing efforts.

The Logans Port and Cantigny of Cities Service were in port and were covered by the organizers.

All the men aboard seem well satisfied with the way the SIU is going after the Cities Service Fleet and are sure the SIU will cop the election when it comes up.

HOSPITAL DONATION

The crew of the Del Aires at the payoff last week donated \$29.50 to the brothers in the Marine Hospital here in Galveston. I'm sure the boys at the hospital will well appreciate the generosity of their Brothers aboard the Del Aires.

Last week-end Brothers Johnson and Sweeney went fishing and made a swell catch of 31 trout. The catch sure looked good, but, oh, what an odor those things left around here! For a while this place smelled like a fish cannery.

The tropical hurricane which hit this area a couple of weeks ago made quite a splash, but all hands came out of it safely.

Every one down here hopes the birds with the new hurricane buster have a lot of luck with their experiments. We can use something to put an end to these blows.

Curran Takes Commie Issue To New Orleans NMU

NEW ORLEANS—Joe Curran last week invaded what used to be the communists best stronghold in the Gulf, and before a packed membership meeting vowed to fight "until the communist party, which is now seeking control is driven the hell out of this union."

His words were well received, and prove again the fact that the rank-and-file members of the National Maritime Union are not communists, but are actually the captives of a small and determined communist group in the union.

Joe arrived in the wake of Bill McCarthy, an NMU national officer who was appointed to replace N. O. Agent Richard Sullivan. Sullivan and Patrolman Harry Alexander were suspended awaiting trial on charges brought by Vice-President Chester Young and Secretary Ferdinand Smith.

A special meeting of the New Orleans branch was held on Wednesday night, September 10, and there Curran faced the Red issue, and promised to continue the hammer-and-tongs battle to

stamp out communism within the NMU.

FRAME-UP

"At meetings in New York," he said, "the communists have heckled me and called me a ship-owners' stooge. I say that the National Office led by Chester Young and Ferdinand Smith railroaded through these charges against Richard Sullivan and Harry Alexander in an illegal manner for the sole purpose of gaining control of the New Orleans branch."

Both Sullivan and Alexander have admitted to membership in the party, but both quit sometime last year, and threw their weight behind Curran's fight.

As soon as that happened the communists started an all-out attempt to force them from the port, and this was climaxed in the investigation conducted by Young.

Before the meeting was held, Curran invited the press in for a conference, following which McCarthy did the same thing. Curran walked into McCarthy's press conference, explaining that he worked for the Pilot.

The conference soon turned into an exchange of sharp words between the two union officials, while the reporters feverishly took notes.

TURN OTHER CHEEK

Curran started off by warning McCarthy against violence in the port. McCarthy replied that there were only seven communists on the beach, and besides, "we are under order to use no violence, to take a beating if we have to."

Curran retorted: "What red-blooded seamen would take a beating?"

His face red, McCarthy leaped to his feet and shouted, "The Red Army retreated all the way to Stalingrad. But when they hit back they hit back all the way to Berlin."

One charge thrown by McCarthy, that Curran had talked to a steamship operator and then agreed to release a ship, brought this retort from the NMU President:

"That's a lie. Under any other circumstances I'd beat your ears off."

McCarthy retracted.

All Serene In San Juan; Called 'Perfect Port'

By SALVADOR COLLS

SAN JUAN—For the past two weeks San Juan has been the perfect port.

During the past two weeks I haven't had any beefs of any description to settle on our ships. Things are quiet and very orderly, thus the title, "The Perfect Port."

The only happening to break the serene calm of the Island was a bit of gendarming by the local police. They put out their hooks and picked up all of our well-behaved beachcombers. They have been making a habit of this for some unknown reason.

I sent the Dispatcher down to police headquarters where he was told that they were after the guys who have been living off the gay señoritas in this port.

This leaves our men out as all of them work in shoregangs at least three or four days a week.

These fellows are supporting themselves and are not sponging off any of the local populace.

We staged a bout here last week pitting Joe Rodriguez, Messman off the Jane O, against a fellow named Max Morales. Our boy got trounced, but it was because the second told him the fight wouldn't pay.

It was a good fight until the third round when it started raining and our boy slid three times in the ring. His second said that it was no use fighting under such conditions and told Joe to lay off the fight.

Everyone attending seemed to enjoy themselves while it lasted.

We set up a strike clearance committee to handle clearances from the Isthmian Strike. All of the men on the beach here during the strike have been cleared.

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.

The Patrolmen Say...

One Of The First

NEW YORK—One of the first Isthmian ships to hit New York after the Isthmian Strike was the William H. Allen which tied up after a three and one-half months trip to the Far East.

We went aboard for the payoff and found her to be in fine style. The crew of the ship had been led by a few SIU members who had done a fine job of making the Allen a heads-up vessel.

She was almost as easy to handle as some of our best ships, for the overtime had been cleared up before hitting port with all of it okayed and out of the way.

Part of the credit goes to Brother Brown, AB, the ship's Delegate. He did a fine job and the crew worked with him all the way.

Of course, all is not peaches and cream in the Isthmian Fleet. There are still some Skippers, licensed personnel and Stewards who refuse to see the light of day and recognize the fact that the Isthmian fleet has a contract with is unlicensed personnel.

NEW WAY OF LIFE

These people have yet to learn the provisions of the new agree-

ment and the new way of life aboard Isthmian ships.

To some of them this will come in due time, but others who refuse to pay any attention to the new contract will have to be talked to and impressed with the fact that things are different.

The crew of the Allen had good reports about the ports they visited while on the other side. They all managed to have a good time while ashore. Much of it was relief just to be away from some of the rough conditions aboard the ship. That should all be water under the bridge now that a contract is a reality.

One thing that should be pointed out to the men of the Isthmian fleet and the other companies as well, that all overtime should be turned in within 72 hours after the completion of the work. If the overtime is two weeks or a month old, it is very difficult to collect.

Another thing in this respect is the fact that sometimes men miss a ship while in a foreign port and, unless they catch the ship before the payoff, they stand to lose all the overtime worked and not reported.

By putting in for the overtime

Baltimore Shows Real Solidarity, Aids Striking Shipyard Workers

By WILLIAM RENTZ

BALTIMORE — Last week the striking CIO Shipyard Workers at the Bethlehem Steel Yards voted on whether or not to end their strike. By an overwhelming vote they decided to stay out until their demands are met.

Our men backed up their play in no uncertain terms. We collected \$122.00 at a meeting, and the money was immediately turned over to the Shipyard Workers strike fund.

Those men have been on strike for close to 100 days, and they are just as staunch now as they were the first day they hit the bricks. We've been respecting their picketlines, and we are with them until they win their fight.

Shipping is just about fair, but should pick up soon. Only three ships signed on here last week, and that's just about par for the course. Six ships paid off and each one was a headache.

MUTINY, LOGGINGS

The big beefs last week were on the Joshua Slocum, South Atlantic, and the Eli Whitney, Alcoa. There were more loggings on the Slocum than there are labor-haters in the U. S. Congress. But we beat most of them, and the ship pulled out with a new bunch of officers on Deck—after the Union insisted that the old ones get off.

But on the Whitney, it was far different. Here the crew was charged with mutiny, and that's not a charge to be loosely thrown around. It took a lot of work, and even a spot of luck, but we finally succeeded in clearing all but one member of the crew.

One crewmember was put off the ship, and the crew held up the vessel for four days. The company then saw the light, and the man was taken back.

Plenty of men on the beach here—too many to list in just one column. As soon as shipping picks up, however, they will be on their way to far-off shores and new adventures.

T-H LAW HARMFUL

Most of the gin-mill discussions here are concerned with the Taft-Hartley Law. All hope that it will be defeated soon because it could do labor a lot of harm.

Working men fought for many years to make gains, and along come the politicians and take those gains away by passing a vicious law.

Real labor solidarity can put an end to all the sly tricks that are used to rob the working men. If labor doesn't unite against the vultures real soon, it may be too late.

Isthmian Replacements Help Shipping In Boston

By JOHN MOGAN

BOSTON—Shipping and business slacked off during the past week, although the waterfront was busy enough.

Isthmian vessels have been coming in here at the rate of three each week—this week the SS Steel Recorder, SS Steel Scientist, and the SS Lynn Victory made stops here and were covered each day of their stay.

There are still beefs aplenty on these ships; but it should be only a short time before the working rules are on paper and Isthmian crews may feel that they are sailing a Union ship.

It would appear that Baltimore and New York will benefit most so far as Isthmian jobs are concerned; however, nearly all the Isthmian vessels putting in here so far have called for replacements—sometimes only one man and, very often, as many as five.

GALLUP SQUARED

The SS John Gallup paid off here during the week with only a few disputes in overtime, and these were settled promptly and satisfactorily. The only other beef on this ship concerned scanty stores and slop chest supplies. These beefs were rectified before sign-on.

The Gallup had a good crew which contributed greatly to the

smooth payoff.

Also signing on this past week was the SS Madaket, and it is fairly safe to say that her next voyage will be a great deal happier than her last.

This ship ordinarily doesn't have much turnover at the end of the voyage. Most of the crew has been on there close to a year. On looking over the galley and sampling the chow put out by the Stewards Department this is readily understandable, as it is the cleanest and best feeding ship the gang ever sailed (indirect quotation—just in case some of our excellent Stewards reading this let out a bellow of rage).

The SS Kings Canyon (Pacific tankers) came in here from the Gulf without Cooks. It's a tough situation to have the Deck Department on time off haunting the Hall trying to shanghai a couple of Cooks, especially when the boys can show indisputably that it is a good ship with good officers.

But Cooks are getting to be as rare as the dodo bird and were not available in Boston either. Fortunately for the crew of the Kings Canyon, New York was able to send a couple up here to make the ship before sailing time.

The crew was all for getting rid of the Steward, who was no great assistance during the Cook

shortage. Time did not permit any change, however, so no doubt this issue will arise on her next trip up this way.

The prospects for the coming week are not so good at this writing, but additional news may be in by the first of the week.

WITH THE SIU IN CANADA



By HUGH MURPHY

VANCOUVER — Negotiations with the Union Steamship Company, the Canadian National Steamship Company, and the Canadian Pacific Railway Company are at a stalemate. Weeks of effort have gone to waste, and a Conciliation Board has also given up hope.

We have applied for an Arbitration Board, and that is the last resort. It appears that the companies are not willing to give anything without a fight, and so the bricks are beckoning.

Our bargaining sessions with the British Columbia Steamship Company, Limited, have also stalled.

This company has two ships,

the Ireland Prince and the Alaskathair beef. A new ventilating system is being installed, and now everybody's happy.

Our Dispatcher is rapidly going white-headed answering all the silly questions that are asked. He worries when there are beefs, and he worries when there are no beefs. All in all he has a happy time.

