

SEAFARERS LOG



Official Organ of the Atlantic and Gulf and Great Lakes Districts, Seafarers International Union of North America

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No. 13

MAKING PLANS FOR THE SEAFARERS



The first Convention of the Seafarers International Union of North America since 1944 is being held this week in Chicago. Representing the Atlantic and Gulf Districts, the Sailors Union of the Pacific, the Great Lakes District, the American Merchant Marine Staff Officers Association, and the British Columbia Seamen's union, are the Brothers pictured above. Front row, left to right, Earl Smith, John Mogan, Harry Lundeborg, R. D. Thompson, and Charles Brenner. Second row, in the usual order, John Massey, W. H. Simmons, Bob Dombroff, Sonny Simmons, Paul Hall, Morris Weisberger, and Ed Coester. Rear row, L to R, Red Gibbs, Einar Nordaas, Fred Farnen, Cal Tanner, Tom Hill, Herbert Jansen, and William McLaughlin.

Agents Conference Proposals Accepted By Coastwise A&G Membership Meetings

NEW YORK, March 27 — At regular meetings last night of the Atlantic and Gulf District, the membership approved in full the recommendations of the Agents Conference.

Out of the conference came many plans which will help to consolidate the gains made by the Union during the past year—gains which led the way for all other waterfront unions.

In the week-long conference, which ended Saturday, March 22, decisions were reached which will make possible the further expansion of the Union. In this way, seamen may see their dreams of "one big seamen's union" come true.

Among the decisions reached were proposals to immediately survey the Union's strike apparatus, and to make any changes which are needed to bring the apparatus into smooth running order.

It was the feeling of the Agents that 1947 might see some sort of economic action on the waterfront, and they wished to see the Union in as good position for any coming action as it was for the 1946 General Strike.

The organizing campaign was

analyzed, and a suggestion was made whereby the Seafarers could organize any unorganized maritime craft.

Isthmian Hearing

Within the next few days the National Maritime Union will finish questioning its witnesses in its flimsy collusion charges against the Seafarers.

After the SIU has had a chance to refute the charges, and all testimony has been heard, the evidence will be submitted to the headquarters of the National Labor Relation Board for final disposition.

Up to this point, the NMU has submitted little that can be termed real evidence—mainly because such evidence does not exist.

Besides the SIU officials and members present at the hearings, the Union is represented by Attorney Ben Sterling, and by lawyers Kaiser and Glenn, from the office of Joseph Padway, AFL Attorney.

Shipping rules were discussed, and it was decided to allow them to stand as they were last amended by the 1946 Conference.

In the matter of education and publicity, the Log was appraised in regard to its organizational use, and was highly praised. More educational features were recommended by the conference, and several new pamphlets and booklets will be issued in the near future.

Other matters which were discussed, and decisions regarding them appear on page 9.

It was with deep and sincere regret that the Agents accepted the application for a leave of absence from Secretary-Treasurer John Hawk. For reasons of health Hawk asked for a six months leave, and this was granted by the conference. J. P. Shuler was named Acting Secretary-Treasurer.

As soon as the sessions ended, many of those present at the meeting left for the SIU Convention in Chicago which convened on Monday, March 24.

Some will stay on in Chicago after the Convention ends to attend the meeting of the AFL Maritime Trades Department. This is due to start Monday, March 31.

Panama Transfers, Great Lakes Drive Highlight Convention

CHICAGO — Charging that certain people in the State Department, among them Under Secretary William L. Clayton, are "more interested in giving American ships away to foreign countries than helping to build a powerful merchant marine," Harry Lundeborg, President of the Seafarers International Union of North America, highlighted the Union's third biennial Convention with a

request that the Convention adopt a program designed to halt the transfer of American ships to Panamanian registry.

"American capital has transferred United States government-bought ships to Panamanian registry . . . to save taxes, to operate ships with cheaper crews, and to

Tribute To Hawk

"We are indeed sorry to report that John Hawk, Secy.-Treasurer of the Atlantic and Gulf District, and First Vice-President of the International is unable to be present with our delegation, because of ill health. Whitey's health for some time past has been bad, and the many struggles of the past few years have contributed towards that illness. It appears he will be out indefinitely, and his absence will be keenly felt, as we will sorely miss his ability and great experience.

"Under his guidance and leadership our Union has made great strides since our organizational inception in 1938. He has indeed been a bulwark of great strength in our battles with our enemies; the shipowners, bureaucrats and commies alike.

"We sincerely hope for his immediate recovery, and his return to action in our behalf." (From Report to Convention by Paul Hall)

Reporting for the Atlantic and Gulf District, SIU, Assistant Secretary J. P. Shuler, and Director of Organization Paul Hall, stated that the Union had experienced much growth and a great deal of success since the last Convention. Shuler's report appears on page 3.

avoid regular steamboat inspection service," President Lundeborg said.

The statement urged Congress to take proper steps to safeguard the interests of the American merchant marine, and "that if no action is taken . . . we inaugurate the policy of boycotting all Panamanian ships sailing in or out of American ports."

This recommendation follows

(Continued on Page 14)

Canadian And U.S. Communists Have Complete Control Of CSU

OTTAWA — The Canadian Communist Party, and the CP the world over, received a body blow last week when J. A. "Pat" Sullivan, head of the Canadian Seamen's Union, quit his job in disgust over the way seamen's rights were being subverted to the communist cause.

"My decision to take this step was reached," he said, "when I became convinced that the interests of organized labor were being subverted by the agents of communism to their own ends."