I also share part of his misery. The membership keeps me going around in circles, trying to find jobs for unemployed Brothers, and squaring all sorts of major and minor beefs.

Last week we had the opportunity to buy a swell building. But we were faced with 30,000 reasons for not doing so—ALL DOLLARS.

JOB ACTION

The coastwise passenger vessel Chilcotin was held up for two hours right at sailing time because of a beef.

The crew demanded ventilation of crew quarters, and after a lengthy discussion they won

AFL Council Refuses To Sign Non-Commie Oath; NLRB Stymied

(Continued from Page 1)

Taft-Hartley Law may lead off on this particular provision of the law as interpreted by the NLRB's general counsel.

MAY SEEK WRIT

Already the AFL has threatened to go to the courts to obtain a writ ordering the NLRB and Denham to make available the board's facilities to national unions, despite the ruling that all top AFL officers must sign anti-Communist affidavits.

Should the Board comply voluntarily, the AFL will refrain from making a court case.

This was revealed to Board members this week when Joseph Padway, general counsel of the AFL, appeared before it at the request of William Green and Daniel J. Tobin, president of the International Brotherhood of Teamsters, AFL.

Padway told Denham and

other members of the board that the ruling was unfair and arbitrary and urged extension of the 20-day period before which pending election cases may be dismissed unless the affidavits are signed.

It is believed that the CIO has similarly requested an extension of the 20-day period.

HEARINGS LOOM POSSIBLE

Although it did not commit itself definitely, the board may ask AFL and the CIO to present specific cases to the board so that they may be consolidated for oral hearings, with the board making its decision after the hearings.

Meanwhile, the AFL United Textile Workers Union joined the Teamsters and other unions which seek access to the NLRB on the ground that they have complied with the Taft-Hartley Act by having their local and national union officers sign the anti-communist affidavits.

If the NLRB decides that the Denham ruling is correct, it is believed the AFL will not wait for actual dismissal of the cases now pending but would probably go to court to seek an injunction restraining Denham from dismissing the cases.

Seafarers On Shipbuilders' Picket Watch

The following is a list of Seafarers who responded to an appeal by the Shipyard Workers Union for picketline assistance against Bethlehem Steel. These brothers turned out in true SIU spirit for the picketline trick at two of Bethlehem Steel's yards in Brooklyn, where they gave much-appreciated support to the CIO shipyard workers in their strike.

The LOG publishes their names to give credit for their fine spirit and a well done job.

- | | | | |
|-------------------|------------------|--------------------|------------------|
| Eugene Milanese | A. Miltner | August Schroter | W. Kieruif |
| Danioli Pietro | E. Asmussen | Will Doran | M. Calpas |
| John J. Rombone | A. Loterte | Will Jennings | J. C. Diaz |
| Jack M. Ford | G. Williams | H. Childs | J. Prezedpelski |
| J. Pawlouch | C. Skinynski | Frank Keeler | C. L. Jacques |
| Richard Pinckney | J. Dailey | L. Edstrom | G. A. Williams |
| F. White | C. Loades | K. Stenberg | R. S. Newnom |
| Louis Corne | M. Rialland | J. D. Shea | P. D. Mouton |
| James Lawyer | M. Caldas | G. Clark | Harvey Hill |
| C. Esolan | J. Diaz | J. Maldonado | Alexander Stumpp |
| George J. Miltner | J. Mayer | J. Wunderlich, Jr. | Fred Veit |
| George R. Graham | D. Roszel | B. Molonado | Sam Hudgons |
| Elmer Abodilis | A. Montemaran | J. Van Dusen | Patrick Maesbas |
| L. Siorkowski | V. Matarrese | J. Pritz | James Byrne |
| W. Mash | R. Grunder | W. Gilman | John White |
| H. Hill | J. Wernboe | A. Larsen | Leo G. Burnett |
| John J. O'Neil | A. Reeder | C. Busel | C. O. Slary |
| C. Busco | V. James | M. L. Etchevry | A. Logan |
| George J. Smith | J. Lopata | R. Korner | W. W. Bickford |
| John L. Nappi | F. Aponte | A. Montemaran | V. L. Meehan |
| Wm. Atchason | George Kaspruk | V. Matarresi | J. F. Fiddler |
| A. P. Perini | August Hornath | A. Reeder | H. Burkhardt |
| B. Bautista | Jesus Fernandez | J. Nasser | Frank Baskaniski |
| L. F. Cambaro | Wm. Stephenson | J. Pritz | A. W. Hauffe |
| George Bryan | Jose Ramirez | J. O'Neil | L. Lempiainem |
| Bill Brown | Arnold Katenberg | W. Masko | S. Rathman |
| P. H. Parsons | J. A. Wernboe | Sawer | W. Dolberry |
| W. Tannehill | A. G. Nohmid | C. Skszyski | A. Slipaneau |
| Walter Sickmann | Pauils Kronberg | F. Aponte | Q. F. Calnan |
| Lindsey Williams | Ralph Muller | S. Kushner | N. Lyons |
| George Ruf | Anthony Esposito | G. Smith | B. Deval |
| Al Kerr | Wm. Hichason | J. Daily | N. V. Erikson |
| Joe Algina | David McCracken | D. Roseel | W. C. Salainaz |
| C. Cotrones | John Wimer | J. Pannolwich | G. E. Walton |
| C. Jacques | Joe Ranivez | R. Grundner | M. A. Andreano |
| V. Remolar | M. Hansen | E. Gaitmaitan | F. Edwards |
| F. Goavin | Frank Amodio | T. Corcoran | A. S. Wins |
| | Luis Ligon | Lopata | F. Scott |
| | F. Dacanay | R. A. Ektvedt | E. D. Miller |

Seafarers Help Shipbuilders To Stop Scabs

(Continued from Page 1)

a strike that could have gone on indefinitely.

The day following this latest demonstration of solidarity, the company met with representatives of the union in Washington, and there seemed a chance that the long strike might soon end.

Henry H. Gordon, assistant to Mr. Leone, expressed the appreciation of the Shipyard Workers in glowing terms.

He said, "All the Locals involved in the strike against Bethlehem Steel in the New York area deeply appreciate what the Seafarers International Union has done for us.

"At a very trying time, the appearance on our picketlines of hundreds of seamen, and the SIU Jeep, built up our morale.

"On behalf of the membership of Locals 12 and 13, I thank you."

Get A Receipt

Every member making a donation to the Union for any purpose should receive an official receipt bearing the amount of the contribution and the purpose for which it was made.

If a Union official to whom contribution is given does not make out a receipt for the money, the matter should immediately be referred to J. P. Shuler, Secretary-Treasurer, SIU, 51 Beaver Street, New York 4, N. Y.

In advising the Secretary-Treasurer of such transactions, members should state the name of the official and the port where the money was tendered.



- BOSTON**
INDIVIDUAL DONATIONS
C. Buser, \$2.00; D. Albright, \$5.00; SS John Gallup, \$2.00.
- NEW YORK**
INDIVIDUAL DONATIONS
J. Arras, \$1.00; J. DeAngelo, \$1.00; I. Arabasz, \$1.00; T. M. Diangson, \$2.00; P. Danieli, \$2.00; J. Brazil, \$3.00; S. Cambridge, \$2.00; J. Keesley, \$3.00; T. A. Pukki, \$5.00; R. E. James, \$1.00; I. Brosse, \$1.00; V. Speys, \$1.00; E. P. Bligh, \$2.00; T. Corcoran, \$1.00; M. Carrillo, \$1.00; W. McNulty, \$1.00; E. Reyes, \$1.00; Eddie Cravohva, \$1.00; P. Naujalis, \$3.00; C. Morgan, \$2.00; R. E. Thomas, \$1.00; A. Belyk, \$2.00.
D. H. Moore, \$3.00; R. M. Brangman, \$7.50; H. Bursey, \$1.00; M. Iturrino, \$3.00.
- ASA. GREY**
C. J. Blaney, \$10.00; G. O'Connor, \$3.00; J. Millican, \$1.00; W. Wilcher, \$2.00; J. Sarayo, \$1.00; F. Dioz, \$1.00; W. Kivitchoff, \$2.00; J. Antorades, \$2.00; M. Schuller, \$2.00; A. Schuiling, \$4.00; L. Harper, \$1.00; B. D'Ornelles, \$2.00; S. Integra, \$1.00; H. Eriksen, \$2.00; E. Murte, \$2.00; I. Garcia, \$1.00; I. Usera, \$1.00; G. Argyropoulos, \$4.00; M. Tasado, \$1.00; G. Arnim, \$2.00; R. McCulloch, \$2.00.
- SEATRAN N. Y.**
W. Dargan, \$2.00; A. Thomas, \$2.200; M. V. Moore, \$1.00.
- SS R. LOCKSLEY**
O. F. Klein, \$1.00; J. F. McLaughlin, \$1.00; H. D. Linder, \$1.00; D. E. Worcester, \$5.00; V. E. Schminke, \$2.00; T. W. Ulinski, \$2.00; J. M. Prohownik, \$2.00; M. Reeves, \$2.00; F. Ploppert, \$2.00; A. H. Anderson, \$2.00; F. W. Latraverse, \$1.00; J. M. Bang, \$2.00; E. E. Sullivan, \$2.00; C. Oberlander,

- \$2.00; F. J. Balger, \$2.00; N. Williams, \$5.00; J. Axelson, \$2.00; M. E. Sanchez, \$2.00; J. Brown, \$2.00; W. E. Porter, \$2.00; P. Toniazio, \$2.00; F. Pinkowski, \$1.00; J. W. Kaiser, \$2.00; M. J. Quinn, \$2.00; O. W. Hand, \$2.00; J. W. Faircloth, \$5.00.
- SS JEAN**
Caravallo Molina, \$2.00; L. A. Beltran, \$2.00; P. J. McGinnity, \$2.00; Frank Chrop, \$2.00; P. C. Eggert, \$2.00.
- SS PATTERSON**
A. R. Beck, \$2.00; F. LaGuardia, \$2.00; W. Grohulski, \$1.00; A. Esposito, \$2.00; T. McHennan, \$8.00; A. Padumets, \$2.00; J. O'Brien, \$1.00; A. Montemaran, \$1.00; B. DeLima, \$1.00; O. Nelson, \$5.00; F. Masterson, \$1.00; J. Laugaudus, \$1.00; S. Kosfeld, \$3.00; C. Kasco, \$2.00.
- SS KNOX VICTORY**
L. J. Oien, \$1.00; S. Furtado, \$1.00; O. Johannisson, \$3.00; W. Lonergan, \$1.00; B. G. Bautista, \$1.00; Mike Dikun, \$1.50.
- SS WM. ALLEN**
H. B. Thomas, \$3.00; W. L. McClure, \$3.00; Robert Henderson, \$3.00; W. Carnley, \$3.00.
- SS KATHRYN**
Julio Figueroa, \$1.00; Pedro Gandia, \$1.00; Evaristo Jimenez, \$1.00; Mariano Cortez, \$1.00; Z. L. Oliveras, \$1.00; J. V. Rodriguez, \$1.00; Pedro Perez, \$1.00; G. Camacho, \$1.00; A. Saavedra, \$1.00; F. C. Rocafort, \$1.00; William Hare, \$1.00.
- SS R. SHERWOOD**
G. W. Lowery, Jr., \$5.00; A. Pedro, \$1.00; F. L. Travis, \$2.00; T. Torres, \$1.00; K. Vivian, \$3.00; G. E. Berry, \$2.00; L. Zompetti, \$1.00; A. Arancibia, \$1.00; V. Meehan, \$1.00; C. P. Achoy, \$5.00; W. Wentling, \$3.00; J. O'Donnell, \$1.00; H. L. Loll, \$3.00; K. Kristensen, \$2.00; J. Rasmussen,

- \$5.00; E. Rosa, \$1.00; B. Torbick, \$1.00; C. Preclaro, \$1.00; B. Husjord, \$3.00; L. L. Gormandy, \$2.00; A. Pedicini, \$1.00; G. A. Vila, \$1.00; J. Waters, \$2.00; C. F. Costanzo, \$3.00.
- SS EVANGELINE**
R. Peck, \$1.00; R. Hillman, \$1.00; G. E. DeGreve, \$1.00; M. Vejo, \$1.00; J. Polotis, \$2.00; T. J. Whelan, \$2.00; J. L. Moore, \$2.00; P. J. Serrano, \$1.00; T. Heggarty, \$3.00; J. R. Smith, \$2.00; H. A. Stowe, \$1.00; G. Rugeiro, \$2.00; K. L. Madsen, \$2.00; E. J. Jazwinski, \$1.00; R. A. Ektyedt, \$4.00; B. Baily, \$1.00; V. Allen, \$2.00.
- SS BELGIUM VICTORY**
C. Gansis, \$2.00; H. White, \$1.00; C. Zygmunt, \$1.00; F. Prince, \$2.00; J. Wilszak, \$1.00; P. Deveau, \$2.00; N. Ritrovato, \$1.00; H. W. Ryan, \$2.00; C. MacQueen, \$1.00; R. Petrie, \$3.00.
- SS YAKA**
W. Rozalski, \$1.00; C. Tillicia, \$1.00.
- SS ED HURLEY**
R. Hawkins, \$2.00; B. M. Baxley, \$1.00; L. Reinchuck, \$2.00; H. Carey, \$2.00; B. Mixon, \$1.00; R. Phillips, \$2.00; V. Gustafson, \$2.00; J. M. Stone, \$1.00; G. Reese, \$3.00; J. R. Daley, \$1.00; W. L. Deery, \$1.00; L. Reinchuck, \$3.00; J. M. Gurganus, \$2.00; E. H. Searcey, \$1.00; L. VanSchaik, \$2.00; L. M. Dolan, \$3.00; W. L. Peel, Jr., \$3.00; J. W. Atkinson, \$10.00; C. M. Kirkland, \$20.00; B. H. Meade, \$3.00; C. M. Burke, \$3.00; T. M. Peacock, \$3.00.
- SS MONROE**
A. Galza, \$1.00; J. G. Napoleonis, \$1.00; A. Ramirez, Jr., \$2.00.
- SS R. RUSH**
W. Clarke, \$2.00; S. Woodruff, \$2.00; P. Reed, \$1.00; R. Sipsey, \$1.00; C. Honorowski, \$2.00; D. Ramsay, \$2.00; R. Pinckney, \$1.00; R. Donevan, \$2.00; C. Emmons, \$2.00.

MC Calls A Halt To Tanker Sales

A halt has apparently been called by the Maritime Commission on sales of United States tankers to so-called foreign interests planning to operate under the Panamanian flag.

This indication stems from the Commission's rejection last week of all 38 applications for the purchase of surplus tankers for this purpose.

The commission's action thus disposed of all applications on the docket filed by foreign groups interested in purchasing the tankers and operating them under registry in Panama.

There are still other applications, which intend to seek Panamanian registry. The commission said these applications are from companies controlled by interests in the United States.

ITF To Hold Meeting In US For First Time

For the first time in its history, the Executive Committee of the International Transport-workers Federation will meet in the United States. This meeting will take place in Washington, D. C., on September 22 and 23.

Most of the U.S. unions affiliated to the ITF will be represented, as well as a delegation of European Railway Union chiefs and representatives of the twenty American Railroad unions which recently became a part of the ITF.

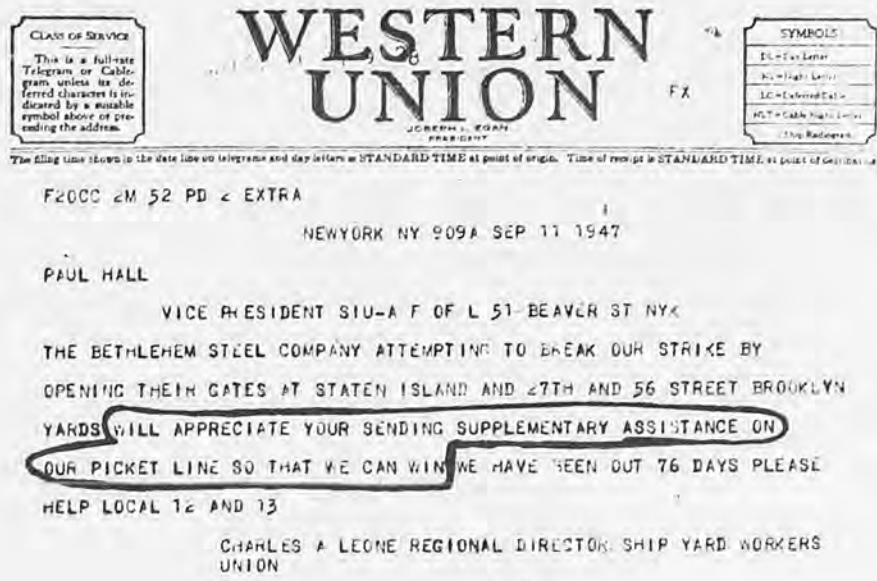
This historical meeting will have a great effect on the future activities of the ITF in the Western Hemisphere, as well as in the rest of the world.

SIU Helps CIO Shipbuilders Stop Scabs

The telegram, at the right, received from the CIO Shipyard Workers, touched off a chain of events. From a special meeting, straight through to a mass demonstration on the picketlines, the men of the Seafarers International Union went to bat for their CIO Brothers.

It was the same story last year when a different Local of the Shipyard Workers was on strike against the Bushey Shipyards. There, SIU support forced the company to bargain, and brought a quick end to a strike that threatened to continue for months.

The strike against the Bethlehem Steel Company has been in effect for more than 80 days. The ranks of the strikers held solid, in spite of company attempts to split the group by phony "peace proposals." Failing in everything else,



the company stated that it would open the doors of the 29th Street, Brooklyn, plant, and that meant a "back-to-work" movement.

But this was foiled when hundreds of white-capped Seafarers showed up on the line. Any plans that the company may have had to import goons came to a dead halt when the SIU joined the Shipyard men on the picketline.

This sort of solidarity with other sincere unions has gained the SIU the respect of the entire labor movement. And it has helped the Seafarers, too.

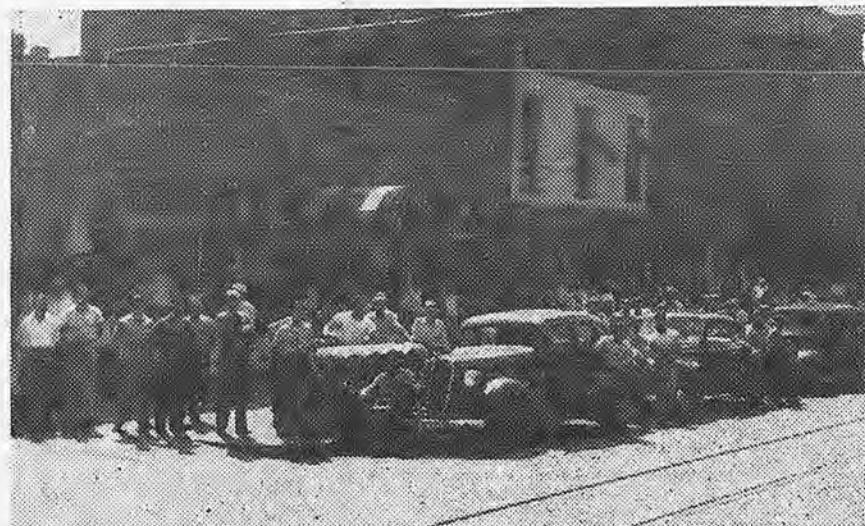
During the Isthmian Strike, messages of support came in from many unions, pledging money, muscle, or what have you. Fortunately, we didn't need any help, but it was good to know it was there, in case.



A special meeting was held soon after the receipt of the telegram. The situation of the CIO Shipyard Workers was explained, and at the conclusion of the meeting, after the members present had passed a resolution to assist the strikers in resisting scabs, more than a hundred SIU volunteers left to join their CIO Brothers on the Bethlehem Steel picketlines.



Meet the new SIU Jeep. Equipped with amplifier, record player, and microphone, this good-will messenger appeared at the Shipyard Workers' picketline, and helped bolster morale. Music was played for the marchers, whose ranks were swelled by the addition of hundreds of white-capped Seafarers.



Upper left shows some of the Shipyard Workers as they, with SIU support and assistance, stopped a phony "back-to-work" move on the part of the Bethlehem Steel Company in Brooklyn.

Left is part of the crowd from some of the industrial plants in the vicinity of the picketing. They gathered by the hundreds to see how an AFL union like the Seafarers came to the aid of a CIO union like the Shipyard Workers.

Above is what the Bethlehem Steel Company's yards looked like at 29th Street, Brooklyn. Not a soul worked behind the picketlines, and the only sign of life is the guard standing in the foreground. Note the dead booms rising in the background.

SHIPS' MINUTES AND NEWS



Seafarer's Musical Career Launched By Stringed Gift



James Marshall strums a few chords on his recently acquired guitar, a gift from Brother Richard Young, former professional musician. Marshall came by the instrument when he and Young were shipmates on the SS Jean LaFitte.

If someday the foc'sle fills with rhythmic melodies plinking off a smooth guitar, you might check to see if the master musician is a Seafarer named James Marshall.

Jimmy isn't quite ready for a crack at Carnegie Hall, but he might get around to entertaining his shipboard Brothers in fine style if he keeps up his practice strumming sessions.