This revelation was all the more striking because it came

from a labor leader of long standing, one who has headed the CSU from the day it was founded in 1935, and from one who followed the communist party line for many years.

Sullivan never made a secret of the fact that he was sympathetic to the communists, and even went to jail for a stretch from 1940 to 1942 when he was imprisoned with other commies for his anti-war stand.

This of course, was when the commies condemned the war as "imperialist." Later, when Russia was attacked, he became an

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GEORGE K. NOVICK, Editor

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Illegal Transfers

It is high time that the Congress of the United States, and appointed officials in high places, came to the realization that their job is to represent the majority of the people, not the fortunate few with wealth and position.

For the past few months the American people have been shocked to hear that the American merchant marine, which was built up at a sacrifice during the war, was being transferred to foreign registry so that a few U. S. capitalists could add to their already overflowing bank accounts.

These ships were built by the Government, and paid for out of the taxes of the people. They were operated by private companies during the war, at exorbitant profits, and later bought by these same companies at a small fraction of the original cost or actual worth of the vessels.

Not satisfied with this, American shipowners figured out a new dodge. They started transferring ships to Panamanian and Honduran registry so that they could avoid payment of decent salaries to seamen, and avoid paying taxes to the United States Government.

Practically every action of the shipowners in these "dummy" transfers is illegal. So there must be connivance from highly placed officials who allow such maneuvers to take place.

Before the war, the American merchant marine had shrunk to a mere 13 million tons. During the war, it skyrocketed to 50 million tons, and many promises were made that the merchant marine would never be allowed to disintegrate again.

Today, only a short time after the end of the conflict, the total tonnage has dwindled to 30 million.

Those ships which have been transferred to foreign registry are competing in the American trade. They sail in and out of American ports, carrying American goods, but there the similarity ends.

Panamanian seamen are sailing those vessels, drawing lower wages than those paid to United States seamen. Regular steamboat inspection, required under U. S. law, is avoided. In the long run this will mean the loss of many lives due to faulty equipment.

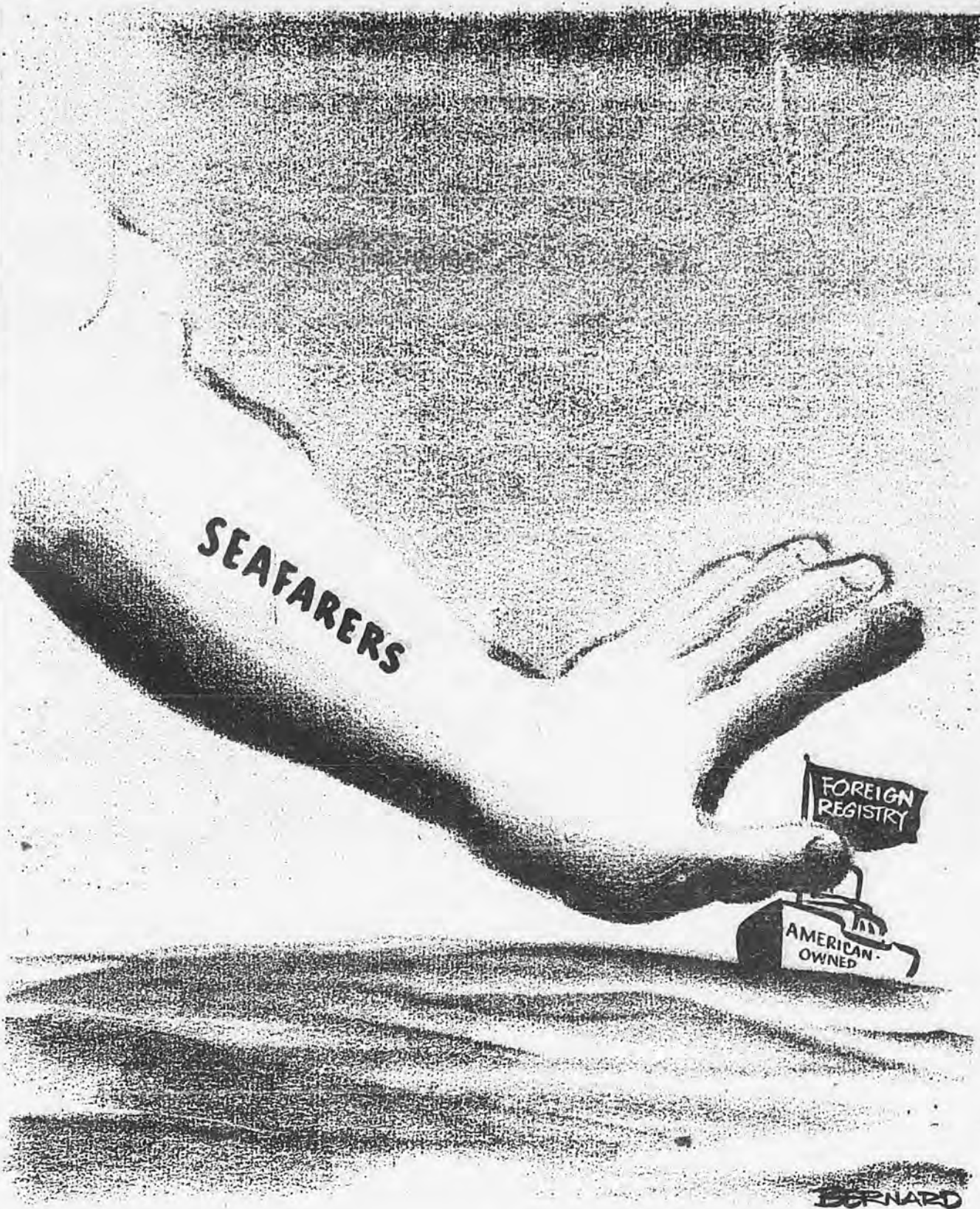
But the main importance to American seamen is that this business of moving ships from one country to another like checkers is the opening wedge in a campaign to drive down the earnings of U. S. merchant seamen.

Right now our wages and conditions are the most advanced in the entire world. The seamen of other countries look to us for leadership. The shipowner would like nothing better than to force us to cut our standards so as to meet the competition of Panamanian seamen.

The shipowners, and the Government officials who have assisted in this piece of trickery, are in for a rude shock. The Seafarers International Union will not just make protest against continuing the practice and let it go at that.

Action will follow if Congress does not take steps to halt the illegal transfer of American ships. A boycott of Panamanian ships has been asked for at the SIU Convention in Chicago, and if it is instituted, it will become world-wide through the cooperation of the International Transportworkers Federation.

Boycott is a resounding answer to those who would steal away the seamen's livelihood. Boycott it will be if the transfers are not stopped.



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

J. NAVARRO
P. DAUGHERTY
J. RETOUR
G. KRETZER
C. MASON
S. MOGAN
W. BROCE, Jr.
J. ROONEY
E. CUSTER
R. E. MULHOLLAND
H. H. HAMILTON
J. W. DENNIS
R. B. WRIGHT
R. B. KINAIRD

BALTIMORE HOSPITAL

JOHN McLEMORE
JOHN FOX
ERNEST SIDNEY
EDWARD CAIN JR.
SOLOMON (SUL) HARB
STANLEY HOLDEN
ALBERT HAWKINS
ANTONIO AMARAL
CHARLES SIMMONS
PETER LOPEZ
TED BABKOWSKI
WILLIAM HOWELL
MICHAEL J. LUCAS

JOHN RILEY (G. L.)
JAMES McMAHON (G. L.)
WILLIAM RYAN (G. L.)
WILLIAM GILES
CHARLES WENDEL

MOBILE HOSPITAL

MARION D. PENRY
MANUEL CARDANA
C. A. GARNET
R. H. DAVIS
W. J. SULLIVAN
A. SABOURIN
S. P. MORRIS
E. L. MYERS

STATEN ISLAND HOSP.

R. G. MOSSELLER
JAMES T. MOORE
P. SYRAX
K. KORNELIUSSEN
C. H. SULLIVAN
E. E. CASEY
M. J. LYDEN
H. BEECHER
L. L. MOODY
M. BAUSKI
M. MORRIS
W. R. BLOOM
J. BOLGER
L. NELSON

Hospital Patients

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

Staten Island Hospital

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

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

GALVESTON HOSPITAL

OLSEN
BENNETT
GALANE
R. V. JONES
HUTCHENSON
STAEINZ
MILKE
FLESHER
AKIN
GRAVES
BREASHAR
KOW LIM

MOBILE HOSPITAL

E. L. MYERS
S. P. MORRIS
M. D. PENRY

J.P. Shuler's Report To Int'l Convention

The Atlantic and Gulf District of the Seafarers International Union, since the last Convention, has been very active. For brevity, as well as clarity's sake, we will deal with these activities serially.

CONTRACTS

In the fall of last year, we were able to negotiate contracts which were a great improvement over our previous ones. Not only were we able to raise our wages for all ratings, but the working rules in all departments were improved to a considerable degree.

This has resulted in several things. First of all, is the reaction of our membership. They like our contracts very much, and as a result, take a much greater interest in the Organization itself than ever before. Secondly, our contracts assisted us to some degree in improving our relations with the operators in the business of handling disputes. Finally, our new contracts are a great aid in organizing the unorganized men under our banner.

Various points which had been confusing in previous contracts were clarified in our present agreement, thereby making it more simple to settle disputes. This, in turn, has been a saving of energy on the part of the Union and has enabled us to apply our energy into other fields in the Union itself.

FINANCES

While the record shows an increase in available funds in comparison to previous years, this, in every respect of the word, is not a true analysis.

The income of the Organization since the last Convention was greatly increased due to the fact that we caused to be opened various new Branches and placed officials in them. This was done to prevent "freeloaders" from riding SIU vessels and paying no revenue for the privilege. This, however, at the same time, increased our expenditures. Additional expense was undergone when we purchased our own Halls in the Ports of Boston, Norfolk and Tampa. Incidentally, this is along with our New Orleans Hall which was purchased before the 1944 Convention, and brought to four the number of our own establishments.

One further expense of the Organization over the past two years has been that of organizational work. This was attributed to Isthmian Steamship Company and later expanded to various other unorganized companies. Then too, there were the very heavy expenses of the 1946 Strike.

In spite of these heavy expenditures, however, the Organization at the present time is in a sound condition.

We find it necessary at this time, however, to economize throughout the entire structure of our Union so as to operate on a full peacetime basis.

This has been considered by both the membership and the officials of our Union, as well as our Agents' Conference. The results of this consideration was that a program was laid down in regards to the finances of our Union, calling for retrenchment. By following this program, the Organization will be in a solid financial position.

MEMBERSHIP

The membership of the Union at the present time consists of approximately 30,000 dues paying members. This includes the various categories of books, probationary, permits and tripcards. We have, for some period of time, had our membership books closed, except under certain conditions.