How Brother Marshall and his guitar happened to start going together came about quite accidentally. Marshall, to whom a guitar just meant something you listen to, was aboard the SS Jean LaFitte as Deck Maintenance. Ship's Delegate on the vessel was Richard Young, whose many years of experience as a strumming member of an orchestra had made him expert at tugging at your heartstrings via the guitar strings.

GETS GUITAR

Young and Marshall got along nandily on the LaFitte's spring voyage. Jimmy showed an interest in Young's guitar and before you could say "Beat Me Daddy, Eight to the Bar," Brother Marshall was the proud owner of Young's stringed instrument. Now all he had to do was learn how to make the thing work.

Following up his gift, Young took Marshall under his wing and throughout the trip gave him lessons in the fundamentals. Four months later—in May—when the trip ended Jimmy had an idea how to handle the guitar without getting snarled up in the strings.

"He was a pretty good teacher," Marshall said of Brother



Marshall puts his hand to the wheel aboard the SS Jean LaFitte.

Young. He really hopes that in a short while he'll be able to give out with some tickling tunes.

Lately, Jimmy who is out of Baton Rouge, La., has been shipping out of New Orleans aboard the SS Del Sud.

SEAFARING FAMILY

A member of the Seafarers since 1944, Marshall took part in the Isthmian organizing drive with a four month stint on the SS Twin Falls Victory. He's not the first in the family to turn to the sea for a career. On his mother's side most all of the men in the family engage in sailing for a living.

Now if Jimmy's musical efforts can keep pace with his shipping career he ought to do right well with that there guitar.

Okay, Brothers—Let Us In On It

Some secrets are to be kept, but if you had an interesting trip, or if you met a character who sent you, let us in on it. That goes for your views on the union, current events, or any sugges-



tions you may have. All beefs of general interest will be answered.

Seafarers who think in terms of moon and June and vine and wine can give vent to their rhyme and rhythm in Log-A-Rhythms. If you have a camera we will give prominence to your lens efforts.

The items sent to us will be displayed before an appreciative audience of 60,000 readers from coast to coast who read these pages every week.

Put down the highlights of your experience including the place, time and names and send them to the SEAFARERS LOG, 51 Beaver St., N. Y. We will return all snapshots, poems and stories, if so desired.

Now is the right time, too!

Isthmian Ship, Damaged In Bay, To Enter Drydock

The SS Yugoslavia Victory, an Isthmian freighter, is scheduled to go into drydock for repairs of damage caused when she struck a submerged wreck in Barnegat Bay last Tuesday night. The ship pulled into Pier 17, Joralemon Street, Brooklyn, under her own power. She was on her way from Baltimore, when the mishap occurred, filling the No. 2 hold with water.

Her own pumps and those of two tugs and a salvage barge began removing the water from the flooded hold as soon as the ship made the pier several hours later. She was six feet down by the head when she arrived. The extent of the damage was not immediately determined but a diver was expected to go to work shortly to inspect the vessel below the water.

The Yugoslavia Victory had 36,000 tons of cargo aboard all of which will have to be removed now. The vessel's skipper, Capt. N. J. Oakland, said there had been no danger that she would sink after the collision with the wreckage.

Carrying a crew of 60, the ship had been scheduled to leave this week for the West Coast.

Food Okay, Need Elbow Room, Is Complaint On Del Norte

The beef at the meeting of the crew of the Del Norte wasn't directed against the chow, there was enough of that and of good quality, rather it was the lack of space in which to devour the tidbits and gastric feasts set before them.

On previous trips the crew had an oral agreement with the company allowing the Chiefs to eat in the saloon, but the practice was discontinued when the Chief Reefer was sent from the saloon and inasmuch as the unlicensed personnel are supposed to eat in the messroom there

Further, the crew recommended the construction of another pantry and galley for the use of the crew. This, they contended, would eliminate the need for a second pantry and would, at the same time, greatly increase the speed with which the food is served.

The Stewards Department felt that in the meantime the feeding of the crew would be a simpler task if all members of the crew with the exception of the pantryman and the messmen kept out of the pantry during meal hours. This was put in the form of a motion and carried.

DELEGATES REPORT

The crew of the Del Norte meeting on July 13 while at sea previous to the discussion of the crowded condition of the messhall heard their delegates report on conditions in the respective departments.

The deck delegate and engine delegate reported all in order and the stewards delegate reported a large number of new men in his department who were a little new at their tasks but would soon shape up as a fine bunch.

An election was held for ship's delegate with Winsley, second electrician being elected by acclamation.

The meeting was chaired by Frank (Scotty) Findlay and recorded by J. E. Seltzer.



was little the crew could do about the matter.

Exploring the matter further the crew generally agreed that with the entire unlicensed crew eating in the messhall the space is entirely inadequate and a recommendation was made that the messroom be enlarged to facilitate feeding of the crew.

Crew Wants Med Care Probe

Blasting the lack of speed and diligence in locating medical facilities for injured and sick crewmembers by persons responsible, the crew of the MV Del Oro unanimously voted for a joint SIU and company investigation in to the matter.

Particularly concerned over the lack of medical facilities and equipment on the West Coast of Africa, the crew felt that they were working under a hardship inasmuch as there were no hospitals of any caliber to which they could take ill crewmembers should they become sick while in Africa.

THOROUGH DISCUSSION

Both the lack of hospital facilities in Africa and responsibility of those aboard appointed to handle such cases were thoroughly discussed and the decision to call for an investigation of the matters was drawn up for presentation to the Patrolmen when the ship reached New Orleans.

Moving from the matter of health to entertainment, the crew passed unanimously a motion to have the radio moved from the chartroom to the crew's messroom.

Under discussion it was brought out that the Union had fought for radios to be put aboard ships and as long as it remains in the chart room the

crew is "under the mercy of the brass hats as to programs and the time the radio will be played."

DELEGATE APPOINTED

The ship's delegate was appointed to carry out the crew's request.

Other motions carried called for the putting into shape of the P.O. mess for the next trip and that the slopchest be moved to another location so the present space could be converted into an oilskin room for the deck gang.

Send Pix

Every candidate for office in the A&G election scheduled to begin on November 1st, must submit with his qualifications a passport picture of himself and a short biography of no more than 100 words, dealing only with the candidate's Union record and activities.

These pictures and biographical notes will be carried in the SEAFARERS LOG in order to familiarize the membership with all candidates.

Send your qualifications, picture, and short biography to: Secretary-Treasurer, Seafarers International Union, 51 Beaver St., New York 4, N. Y.

SIU Ships' Minutes In Brief

CADILLAC, Sept. 8—Chairman Kautsch; Secretary L. Amans. Motion by A. Martin, seconded by J. Gladys that linen be changed at least once a week and a better system of distribution be inaugurated. Brother Pearce moved that a washing machine be furnished for Deck and Stewards departments; seconded by E. Felician and carried. A motion calling for shipboard meeting forms to be furnished by Great Lakes District was made by J. Parker and seconded by Brother Szyakacs and carried unanimously.



CORNELIUS GILLIAN, July 4—Chairman William Alvaro; Secretary Philip Tole. All delegates reported all in order. New Business: New ship's delegate elected. Motion carried that all crew quarters be painted. Motion carried that no one but unlicensed deck personnel to do sailors' work. Good and Welfare: Discussion in regards to keeping all heads and messrooms clean. One minute of silence for brothers buried at sea.

FORT DONELSON, Aug. 19—Chairman Harm Nordhoff; Secretary D. Grigsby. Suggested by Brother Lewis that Eng. Dept. blow tubes during the day to decrease discomfort to men sleeping on boat deck during hot weather. Brother Clark suggested that lime juice be available at all times; Steward agreed to speak to Captain in trying to meet this suggestion. Captain Robertson was receptive to all suggestions made by the Delegate.



YAKA, July 8—Chairman Cotten; Secretary Orlando. Delegates reported on state of their departments. New Business: Motion carried that no one sign on until all repairs are made. Brother Smith suggested that all delegates make out repair list to be sent in from Antwerp. Good and Welfare: One minute of silence for brothers lost at sea.

HALF HITCH, Aug. 25—Chairman Thomas C. Hickey; Secretary John C. Peet. Delegates reported on their departments. Good and Welfare: Motion carried that a man be delegated from each department to find out what is needed aboard ship. Vote of thanks to Stewards Department. Crew was loud in its praise of Chief Mate J. K. Howell. Mate was very cooperative and all around good egg. Captain Jay also a fine officer to sail with. Motion carried that Steward use his own discretion as to supply of cold drinks. One minute of silence for brothers lost at sea.

ALCOA PAGASUS, Aug. 10—Chairman T. C. Deal; Secretary Charles T. Gilmore. Motion by Paul Valdes reporting permission of a permit for Charles Vaught. Motion carried that Patrolman and delegates check all ice boxes to see that proper stores are aboard. Motion carried that after payoff men staying aboard will clean their foc'sles.



DEL SANTOS, May 3—Chairman M. B. Ackerman; Secretary Jimmie Davis. Chief Steward elected ship's delegate. Motions carried: that slopchest prices be posted; that man doing sanitary work in each department make a daily check to see that laundry room is clean. Each man is to do job a week, beginning with deck department. Committee of five men elected to handle cases of violations of rules of shipboard conduct.

J. B. WATERMAN, Aug. 3—Chairman Lavoie; Secretary Cantor. Delegates reported all in order. New Business: Motion that one crewmember be brought before patrolman for negligence at work. Motion defeated. List of repairs made and approved by all members present.

MORNING LIGHT, July 21—Chairman Frank Dobbs; Secretary William H. Ormsby. List of repairs necessary made up and approved. Good and Welfare: Motion made to see about canopy on fantail. Motion made to see that everyone be more quiet in messroom. Charges against a crewman listed with recommendation that he be put on Social Register.



FRANCES, Aug. 18—Chairman Frank Rose; Secretary A. Ferrera. Delegates reported no serious beefs. Motions carried: That padeyes be installed on masts and kingposts for safer working conditions; that desks be installed in rooms not having them, and that Ch. Mate get sufficient soap and matches for trip.

JANE O, June 30—Chairman Oscar Nielsen; Secretary William Mims. Delegates reported all in order. New Business: Motion carried to get rest of gear and repairs which were ordered in Galveston. Motion carried to levy \$1 fine for the following: leaving cups on table; putting cigarette butts on deck, coming in messroom in shorts. Motion carried to go into Good and Welfare. Discussion on keeping messroom clean.

JOHN HAWTHORN, July 13—Chairman L. Joyner; Secretary J. Ladiner. Motion that crew strip bunks and leave rooms in clean condition before getting off. Motion carried to inquire of Brother Higginbotham's condition and if he is still hospitalized to give him financial assistance. Motion carried to replace pillows and mattresses.

EDITH, Aug. 14—(Chairman and Secretary not given.) Special meeting held for the purpose of donating money to the boys picketing Isthmian ship. Money to be turned over to the Baltimore Agent. A committee appointed to see the Agent and present the money and the names of the men contributing. Committee: Stanley Kasmirsky, B. Hall and Jeff Gillette. Total \$66.