Qualifications for membership now are that in addition to 12 months on a permit, a man must have as well at least one trip on an unorganized vessel in which the Union is attempting to organize. Thus we have been able to at this time prevent overloading of the Organization with a heavy membership.

We are now in the process of making a complete survey of all our available jobs and in the future, admission for membership will be governed by the number of available jobs under contract.

GOVT. BUREAUS AND AGENCIES

Our Union has, along with other District Unions in the seamen's field, had many hard struggles with the various Government Bureaus and Agencies. As a result of these various disputes, our recently concluded Agents' Conference adopted the following proposals on Government Agencies and Legislation:

COAST GUARD

The position of our organization towards control by the Coast Guard of the American seamen through the U. S. Steamboat Inspection Service, and through the U. S. Shipping Commissioner's Office has never changed.

We have been, and are actively fighting, for the return of this function back to the Department of Commerce where it belongs.

The control of American merchant seamen by the Coast Guard puts the seamen under control of a military department of the Government. It takes away certain privileges and rights enjoyed by seamen. It adds a heavier burden on the American taxpayer and should be changed.

Our organization has already put our position before all the members of the Committee on Merchant Marines and Fisheries and has received assurance through the AFL that it is helping us in our fight.

The transfer of the Steamboat Inspection and U. S. Shipping Commissioner's Office back to the Department of Commerce must be done through an Act of Congress.

This Committee recommends that, in the final analysis, in the event of failure of the introduction of proper legislation to handle this matter, that we set forth a proposition to all maritime unions, regardless of affiliation, the possibilities of all unions using economic action at the point of production, as in the case of the SS Helen in the Port of New York this past year, if not for the elimination of the Coast Guard then at least, the toning down of their dictatorial methods of so-called disciplining of American seamen.

ALIEN SEAMEN

Our organization is on record to fight for citizenship for alien seamen who sailed on American Flag Ships during the war. We reaffirm this position and peti-

tion all other trade unions to assist us in this drive.

If no citizenship can be granted our alien members, we go on record once again to fight for their rights to sail American vessels until they can become citizens of our country under the prevailing naturalization laws.

SEAMEN'S BILL OF RIGHTS

Our organization has actively for a number of years fought for a Bill of Rights for Seamen. Our main objective, of course, has been to protect seamen who have been injured during the war.

It is our opinion that these men should be guaranteed medical and hospital treatment for as long as they are in need of such care. There is also the question of providing for next of kin of merchant seamen who were injured during the war and who were direct providers for their families' welfare.

In addition, there is the question of providing compensation for seamen injured during the war who find themselves now unable to make a living.

We reaffirm our Union's previous position on this question. The AFL Legislative Committee is now working with us on this problem.

Our organization has notified all Congressmen and Senators from all coastal ports of our position and our desire for passage of a bill that will be fair and just.

We recommend the continual pressing of our program for this bill and enlisting the aid of all unions towards achievement of this end—**A Complete Bill of Rights for Seamen.**

MARINE HOSPITALS

We recommend that it be brought to the attention, as often as possible, to Surgeon General Parron of the Public Health Service, of the many instances where seamen because of being on the beach over 60 days have been denied hospital privileges, although in dire need of same.

In some ports, at the present time, this 60 day ruling has been extended to 90 days; but even this, in our opinion, is not sufficient.

We should press immediately the point that as long as a man is in this industry, seeking his living, he should at all times be qualified for treatment at USPHS and Marine Hospitals, regardless of the length of time on the beach.

We further recommend a complete survey, as has been going on, by the SIU of all Marine Hospitals and investigation as to conditions of same.

In the event of cases of mistreatment or of bad hospital conditions, notice of such treatments are to be called to the attention of Surgeon General Parron or Assistant Surgeon R. G. Williams, Chief Bureau of Medical Service, Public Health, Washington, D. C.

We further recommend that our International Union, take steps to place our entire International Union on record for increased subsidies to the Marine Hospitals and the USPHS, so as to increase their facilities and service to U. S. Merchant Seamen and, if at all possible, to their families.

UNEMPLOYMENT INSURANCE

In view of the fact that the seamen are one of the few, if not the last, section of American

Workers that are not covered by unemployment insurance, we recommend that the Convention of our International be instructed to immediately draft a program calling for specific action aimed at providing for seamen's unemployment insurance, effective as soon as possible.

MC TRAINING PROGRAM

In view of the fact, as recently reported by our International Officers, the Maritime Commission was granted 5½ million dollars for a training program, we feel our Union should take immediate action to stop same.

We should request the AFL and other affiliates in the Maritime Industry to assist us in making every possible effort to put these characters out of business for all times. We feel this entire set-up should be declared as phony and every possible effort be made to discourage the continuance of it.

As long as such so-called training programs are in existence, there is always the fear of them being used as fink factories in case of strike.

WASHINGTON REPRESENTATION

Inasmuch as the various Congressmen and would be union wreckers are now busy in Washington trying to cram their anti-labor legislation into effect, this Committee feels that the SIU should have representation in Washington as soon as possible on a permanent basis.

This Committee recommends that the subject be taken up at the International Convention in Chicago to place such a representative in Washington.

We further recommend to the International Convention that they study the possibilities of working out a joint program, with other AFL Maritime Unions, a system for joint support of such legislative offices and representatives in Washington.

This, we feel, is very important at this time and unless it is done, phonies may slip something over on us, if we are not at all times informed of what they are shaping up in the way of trying to destroy the trade union movement in maritime.

While not going into complete details on this, we feel it is important to point out a couple of disputes resulting on the East and Gulf Coasts between ourselves and various Bureaus and the results of same.

In the Port of New York, after long persecution at the hands of the Coast Guard, the Organization finally tried the use of economic action to prevent same and tied up the SS Helen of Bull Steamship Company. The Company was forced to pay the men complete standby wages from the time they lost their papers to the time they received them back from the Coast Guard as a result of economic pressure. Since that action, no SIU contracted operator, or its employees, have called the Coast Guard into any ship's beef.

The Operation Division of the WSA during 1946 refused to allow the Union and its contracted operators to use collective bargaining to secure a proper rider. As a result of this interference and meddling on the part of this particular Government Bureau, the SIU used economic action and

tied up approximately 40 ships on the East and Gulf Coasts before the issue was broken, which was in favor of the SIU.

Our membership feels that these various Government Bureaus are just as much our enemy as the shipowners inasmuch as they continually line up on the same side of the fence with our operators. For that reason, our membership has gone on record repeatedly for the use of economic action wherever possible to put a stop to the bureaucratic attacks against Union men.

The greatest beef resulting from coming into conflict with Government Bureaus and Agencies, etc., was the 1946 General Strike which culminated from interference on the part of the Wage Stabilization Board.

1946 GENERAL STRIKE

The General Strike was enthusiastically received by our membership; principally because of the fact that it was not a surprise move, but something that each member of the Union had participated in bringing about. The entire apparatus, the mechanics and the directives which governed the strike had been worked out through a period of six months by our Organizers, with membership participation, consultation and group meetings.

We were faced with problems different somewhat from that of other areas. During the period of the War, the "shipowner period" of the NMU, the commies had succeeded by infiltration in securing themselves a strong position both within the MMP and the MEBA. The CMU was at that time at the height of its glory and the SIU was looked upon unfavorably and regarded by many as an extremely "small, ineffective" Union.

Although the Seafarers were the spearhead of the 1946 General Maritime Strike by winning our strike in short order, we found ourselves in the beginning of the Officers' Strikes in a tough position, with the possibilities of seeing several Unions being taken over by the comrades. To eliminate that, we immediately lent all of our physical resources to the MMP and launched an all-out drive against the commie clique dominating the MEBA.

During the entire course of the Officers' Strike, we continued this program with the result that within a very short period of time, the communists within the MMP were ousted and a counter-balance of power established within the MEBA.

A great amount of credit must be given to the ILA, both Longshoremen and Harbor Workers, who worked closely with us during the entire strike and who, in work hours actually were on strike as supporting factors longer than we were.

It can truthfully be said that the General Strike of 1946 was the primary factor in organizing nationally the AFL Maritime Trades Department, although theoretically, it had been in existence for some time previous. It was the strike that gave birth to the concept that alone any Maritime Union was powerless, but that united they were indestructible.

The NMU, MCS and certain sections of the MEBA tried to use

(Continued on Page 14)

Groundwork Laid In Lakes Drive; SIU Rank And File Participate

By EARL SHEPPARD

The organization drive on the Great Lakes has now passed its third week — three weeks of hard work that have broken the ground for a real all-out campaign to unionize the many men who sail under shipowner conditions.

It hasn't been easy to do the necessary spadework. The NMU, with its selfish strike last fall, made lots of Lakes seamen bitter. But the Seafarers came in with a spotless reputation, and that has made the majority of the Lakes seamen listen to us with interest.

The Great Lakes seamen have been assured that the SIU had nothing to do with the NMU phony strike. It is to our credit that our work has been good enough for these men, and they have received us very wholeheartedly.

This section needs organization. No flash in the pan could

do the job, but with a solid basis set up, the rest is simply a matter of hard work, with manpower the backbone of the drive.

OUTLOOK GOOD

That's the way it shapes up on the Lakes. The SIU has the organization to do the job, but it takes men to contact the ships, talk to the men, and get the SIU message across.

This may sound like an unnecessary invitation to most SIU members. It probably is, but if there are any men with Great Lakes experience, who want to participate in the drive on the Lakes, they can do a good job by contacting the SIU representative in the port they want to ship out of.

There's a big job to be done, and the same spirit that won a resounding election in the Isthmian Steamship Company (NMU stalling to the contrary) can knock over the anti-labor Lakes operators.

Right now the situation shapes up in the following manner:

Several companies have started early fit-out operations. Because our men are on the ball, and willing to go all out in the drive, those ships are now practically solid SIU.

The Union will be calling for contracts in these companies within the near future, or petitioning the National Labor Relations Board for elections.

We know that a fight is in store for us. We are ready and waiting, confident in the fact that cooperation from the Great Lakes seamen has been excellent so far.

SIU IS CHOICE

So good has been the help given us by the Lakes seamen themselves, that our organizers are convinced that the SIU is the overwhelming choice of the men who make their living sailing those vessels.

It's impossible to state right at the start how good an organizing drive might wind up. But if spirit is any indication, the next few months will see plenty of Lakes companies joining the

large number of SIU-contracted companies.

Seamen in this region have no reason to respect the NMU, the so-called union that called a strike up here without authorization from the men sailing the ships. Those men lost their bonuses, and wages, and received no material gains in the long run.

They also have no reason to respect the Lake Carriers Association, or the other phony company unions that exist up here. Lakes seamen know that they have been sold out time and time again by groups that worked with the bosses and against the seamen.

This time the story is changed. This time the seamen have a chance to pick a Union that has a reputation for protecting and fighting for its members. With such a choice, it's a good bet that they will pick the SIU.