JANE O, July 27—Chairman E. A. Reid; Secretary R. A. Creel. All Departments in order except Engine which reports some disputed overtime. New Business: Motion carried that when Patrolman comes aboard that ice boxes and store rooms be inspected. Motion carried that no one payoff until all overtime is paid. Good and Welfare: Decision to leave the ship clean at payoff.

WILD RANGER, June 29—Chairman D. Rice; Secretary A. G. Nelson. Delegates reported all in order. New Business: Motion to have the company install porthole fans. Motion by Sullivan to have electric griddle installed to cook steaks. Steward thanked the Chief Cook for the efficient manner in which he has run the galley and kept down beefs.



RICHARD YATES, July 20—Chairman Janowski; Secretary R. Bailey. Delegates reported on their departments. Deck Department reported that all work done by the Captain and Cadet is being recorded. New Business: Motion carried that the next crew get more than promises before signing on. Motion carried that ship's Delegate see Captain about a larger ration of cigarettes. Motion carried that all personnel, including licensed, clean their mess after playing cards.

DEL MONTE, July 13—Chairman R. E. Tunison; Secretary J. DiCarlo. Motion carried that water in shower be changed to insure reasonably cool water for showers. Motion carried to have both messhalls put in first class condition so they can be used to give full seating capacity for crew. Motion carried to have laundry equipped with a new clothes wringer. Crew wishes to express its appreciation of Captain John Owens. He has shown himself to be a seaman and a gentleman. Crew hopes he continues to sail SIU ships.

SEATRAN NEW ORLEANS, July 17—Chairman Maxwell; Secretary Spencer. Delegates reports accepted. Old Business: Extension of time recommended for Chief and Third Cooks. New Business: Motion carried to have black gang quarters and toilets repaired. Motion carried to notify Mate to let Steward Department know 1 hour in advance of early or late meals. Motion carried not to payoff unless Patrolman is on ship for payday. One minute of silence for brothers lost at sea.

SEAFARER SAM says:



THE PLACE TO GET YOUR ISTHMIAN STRIKE CLEARANCE IS IN THE PORT YOU WERE IN WHEN THE STRIKE WAS ON. IF YOU WERE AT SEA APPLY AT THE PORT OF PAYOFF.

CUT and RUN

By HANK

Although shipping in Our Town is a little slow right now this week there are quite a few jobs up on that board from day to day—with no takers. Let's not fool ourselves—every job is a precious thing—and is to be taken seriously. Let's not delay a ship and have it sail short-handed . . . Brothers, before you sail make sure you have a few week's copies of the latest LOGS—and when you're finished with them—don't throw them at the sea gulls—save them for some LOG-hungry SIU ship you're bound to see in a foreign port—and they'll really be glad to get the latest union news . . . In the days to come there will be plenty of shipping when the Manshall plan to help European countries with food, materials, etc., gets rolling along. The Merchant Marine will be busier than ever—if Congress allows the American cargoes to be carried firstly and mostly in American bottoms.

News Item, Jersey City: "The Merchant Marine Veterans Association of the U. S. went on record today at the closing session of its fifth annual convention in favor of making the Merchant Marine a part of the new national defense set-up with a status equal to that of the Army, Navy and Air Forces under an Under-Secretary of the Merchant Marine." Speakers for the resolution expressed the hope that a merger of the Merchant Marine with the other services would give "the veterans of two wars at sea the same rewards given their comrades in the other services." . . . This finky plan by this small and unheard of organization of presumably retired seamen to shackle the civilian life of the Merchant Marine under a military set-up plus somebody called an Under-Secretary of the Merchant Marine is a dangerous threat to the peace-time life of seafaring union men.

Brother James "Rebel" Melton just sailed in from his eight-month trip shuttling between Argentina and Spain. Brother Melton says that it sure was a swell trip and that the cheapest part about it was romance . . . Brother Robert McQueen, the oldtimer is in from a trip . . . Brother Dutchy Moore just shipped Chief Electrician on the Isthmian ship, Steel Scientist, which is going to Mobile, then to New Orleans and then to that fly-and-heat filled part of the world—the Persian Gulf . . . Brother Martin O'Connor just came in from a trip that had a lot of laughs. That's the stuff that makes many a trip worthwhile—sometimes! . . . Brother James W. "Scotty" Atkins says that the Anchor Hotel in New Orleans is the only Anchor Hotel and the only SIU hotel down in New Orleans. Indeed!

Brother "Tex" Morton, who is always buying roses, keeps wearing a coin in his ear, and just recently got himself another tattoo, said that he was going down to Baltimore with his shipmate, little "Scotty" Morton . . . To Brother Bill Replogle up there on the Great Lakes aboard the SS F. G. Hartwell: Your first and second drawings of Life on the Lakes were excellent. Keep going strong with your artistic work. That second drawing of yours was a perfect masterpiece of truth and humor as it reproduced what occasionally happens in the deck department when tying up or letting go. Send in some more sketches, Bill, some day you'll be glad you kept up the swell art-work!

Here are some oldtimers and the ships they came in on: A Swenson, Seatrain Texas; T. Tighe, J. McCosh; C. Henry, SS Gray; M. Richelson, Seatrain Texas; J. Wiscoviche, SS Span Spice; J. Canon, SS Knox Victory; C. Patraiker, SS Coringa; A. D'Amico, SS Delaires; E. Blaha, SS Cavalier; A. Banes, SS Jean.

THE MEMBERSHIP SPEAKS



Measures To Curb Cut-ups Urged By Seafarer

To the Editor:

I don't often write to the LOG but like Instant Postum, there is a reason.

Enclosed you will find a copy of the minutes of the last regular meeting held aboard this ship, the SS Del Norte. As long as this ship has been in commission we have been turning in copies of our minutes to the New Orleans officials to be sent in to the LOG for publication, but so far no soap.

This is a good ship and a good run. I am the Bosun's Mate and have been on here ever since she came out of the shipyard. Have turned down the Bosun's job several times as I have a regular dream job.

The last couple of trips we have had some trouble with gas-hounds, rum-heads and other performers. Also we have the type that after signing articles thinks he is on a pleasure cruise like the passengers and can do as he wishes.

If he doesn't like getting up to stand his watch, he doesn't and if he wants to play poker all night and sleep the next morning, he does.

If any of the crew says anything about it the guy hops on him and calls him a company stooge.

Most of us aboard think there should be a set of rules drawn up by the Union to take care of these guys. The rules, however, must be enforced up and down the coast. Also a penalty be placed against Patrolmen and Agents who do not act against these characters.

Scotty Findlay
SS Del Norte

DUKE KEEPS BUSY COUNTING 'EM OUT DOWN TEXAS WAY

To the Editor:

I have been down here on the border for about two weeks as my wife has been sick. While down here I have been refereeing wrestling matches and tomorrow night I will be in there with the boys.

They won't let me wrestle down here as the boys say I'm too fat. I told them that I was in SIU condition. I told them I started in the SUP with tin cups and tin plates and if I could take the old days I could take anything that could be handed out in the ring.

There has been a lot of squabbling coming up about trip-card shipping. Before the war a full book member took 60 days to get a job. Now is the time for a full book member to protect himself and his union by taking the jobs.

It is our job to talk to the younger members and give them the score. The Agents can't do it all and the Patrolmen are doing all they can with the tools they have.

Duke Himler

QUINTET OF SOLID SEAFARERS ON THE SS CORNELIA



Aboard the Bull line ship on its recent trip to Bremerhaven, Brother John F. Hisko took this photo of five of his shipmates. From left to right, as identified by Hisko, the Seafarers are: Charles, Ching-o-ling, Ernie, Jumbo and Defrettes.

Lack Of Union Savvy In Members Depresses Oldtimer; Action Needed

To the Editor:

In his column, "Clearing the Deck," which appeared in the LOG July 25, Paul Hall stressed the necessity of closer cooperation between the Assistant Electrician and the Chief Electrician. (How true this is).

Many members are depending on their union book to do the job for them. And everyone will agree that such a thing is an impossibility. But it happens on many SIU ships.

It seems you can no longer teach some of the young Brothers the ropes. If you attempt to do so many of them blow their tops. Either they tell you they are good book members, or if they are permit men they say they believe you're riding their backs for that reason.

CAN FOUL UP AGAIN

If they act like this when an effort is made to help them do a neat job while on those rose-box Libertys, then they probably will do the same thing when they get on our fine ships. Of course, they tell you that this is a lot of chicken and that there is no difference between a Liberty and a CP-3.

I'd like to ask the SEAFARERS LOG to keep on batting on the matter of Union education, but at times it makes me sick to do so. Every time we hit port and get copies of the LOG and a few magazines, the first thing some of these youngsters

Check It - But Good

Check the slop chest before your boat sails. Make sure that the slop chest contains an adequate supply of all the things you are liable to need. If it doesn't, call the Union Hall immediately.

get rid of is the LOG, while the magazines with the nudes linger on week after week.

In view of this attitude on the part of some of the guys I feel the program must be changed. I don't know how, but it must be done. It doesn't pay to sail Steward or Bosun anymore under these conditions. If we try to do our part, we must either carry the agreement in our pockets to make dead sure we are right, or we are dragged before a trial committee.

It is true that charges are thrown out in a good many of

these cases, but who wants to be bothered by a group of youngsters who are quite sure you are too old to sail and too fatherly to make counter-charges against them.

I wish I knew what to do. I wish someone would suggest what to do in many of these cases. I have been going to sea longer than I care to remember. Sometimes I feel that perhaps it is best to forget all about it and make believe that the next trip will be different.

V. Perez
SS Smith Thompson

Log-A-Rhythms

You say, in this atomic age,
Just write the LOG and fill a page
With guff and gossip and stories
Of things befall you on the seas.

Send ballads, sonnets, anything
Besets your mind while wandering.
But tell me, Matey, if you please,
Is there any future in such as these?



Where's Milton, Shelley, Walter Scott,
Shakespeare, Shiller, all that lot
In the marble orchard, all unsung,
For a grave to seek by setting sun.

Who is Francois Villon, What did he do?
"Through the door of darkness," he passed
through

With Omar, Keats and Goethe grey;
Who wrote the 'Ancient Mariner,' pray?

No, Matey, I'll just stop along,
In seas and ships where I belong;
Let laureate Masefield weave the rhyme,
I'll serve the ships that sail the brine.

Good Shipmates Abound Aboard SS Frank Spencer

To the Editor:

Just a line in my spare time saying we've a good bunch of shipmates aboard this old South Atlantic scow and a few old-timers, too.

Some of the men aboard the SS Frank E. Spencer are: M. McCune, Steward; Red Barnes, Fireman; J. Kelly, Third Cook; A. Vantillo, AB; J. Costello (Deck Delegate), AB; Joe James (Engine Delegate) Oiler, and Grady Faircloth (Steward Delegate), Second Cook.

TWO IN HOSPITAL

At the present time we have two of our Brothers in the hospital and it looks like we'll have to leave them here in La Pallice, France. Red Barnes and J. Kelly are the men who are hospitalized.

The ship's crew took up a collection for these two men and everybody aboard gave money, cigarettes, candy, chewing gum and other items they can use.

The skipper is a good head and he likes the SIU way of doing things.

Also calling at this port is the SS Fort Stevens, Pacific Tankers, with an SUP crew from Frisco. We joined some of them at the local bar for a drink and a chat on the news of the day.

Stan Cooper
SS Frank E. Spencer



It Doesn't Pay

By JAMES (POP) MARTIN

One must get on in modern days,
Been told that poetry never pays;
I'm going places; on my toes,
Come on along, to Sloppy Joes.

Let Lady Gregory weave the spells
Your Chanons, Popes and Sue Glaspells,
Gene O'Neill, Synge, John Gay,
We heard that writing does not pay.

I cannot sail the writer's craft,
Am not a bloke can take that gaff.
"Burn midnight oil," and all that rot,
Your poetry page can go to pot.

For I've a date in Val Parais
With a dark-eyed dame that's all the rage,
So douse the beers; I'm on my way,
I know that writing does not pay.

Bobbie Burns and Thomas Moore,
Dante, Browning, Goldsmith, sure,
Who'd travel with a crew like that?
Why, Mate, you're talking through your hat.

Give me a skipper—hard as nails,
A Mate who knows where for he sails.
When we dress ship, you bet your poke
It's not for any scribbling bloke.

So, can the chat, I'm on my way,
I'll write no poetry today.

Sees Union In Position To Expand Further

To the Editor:

The Isthmian Line win puts the Union in a strong position to grow even larger. The Union is now beginning to take its place in the sun, where it should have been all these many years. I have been in the Union since it started and have watched it grow and have been in all its fights and it can be said that of all the wonderful fights we have been in and won, the Isthmian is probably the greatest of all of them.

It seems that the last couple of years the Union has really started going places.

I remember for a long time when nobody has even heard about the SIU, and we were just a very small outfit without even a decent place to sit down to wait for a job.

Lots of us Seafarers have had the opinion that some day with the right kind of breaks and the right kind of fellows in office and the right support by the members all that could be changed.

Well, Brothers, it has been changed. There is no reason now from the way things are going, and from the attitude of most everybody in the Union, that we cannot really start some sort of action now to make the Union even a hell of a lot bigger than it is.

Every man should obey the Union rules now and do any and everything he possibly can to help in the Union's beefs without having to be asked or told to.

Fraternally,
N. S. Ellis

SIU BLOOD DONORS THANKED BY MEMBER'S WIFE

To the Editor:

I wish to try to express my deep gratitude to the Seafarers who so generously donated their blood to save the life of my husband when he was seriously ill.

My husband, who is also a SIU member, is recovering nicely thanks to his union brothers.

I can only say that this action proves to me that the motto of your union "Brotherhood of the Sea" really means just that.

Thanks a lot.

Mrs. F. Barth

All Smiles



Seafarer Red Turner, Oiler, rests on the rail of the Pacific Tanker SS Fort Stanwix, during voyage between Curacao and England.

SS WM. MULHOLLAND DECK DELEGATE HEAVES A LINE

To the Editor:

I am sending a few lines to the LOG before leaving this port.

My ship is a Waterman Liberty, the SS Wm. MulHolland. We signed on in Mobile on April 11 and loaded in Gulfport for Japan.

By the way, any of you Seafarer's pulling into Nagoya, watch your step, because our dear MPs over there are plenty tough on us.

We left Japan bound for Honolulu to load scrap for Montreal, but after six days of waiting and still no scrap iron, we wound up here in Vancouver loading grain for England.

Well, it looks like the boys on this scow will get a nice payoff anyway. We had a few minor beefs when we pulled in, but the Patrolman here, who is really on the ball, got them all squared away.

Our old man is a nice skipper, I wish all of Waterman's skippers were like him. We also have a swell crew, most all of them from the deep South.

Well, guess I better sign off for now, you will be hearing from me in other ports.

H. E. Franklin
Deck Delegate
SS Wm. MulHolland

Uncle Otto Serves Up Some Choice Items Concocted Aboard The Seatrain New York

To the Editor:

Just a few notes on the Seatrain New York as she plows her way along heading for New York.

The Seatrain New York has a very good crew at present. Jack Van Gelder is Skipper at the moment but Captain Dalzell will return when he recovers from an illness. The First Mate, August Harlin, doesn't like the fellows to bring beer on board but he's a good old skate and will leave soon.

Robert Hillman is bosun. Robert Hemekens, a demon for fish, is acting AB Maintenance. He's a king-size Seafarer weighing 220 pounds.

Olar Reiersen, Car Deckman, takes care of his police dog like no one else I've seen. He even takes him to the Seatrain Tavern in Belle Chase for a glass of beer.

On sailing day, after coming aboard from the Seatrain Tavern, a special meeting was called. Boy, this was a hot one and nearly ended in a free-for-all battle in the crowded messroom.

ON THE WARPAT

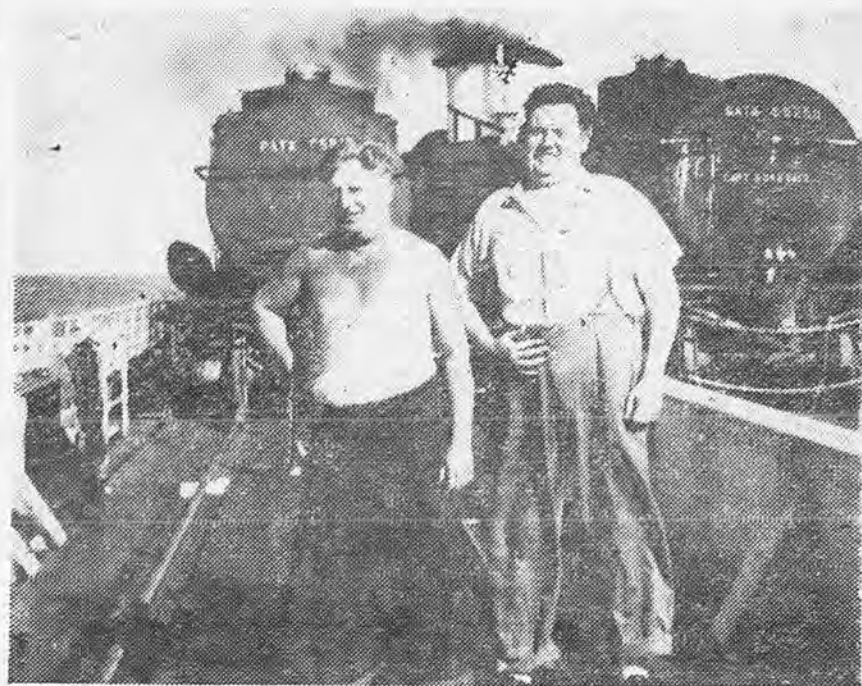
Uncle Otto demanded an adjournment claiming the meeting was out of order. Cause of the trouble was the tardiness of tripcard men in returning to take their watch. This put the bookmembers on the warpath.

The Saloon Messman also took off for two days without any one to take his job.

Chief Cook Dickson returned from the hospital. Baker Burron acted as Chief Cook assisted by Uncle Otto while the ship was short a Chief Cook.

A new Steward Utility came aboard at Belle Chase in company with his load of eight suitcases and trunks. He is moving from New Orleans to New York where he will pile off.

Good food and a clean ship is the motto of the Seatrain New York. In the Officer's pantry a sign reads: Please wash your cups and dishes, someone else



Uncle Otto says the 540 pounds of Seafarer membership in photo above were "two hungry boys on the Seatrain New York." At left is Robert Hennikens, AB, weighing 220 pounds, who is "a great lover of fish." His shipmate is Jim Stickney, 320-pounder. Jim won't turn his nose up at any food, according to Otto.

wants a cup of coffee in a clean cup.

This was a good turn and it was really a success at Belle Chase. The pantry was clean and no dirty cups — even the Captain washes his own cups.

The crew's messroom is the cleanest I have ever seen in port and at sea. Everyone cooperates to make things pleasant and they are really pleasant. I know, having been on 107 ships.

This is an example, a messroom can be kept clean at sea or in port. A good crew did it.

CREW'S PROBLEM

We had an unusual experience last trip. By mistake an extra messman was on board in New Orleans and made a round trip back to N.O.

During the voyage he didn't turn to and when he was told to peel some potatoes for the cook he refused to do it unless he would receive two hours overtime. He finally peeled the potatoes for one meal in five days. He took off in New York for two days and when he re-

turned in his overtime sheet he listed 28 hours of overtime.

In New Orleans he was paid off for the two weeks trip minus overtime for peeling potatoes. He was to take another trip but the crew made him take a walk down the gangway. Performers not wanted.

Other than this experience, we have a fine bunch of men and a smooth operating ship.

Uncle Otto
Steward
Seatrain New York

Send 'Em In

Don't hold your pictures and stories of shipboard activities. Mail them to the Seafarers Log, 51 Beaver St., New York 4, N. Y. If you haven't the time or don't feel in the mood, just forward details. We'll do the rest. Pictures will be returned if you wish.

Navy Man Rooted For SIU In Isthmian Beef

To the Editor:

Would have written sooner, but this Navy keeps a man busy and no overtime, either. I just got the dope on the Isthmian strike. I figured it was just about time someone showed those boys what the score was—

and the SIU was just the outfit to do it. Good luck all the way.

I wish I could have hit the bricks with you guys, but I had to be content with rooting from the sidelines.

I am enclosing a donation for

the LOG, along with my new address. As you can see I am down Norfolk way. I'll drop into the Hall the first chance I get.

LOG IS POPULAR

Oh yes, before I forget it. I received a letter from a fellow on a ship in Antwerp. He asked that I send him my copies of the LOG when I was finished with them. That is rather impossible for me to do as there are quite a few SIU-SUP men in this outfit and that paper takes quite a beating by the time all hands have gone over it. I'll enclose his address and trust you'll send him the LOG regularly.

That's about it, fellows. Hope to hear from you all soon. Until then, the best of the best and smooth sailing to you all.

David (Red) Harvey, F 2/C
105th C. B., USNAB
Annex 3, Barracks 13
Little Creek, Va.

P.S. Give the Marcus Hook Hall and Blackie Cardullo a hello for me.

LAFITTE SHIPMATES



Mike Castro (left) Wiper, and Fred Perry, AB, get up off their aching backs to allow Brother James Marshall to get a "shot" on a recent run of the SS Jean LaFitte.