The next few months will tell the story. The SIU has a good chance to organize many seamen who haven't had the opportunity to sail under decent conditions. They want to, but they have to be contacted first.

It is our duty to do that job. Come hell or high water, the organizing drive will go on — and to a really successful conclusion!

Florida Labor Gets Ready To Oppose Tom Watson

TAMPA—Winning a bargaining election in this state means absolutely nothing. It's not very difficult to organize the workers, especially into AFL Unions, but once the election has been held, the courts take over.

The injunctions which have been issued in Florida are something to see. No picketlines are allowed, the closed shop has been outlawed, and labor is straitjacketed if and when a strike is called.

The employer hires scab labor, and the police escort the scabs through picketlines. They have done it so often lately that it appears that strikebreaking is the biggest job for Florida police men.

School teachers, the most underpaid people in the state, and perhaps even in the nation, are in the middle of an organizing campaign here.

They are meeting with plenty of opposition from the press, the politicians, and civic leaders.

FILTHY SLANDER

Editorials in the papers actually slander the teachers, and call them malcontents, rabble rousers, and worse. All this to honest people who are trying to obtain decent wages and conditions.

A Citizens Committee has been set up, and they are trying to show the teachers that a union is unnecessary. But the teachers are not going to be misled by anything that this group promises.

The feeling is that nothing was done before the teachers started organizing, and that if their union fails, the civic authorities will not increase wages or better conditions.

The Florida Federation of Labor Convention started on Mon-

When Fran Krabavac made the Zane Grey, Isthmian Steamship Company, as a volunteer organizer eighteen months ago, he thought he would make one trip and then ship out on a contract vessel.

Today, after eighteen months on Isthmian ships, he is determined to continue shipping Isthmian until the company signs a contract with the SIU.

He was on the Zane Grey less than a month. After that followed ten months on the Edmund Fanning, then seven months on the Sea Hawk. He's still on the last named.

Brother Krabavac got his sea training sailing Yugoslavian ships. Twenty-three years ago he started out to sea, just to see what it was like. He enjoyed his experiences so much that he decided to make the sea his career.

SUNK BY NAZIS

Only once did he come close to regretting his decision. That was when the President Kopajtic, a Yugoslav ship, was sunk in the Caribbean in 1941.

Fran was on that ship, and the survivors drifted for a few days before they were picked



FRAN KRABAVAC

up by a United States vessel and brought to this country.

In his native land Krabavac had been a member of the seamen's union, and so it was natural for him to want to join a union in the U.S.

"Our union in the old country was a good one," he recalls, "but not as strong as the SIU. So I joined the SIU."

SETTLED PERSONAL SCORE

He sailed many ships during the war, usually right into the danger zones, because as he puts it, "I had a personal score to settle with Hitler. His troops overran my country."

Brother Fran more than settled the score. The supplies carried on ships manned by Krabavac and other merchant seamen made possible the victory over the Nazis in Europe.

When the war was finally won, Fran still wanted action, so he volunteered his services as an organizer. He was told to try to make an Isthmian ship, and if successful, there would be plenty for him to do.

JOB WELL DONE

He was successful, and thus started eighteen months of hard work.

Brother Krabavac was on the Edmund Fanning when the ship was voted in Baltimore, Maryland. The NMU was sure of this one; the NMU organizers had already put it down in the win column.

But the work of Krabavac and the others proved too much, and when the balloting was completed, the SIU had rolled up better than a three to one majority.

"That did my heart good," said Fran. "On unorganized ships a seaman is not treated decently, and all that will change when the SIU gets a contract with Isthmian."

Krabavac gave some instances of what he means when he says that seamen are "not treated decently."

"First of all, the food is poor, and scarce," he stated. "Quarters are small and they try to crowd men into the foc'sles. Overtime is just a word on those ships, and a man rarely gets time enough to eat a full meal."

It was for reasons such as those that Isthmian voted overwhelmingly for SIU representation. And it is for such reasons that Fran Krabavac became a volunteer organizer, and is going to stick at it until a contract is signed, sealed, and delivered.

Green Advises Unions To Ignore Open Shop Laws

Charging flatly that anti-closed shop laws were unconstitutional because they nullified the "right of contract," AFL President William Green last week told AFL unions that they would be justified in ignoring such laws in states which have enacted them.

The statement was made by Green at the convention of the International Brotherhood of Papermakers, which met in Chicago.

The AFL has already started test cases of the "open-shop" law in Nebraska and several other states, but it may take close to two years before the first challenge reaches the Supreme Court.

Until then, "the AFL will challenge the validity of the laws," Green said. "The Supreme Court has upheld the closed shop and will again so decide."

Lundeberg Pledges Int'l Support To UFE In Wall Street Strike

NEW YORK — Cheered by a pledge of unequalled support from Harry Lundeberg, president of the Seafarers International Union, the United Financial Employees, AFL, stepped up its plans for a strike against the Wall Street exchanges and brokerage houses and announced April 21 as the walkout date.

Lundeberg gave assurances of SIU backing to M. David Keefe, UFE president, when the two met in Chicago last week.

The SIU official said that because the UFE was militant in pressing for its just demands it merited Seafarers support, which ultimately would aid the entire labor movement.

A similar pledge from William Green, AFL president, said his entire organization would stand with the financial workers "until they win victory."

Green announced the AFL backing in a speech at the Chi-

cago convention of the Office Employees International Union, of which the UFE is an affiliate.

"If there is any place in America where high wages and better working conditions should prevail," Green said, "it is in the money-making establishments" of Wall Street.

Prior to his address, Green conferred privately with Lundeberg and Keefe.

The projected strike stems from the refusal of A. M. Kidder and Company to negotiate a contract with UFE. The street-wide walkout will cut off the possibility of business being conducted for Kidder by the Stock and Curb exchanges or their member firms.

The UFE scored a major victory recently when — with full SIU support — it struck and paralyzed the New York Cotton Exchange. The union won a contract after one day on the picketlines.



Delegates Gather For SIU Convention



Above is the Atlantic and Gulf District delegation to the Convention. Standing, left to right, John Mogan, Lindsey Williams, Sonny Simmon, Paul Hall, and Red Gibbs. Seated, in the same order, Earl Smith, W. H. Simmons, J. P. Shuler, and Cal Tanner.



The SUP had the next largest delegation to the A&G District. Seated, L to R, Bob Dombroff, Harry Lundeborg, and Morris Weisberger. Standing, John Massey, R. D. Thompson, Charles Brenner, and Ed Coester.



Fishermen and fish cannery workers had their representation. Left to right, Joe Perry and Lester Caveny, Fish Cannery Workers Union of Monterey, Cal., and John Crivello, Seine and Line Fishermen's Union of Monterey, Cal.



The Great Lakes District was well represented by Fred Farnen, Larry Marlin, and Herbert Jansen, seated left to right, and Einer Nordaas and William McLaughlin, standing. McLaughlin is from the British Columbia Seamen's Union.



Delegates came from as far away as Alaska. Above, on the right, is John S. Amayo, President of the Alaska Fish Cannery Workers Union. Beside him is George Issel, representing the Fish Cannery Workers Union of the Pacific, San Francisco Bay Area.



The Fish Cannery Workers and Fishermen's Union, San Diego, California, was represented by Frank Currier, Business Agent; C. H. Burns, Fisherman; and Lester Ballenger, Secretary-Treasurer.

Sullivan Says Commies Have Control Of CSU

(Continued from Page 1)

ardent supporter of the Second Front.

In his statement, Sullivan, who was also secretary-treasurer of the Canadian Trades and Labor Congress, admitted that he had been a member of the CP from 1937 until three months ago.

The CSU has always reflected the Kremlin line, and it was for that reason that the charter of the union was revoked by the Seafarers International Union in August, 1944.

MANY IMPLICATED

Sullivan implicated many people in his blast against communist machinations in the CSU, and in the Canadian labor movement.

He named Fred Rose, a former member of Parliament, who was sent to jail in the atom bomb plot, as one of those who used the seamen to further the ends of the communist party.

He also named Alderman J. B. Salsberg as a party member who transmitted funds to him from the party in order to finance the 1937 strike against the lake ship owners.

"In the period from 1943 onwards," Sullivan stated, "the executives of the seamen, the same as lots of other unions, have been gradually in the process of taking into their ranks, either knowingly or unknowingly, members of the communist party — for instance, in Halifax, C. H. Meads, who was an American seaman, but who had never sailed in Canada, was drafted in from the NMU and is now in complete charge of the east coast for the seamen and general secretary for the fishermen; whose wife, at the same time, is the provincial secretary for the communist party."

CP IN CONTROL

Sullivan stated flatly, the same as Joe Curran has done in the NMU, that the CP placed men in the national office of the CSU to direct party work.

"In the national office," he said, "the communist party, of course, has taken full control, where they have placed Jerry McManus in as secretary but actually his work is to direct all political activities within the organization."

Waste of seamen's money was another point on which Sullivan took the commies to task.

"The executive officers are running all over both Canada and the (United) States, supposedly to be doing union work. . . . In all those cases, the seamen are footing the bill. The only work that McManus was doing was floating money from the NMU into this country and laying the groundwork for the NMU coming into this country in order that they could take the CSU over."

Let these final words from Sullivan make their own point.

"I also stated (at the 1946 convention of the CSU) that I was undecided whether or not to run for reelection," says Sullivan.

"I was quickly told by Salsberg that it wasn't a case of whether or not I wanted to run as they, the communist party, had made the decision. Communist party discipline does not allow for individual thought and party orders must be obeyed."

It's True — Rhode Island Pays Bonus To Seamen

Lakes Seamen Invited To Visit Buffalo Hall

By FRANK MORAN

BUFFALO—Lakes seamen of all ratings, regardless of whether you have a ship to go to or not, are invited to drop into the Buffalo Hall, meet the local Organizer, and discuss your shipping problems with him.

You will meet plenty of old-timers, and some of the younger Seafarers, who all know and will tell you of the advantages of real unionism, SIU style.

In the SIU Hall, there is no waiting around, like there is in the company offices and LCA halls.

SIU members register for jobs at the Union Hall where shipping is conducted strictly on a rotary basis. They also have job security, guaranteed by SIU contracts.

Seafarers have preference in shipping on the same boat that they laid up last Fall, if they so wish, and don't have to worry about the bosses' friends taking their jobs.

Unorganized Lakes seamen don't know whether they have a job in the Spring or not. Regardless of whether they laid up some vessel or not, they don't know whether some friend or relative of the bosses will have their job when they look for it at the fit out. SIU contracts mean job security.

SIU CREWING UP

In the Buffalo and Erie, Pa. areas, the shipping activity has been confined to SIU ships crewing up. The Local Agent for the SIU has been quite busy crewing up these boats, so it looks as though the SIU-contracted vessels will lead the parade out of this port when the initial sailing begins from here in the near future.