THE BEEF BOX

SUGGESTS "WHITE CARD" HOLDERS WAIT UNTIL BOOK MEN THROW IN CARDS

Because of the many "white card" men hanging around the Dispatch counter on the second floor of the New York Hall during shipping hours, the members are forced to keep crowding back. I would suggest, therefore, that holders of the white cards be kept away from the counter until the members have thrown in their shipping cards.

(Name withheld on request.)
Book No. 49283

ANSWER:—The Brother's suggestion is a good one since it would facilitate the dispatching procedure. The "white cards" referred to are simply cards giving the bearer admission to the Hall. These men wait around to take jobs rejected by book men and permit men. If they would step to the rear of the dispatching room until the members have thrown in their cards as suggested above, the possibilities for confusion and delay would be greatly reduced. It would result in speedier action for all hands, including the "white card" holders.

Taft-Hartley Law Fated For Doom, Says Member

To the Editor:

In all probabilities certain portions of the Taft-Hartley Law will be complied with by the executive board of the American Federation of Labor, particularly the requirement of signed affidavits stating that Union officials are not communist party members.

This does not mean, however, that the board has any respect for this requirement, and it will be a bitter pill even for some of the board members who have been outstanding in their condemnation of communism. Some of them have been more outspoken than Taft and Hartley themselves on this important subject.

EXTENSION POSSIBLE

Maybe some day it will also be a requirement for these elected officials to sign statements to the effect that they are not mem-



bers of this odious party. A certain well-known radio commentator (Walter Winchell in his broadcast of Aug. 31) said that President Truman would oppose Taft and Molotov in the presidential race next year.

Too much interference by government officials in labor-management affairs only tends to create more strife. Witness the current trouble in England's coal mines. The same that happened last year is again breaking out this fall.

English workers resent too much of this type of interference and show their resentment by means of labor's only weapon—the strike. American labor will do the same.

SAME FATE

The Taft-Hartley slave act is going to be just like that noble experiment of Prohibition. The 18th Amendment to our Constitution took the saloon away from the corner and put it in an era of lawlessness and most American homes, and creativeness, until finally it was repealed in its entirety.

The repeal was the result of the lack of respect of the Ameri-

Send Those Minutes

Send in the minutes of your ship's meeting to the New York Hall. Only in that way can the membership act on your recommendations, and then the minutes can be printed in the LOG for the benefit of all other SIU crews.

Hold those shipboard meetings regularly, and send those minutes in as soon as possible. That's the SIU way!

can people for the law, and it should be a lesson to the legislators of this country that when the people of the nation as a whole do not respect and believe in a law, it is impossible to enforce it.

But, nevertheless, they will try for years to put this yoke around the neck of the American workers, just as they tried for almost 15 years to enforce the Prohibition Act.

Henry W. Chappell

Seafarer Rates Atlanta, Ga., Second To SIU

To the Editor:

Just a short line to say I really appreciate receiving the LOG to keep in touch with the up-to-date news of our Union, the SIU and fellow shipmates that I have sailed with during the time I spent with the Seafarers.

I quit going to sea a year ago, to my sorrow, and found myself a shoreside job in Atlanta, Georgia. The life at sea was heaven compared to returning ashore and finding scabs and money pinchers, all of them anti-union. Long live the SIU and may it prosper in the years to come.

As a book member and one-time seaman, I know the SIU is getting my backing even though the shore and the idea of home life has me baffled for the time being. People don't know what they are missing until they get a taste of the SIU.

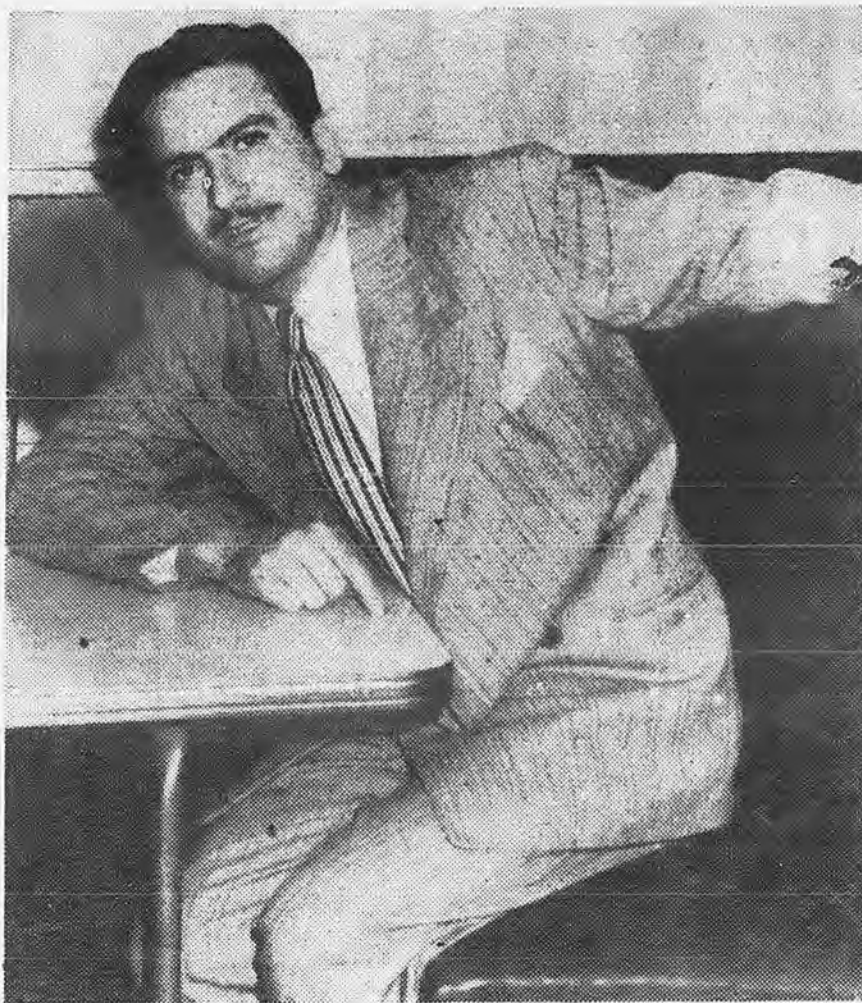
Since I am in an unbalanced, insecure financial position at present, my donation to the LOG will have to come later.

Keep up the good work and here's hoping that luck and success will carry the SIU all the way to the top.

I'd like to take time out to say hello and good cheers to fellow shipmates that I had the opportunity to sail with during some fine voyages with the SIU. Thanks a million for sending me the LOG.

B. C. Blair, Jr.
Atlanta, Georgia.

THE 'SMILING BOSUN'



Seafarer Mike Rossi, now referred to by his pals as the "bouncing bartender," according to Dutchy Moore, is holding down a job in New York. He's mixing them up for the guys who have one foot on the brass rail.

Baltimore Doing Good Job, Replies Brother To Critic

To the Editor:

After reading the September 5th issue of the SEAFARERS LOG, which included the letter of Brother V. Perez blasting the Baltimore Hall, I feel that it is time to put forth a word in behalf of the Union officials here in Baltimore.

Having just returned from a trip on the Joshua Slocum, South Atlantic, aboard which we had more beefs than any ten ships, I wish to praise the manner in which the beefs were handled by the officials of the Baltimore Branch.

Their manner of settling the

beef led the entire formerly disgusted crew to commend the officials of Baltimore for a job well done.

Men can talk a lot, but action means more to the membership of this union. I can say that with all the charges that were against me and the rest of the crew, the Baltimore officials did a fine job.

I feel that this brother should have looked into the matter further before sounding off. We all can blow our tops whenever we wish; that is our right, but in my book Baltimore is doing its best for all members hitting that port.

M. Collins
Baltimore



PREVIEW OF THINGS TO COME



A soon-to-be-repeated scene on the Great Lakes shows the SS George Ingalls, automobile carrier of the T. J. McCarthy Fleet, carrying a fresh batch of automobiles across Buffalo Harbor. Breaking its way through the ice floes, the Ingalls was one of the first to ply the Lakes after the ice broke last spring.

Photo was submitted to the LOG by Great Lakes official Alex McLean.

Dutchy Claims New York Gals Top The Crop

To the Editor:

Saw "Bull" Sheppard talking to Mike Rossi, the original "Smiling Bosun," whom we now call the "bouncing bartender." He is firmly anchored at Miles Bar on 47th Street, New York. He still makes with that famous smile when one of his old shipmates heaves alongside.

Incidentally, they have a gal there named Sonja who is as swell a person as the Sonja who owns the bar under the Philly Hall. Must be something in the name. Let's change all girls' names to Sonja.

"Bull" claims there are some pretty girls in New Orleans, too. I've been on Bourbon Street, so if you New Orleans boys can produce any gals to compare with these New York chicks, I will come down and stand drinks for the house. A small house, that is, suh.

Are you there, Keith Winsley? These New York girls are just dying to meet you. Never let it be said that Keith Winsley stood back and let a poor girl suffer.

I don't believe New Orleans can top these gals unless Dotty is back in town, and she don't count unless I can get a date.

I'm staying at the Sherman Square on Broadway and 71st Street where the folks all meet. If you get here and I'm not around just mention my name and you'll get along.

Dutchy Moore

Musician Keeps Tuned With Seafarers Log

To the Editor:

My brother-in-law, a member of the Musicians Union, asked me to request you to send him the SEAFARERS LOG. He is a good Union man but his work keeps him with the bosses so much he doesn't have time to hear the workers' views. Enclosed is his address.

Michael Thornton
New Orleans, La.

SS Newhall Hills Survivors Find Smoking Prohibitive

To the Editor:

This is my first attempt at writing to the SEAFARERS LOG.

We have just received clippings from the LOG, and it was good to read the articles about this ship, the Newhall Hills.

There are only 13 of us left on the ship, more or less one big happy family with more rank and file men than officers, so there isn't much room for beefs.

After this ship was moored here the British customs put us on a dead ship status. This means that we can not purchase cigarettes from the slopchest anymore, so if we want to smoke we have to buy our butts ashore.

BUTTS AT PREMIUM

The weeds they refer to as cigarettes here cost 68 and 70 cents a pack. Two weeks ago the Kings Customs allowed each man one carton from the slopchest, at \$5.37 duty per carton, plus the six bits they cost in the slopchest, making a total of \$6.12 per carton. How's that for cheap smoking?

This ship is up for sale, so if any of you brothers would like a dead end ship, here is a chance to become a shipowner.

Is there any chance of getting the LOG sent to us here in



England? We may be here for some time and it is always nice to know what is going on around the ports.

Well, this is all for the time being. Hope you can send us those LOGS.

Barney McNally
Gravesend, Eng.

(Ed. Note: The LOGS you requested are on their way.)

BULLETIN BOARD

PERSONALS

JOSEPH YONICK
Contact Miss F. Johnson, 1200 Fitzgerald Street, Phila. 43, Pa.

FRANCIS PASCHANG
Get in touch with Messrs. Freedman, Landy and Lorry, 1015 Chestnut Street, Phila., Pa. This is in connection with the claim of Paul Tansky against the Lucius Q. C. Lamar.

ERIC SHEEHY
Write to your mother, Mrs. Alice Sheehy, at Castkmaine Street, Padd W 2, Brisbane, Australia.

HUGH DAISEY McWILLIAMS
Your sister reports that your mother is sick. Contact Miss Edith McWilliams, 812 Pryor Street, S.W., Atlanta, Ga.

THOMAS L. LESTER
Contact your wife at the following address: Box 57, Worcester, Mass.

RICHARD ASPLUND
Get in touch with Bruno Zagorda at the SIU Hall in Philadelphia.

JAMES H. BLACK
Please get in touch with G. E. Weaver RR No. 2, Green Ridge, Missouri, as soon as possible.

SIU HALLS

ASHTABULA	1027 West Fifth St. Phone 5523
BALTIMORE	14 North Gay St. Calvert 4539
BOSTON	276 State St. Boudoin 4455
BUFFALO	10 Exchange St. Cleveland 7391
CHICAGO	24 W. Superior Ave. Superior 5175
CLEVELAND	1014 E. St. Clair Ave. Main 0147
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HONOLULU	18 Merchant St. Phone 58777
JACKSONVILLE	920 Main St. Phone 5-5919
MARCUS HOOK	1 1/2 W. 8th St. Chester 5-3110
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MONTREAL	1440 Bleury St.
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NEW YORK	51 Beaver St. Hanover 2-2784
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RICHMOND, Calif.	257 5th St. Phone 2599
SAN FRANCISCO	105 Market St. Douglas 25475
SAN JUAN, P.R.	252 Ponce de Leon San Juan 2-5996
SAVANNAH	220 East Bay St. Phone 8-1728
SEATTLE	86 Seneca St. Main 0290
TAMPA	1809-1811 N. Franklin St. Phone M-1323
TOLEDO	615 Summit St. Garfield 2112
WILMINGTON	440 Avalon Blvd. Terminal 4-3131
VICTORIA, B.C.	602 Boughton St. Garden 8331
VANCOUVER	144 W. Hastings St. Pacific 7824

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17 BATTERY PLACE, NEW YORK

MV FARALLON		MV FIRE ISLAND	
Donald Furr	1.33	Bernard Turk	3.27
Willis Reed	11.20	J. H. Ashurt	1.92
Saichi Kinoshita	1.60	Royce C. Biene	5.95
William Taylor	1.60	Arnold Comeaux	5.95
Raymond Sly	5.87	Joe C. Arnold	10.45
Clarence Hancock	9.07	Cecil Garner	30.49
Gunnar Gunderson	9.07	William T. Cowart	46.54
Frank Carbone	7.74	Lester H. Bell	44.05
Lloyd Fanum	9.34	Vernon E. Jacobs	2.10
Afton Bush	9.34	Robert G. Huff	85.30
Carmen Immediato	9.87	Thomas R. Moses	33.45
Richard Surmacz	6.04	Kerney A. Pugh	6.05
Michael Motieska	13.60	Lexie Tate	2.13
Russell Lee	13.07	Robert J. Glover	22.20
John Hawkins	5.60	Andrew N. Boney	8.56
Burl Allen	2.94	James P. Ansbro	9.62
William Belcher	3.20	Homer O. Diamond	4.80
Richard Kipp	4.54	James E. Keyser	25.32
Carl Appleby, Jr.	2.40	James E. Stewart	21.50
Johannes Lorents	37.98	James W. McInnis	10.64
Russell Lee	51.44	Hugh T. Collins	31.72
Burl Allen	3.69	Melvin C. Foster	25.70
William Belcher	4.32	Melvin J. Smyly	19.17
Thomas McBryer	35.15	Joseph J. Kemps	36.66
Bernard E. Samuels	5.94	Joseph Kaplan	29.26
Cecil Saunders	1.36	Paul Beck	89.97
Fred Henderson	34.05	Raymond R. Pfeifer	30.31
Wallace Kent	3.78	John L. Morton	3.85
Henry L. Pruitt	7.85	John J. Culeton	3.85
Arthur Gresham	7.85	Douglas H. Sylvester	33.77
John Devels	15.02	Willie A. Raley, Jr.	33.66
Homer Gilbert	1.75	Thomas J. Hilburn	29.20
Robert Page	44.70	Thomas O. Cain	7.67
James Stephenson	26.96	William Hawkins	2.94
Harold Barnes	2.16	George Allen Burke	5.55
Norman A. Powers	2.51	Antonio Fazzio	8.18
Francisco Tirelli	11.34	Lewis L. Gill	12.61
Paul M. Lo Cicero	2.15	Billy J. Williams	12.90
Roland Squires	22.72	Edwin E. Hancock	34.36
Frank Nowakoski	14.87	Jack M. Sumerlin	22.07
Charles Moravec	18.00	Jimmie Jackson	10.80
Philip Syrax	2.24	Roy M. McCance	18.79
Cecil Williams	11.08	Rease C. Lumpkin	10.82
Aaron Jenkins	15.18	James D. Hicks	20.43
Walter Connor	46.37	George T. Brannon	20.37
Richard Pittman	33.30	Jackson E. Rogers	73.85
Robert Rosekraus	19.99	George M. Hamock	2.50
Joseph Woodington	17.17	Felix M. Welch	2.32
Fred Cook	13.26	Jessie L. Painter	83.84
William T. Shaw	2.24	Paul L. Painter	79.04
Clifton Goodwin	23.45	John F. Elmquist	3.07
Alfred Healy	11.89	Thomas E. Tucker	5.34
David Arscott	5.52	John McKenna	.54
John Burke	6.72	W. W. Soderman	4.54
Paul Magro	7.51	Frank Bernzatt	4.54
Robert B. Mitchell	5.22	R. L. O'Dowd	4.54
Charles Potter	5.69	B. R. W. Guthrie	4.54
David Johnson	24.53	Salvatore Candela	7.74
Valand Copeland	20.79	Joseph J. Kemp	22.67
James Reynolds	106.11		
Eugene Walter	8.44		
Clyde Parker	84.69		
John Schulte	7.33		
Lloyd Thomas	8.73	James H. Andrews	4.27
Carl Appleby, Jr.	5.93	Marvin J. Blanton	2.40
Clifford Headrick	6.78	William Crimble	2.40
Bradley J. Heydora	1.87	Culber E. Stevens	2.40
Clyde Parker	34.54	Truman S. Gay	1.34
Eugene Walter	34.54	Louis B. Clyde	2.14
Edmund Giza	19.14	James H. Andrews	3.47
Trent Doscher	10.74	Henry L. Puritt	3.47
John Schulte	32.66	George A. Haase	2.67
Milton Walker	2.34	Joseph Kaplan	13.07
Lloyd Thomas	13.07	Paul Beck	13.07
Michael Hansen	29.84	Raymond R. Pfeifer	6.14
Vladislav Turlik	3.23	Lloyd F. Walker	.40
Cary Appleby, Jr.	5.60	John B. Rambo	2.40
Richard Hanson	2.34	Ferral McRaney	1.60
James Reynolds	.91	Wilbur L. Smith	2.20
Wiley E. Parratt	1.40	Arthur F. Sabourin	2.00
Richard Motley	14.74	Ted B. Lewis	1.60
Clarence Hancock	23.31	Albert J. Thomas	.80
Raymond Sly	16.19	George M. Hamanock	9.27
Lloyd Fanum	23.61	Joe C. Arnold	9.27
Carmine Immediato	25.11	John W. Duncan	31.61
George Petroff	.94	W. J. Marioneaux	23.47
Jack McIndoe	10.97	Edward Wieak	36.44
Monte Blue	3.27	William L. Lawski	2.15
		William L. Mayfield	11.33
		Ellis H. Williams	31.22
		Robert W. Hebert	11.81
		Ralph H. Crego	4.29
		J. H. Weaver	1.03
		Marion O. Salver	1.08
		Claude Simpson	1.08
		Lloyd F. Walker	.72
		Albert W. Gatewood	3.25
		J. A. Ferdensky	3.26
		Charles Jeffers	3.73
		James R. Bright	3.73
		Frank Bernzatt	32.00
		B. R. W. Guthrie	6.72
		John P. Stanford	7.90
		Andrew T. McDonald	15.40
		Currie W. Harges	8.87
		John McKenna	.94
		Kenneth W. Spiers	28.94
		James S. Kizer	7.12
		Irwin L. Benefield	3.35
		Hugh Vogt	2.23
		Jean Batiste Saucier	1.95
		William L. Donald	2.02
		Willie J. Squires	2.34
		Charles F. Ward	1.18
		Thomas J. Winey	9.99
		Albert R. D. Shull	8.88
		Harold W. Lawrence	5.26
		James B. Dixon	3.22
		Truman Solomon Gay	2.58
		Laurie P. Smith	6.34
		Donald L. Sollie	6.79
		Willie E. Parrott	9.07
		Ben H. Faudk	3.22
		Roy Lee Belz	63.64
		Kenneth A. Jaeger	35.98
		George T. Brannon	31.17
		Fred McDonald Easter	24.35
		James D. Hicks	34.25
		Charles T. Donaldson	20.06
		Kenneth L. Rickels	8.17
		John A. Hoffman	2.14
		Austin G. Evans	2.14
		Terral McRaney	3.50
		Arthur F. Sabourin	3.66
		John E. Rarabo	4.39
		John T. Hicks	14.56
		Ernest E. Darden	12.78
		Thomas E. Tucker	8.50
		Joseph J. Kemp	9.30
		Mac Anderson	8.91
		Hal R. Ellis	5.20
		N. M. Huen	3.73
		William L. Lawski	34.54
		Henry Cox	7.00
		Wendell L. Lakewood	14.93
		William L. Mayfield	34.54
		James Lynch	33.14
		Frederick G. Madsen	14.93
		Edward Wieak	2.34
		Robert Hebert	30.79
		John W. Duncan	34.54
		W. J. Marioneaux	16.33
		George T. Swoder	51.14
		Robert B. Lowe	5.14
		Worral M. J. Delaney	9.24
		George L. Seymour	7.00
		David B. Schaufler	26.60
		James Marshall	3.26
		Preston R. Thompson	3.73
		Peter J. Pasinosky	31.01
		Dominick Gonzalez	3.26

NOTICE!

CHARLES O. LEE

Get in touch with R. F. Weaver, Paymaster, Overlakes Freight Corporation, 19 Rector Street, New York City.

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.

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.

GREAT LAKES SEAMEN:

GOAL TO GO!



SEAFARERS INTERNATIONAL UNION OF N.A. • A.F.L.