Don't forget, all unorganized men are invited to help organize their ships into the SIU.

Contact the local SIU Halls whenever possible, and give them your suggestions for making your ship an SIU ship.

In the SIU, you're backed by 65,000 SIU members, and the 8 million Brothers in the AFL. With this combination and support, you can't go wrong. Go SIU today!



State of Rhode Island and Providence Plantations

VETERANS' BONUS BOARD

STATE HOUSE

PROVIDENCE 2, R. I.

Merchant Marine Application For Bonus Under Chapter 1721, Public Laws of 1946
All Answers Must Be Typewritten or Printed In Ink

- Name under which applicant entered the service MC CAULEY JOHN MATHW
- Present name (if different) JOHN MATHW
- Mailing address (present) 70 Perkins Ave. Cranston R.I.
- Sex-Male ☒ Female ☐
- No. and location of Draft Board where applicant registered 5-5 River Ave., Providence, R.I.
- Period served in Merchant Marine:
 - Date of entry into service May 5, 1943 Place New York
 - Date of discharge or release from service Still in Service Place
 - Serial Number 4-379 926-D 1
- Did you serve on an army transport or merchant ship operated for the United States War Shipping Administration between the dates of December 7, 1941 and September 2, 1945? Yes or No
- Name war zone areas where served? Atlantic - Pacific - Mediterranean - Middle East
- Place of birth Providence, R.I.
- Date of birth July 2, 1896
- Length of LEGAL RESIDENCE in Rhode Island IMMEDIATELY PRIOR TO ENTRY INTO SERVICE 51 Years Months
- LEGAL RESIDENCE at time of entry into service 70 Perkins Ave., Providence, R.I.
- LEGAL RESIDENCES for period of six months immediately prior to entry into service Providence, R.I. FROM TO
- Address given at time of separation from service
- Name and legal addresses of parents at time of entry into service 1578 Douglas Ave., N. Providence, R.I.
- If married at time of entry into service, name and legal address of wife (or husband) B Marlborough Ave., Providence, R.I.
- Have you received a Veterans' bonus or payment from this or any other State because of service with the Armed Forces or the Merchant Marine in World War II? No or Yes

If "Yes" what State

PENALTY PROVISION: Ch. 1721, Pub. Laws of 1946. "Whoever knowingly makes a false statement, oral or written, relating to a material fact in supporting a claim under the provisions of this act shall be punished by a fine of not more than \$500.00, or by imprisonment for not more than one year, or both."

Subscribed and sworn to before me this 25 day of February, 1947.

Notary Public

DO NOT WRITE BELOW THIS LINE

CERTIFICATE OF APPROVAL

It is certified that this application meets all requirements of Chapter 1721 Public Laws of 1946 and it is requested that payment of the State Bonus of \$200.00 be made to the following person:

| Certificate No. | Service Code | Location Code | Name of Payee | Amount |
|-----------------|--------------|---------------|---------------|--------|
| | | | | |

Approved-State Bonus Board

Date

ORIGINAL DISCHARGE OR RELEASE MUST BE ATTACHED HERETO

Some time ago the Seafarers Log ran a story regarding payment of a Bonus to Rhode Island merchant seamen who had sailed during the war. At that time there was not too much known about this, but now the Log has first-hand information from a veteran seaman who has already filled out the necessary application for some of that Bonus money. On this page we have reproduced the application form.

In order to be eligible for such payment, the applicant must be a legal resident of the State of Rhode Island, and must have been a resident of that state at the time of entry into wartime merchant marine service. If those two qualifications are met, then it is just another short step to filling in the form and collecting the \$200.00.

Application forms can be obtained by writing to the Veterans' Bonus Board, State House, Providence 2, Rhode Island.

Some Companies Still Try To Chisel On Food

By RAY GONZALES

During the past years we have fought long and hard to bring conditions on our ships to what they are today.

In every battle we have entered, whether it was private ship operators, commies or the government brass hat agencies, we have always won and we will continue to win our battles through the cooperation and solidarity of the membership.

However, things are far from perfect yet. After an extensive survey, I have noticed that food and other supplies put aboard our ships, purchased by penny-pinching company agents, are of second or third grade quality.

In several instances, there have not been enough supplies put aboard for the expected duration of the voyage. In other words the companies have deliberately shorted the crew of food necessary for the trip.

The crew may allow the ship to sail short of supplies expecting to pick up the shortages in a foreign port.

However, when the ship arrives in a foreign country, the usual run of Skippers produce a letter from the company telling them not to buy any stores in foreign ports due to the high cost of food.

We all know that lack of adequate food causes a great deal of dissension among the unlicensed personnel.

The Chief Steward is powerless to cope with the high-handed policies of many of the company purchasing agents, and he usually winds up behind the eight-ball.

The outcome of the company sponsored difficulty usually finds the crew members slapping charges against the Chief Steward or voting him off the ship.

I think we should look before we leap, and we would usually

find the real cause of difficulty lying with the company purchasing agent.

Therefore, let us cooperate 100 percent with our Chief Stewards, Chief Cooks and delegates.

Of course, this does not mean that if a Steward is a phony we should pat him on the back and warn him to be a good boy from now on.

There is only one good way to handle this food situation, and that is when you arrive aboard your ship, call a meeting and elect a delegate to contact the Chief Steward.

This delegate should confer with the Chief Steward and request him to produce all requisitions and confirmations.

The Delegate should check these carefully for quantity and quality. If he finds any shortage or inferior grades, he should immediately notify the Union Hall.

Unfortunately, in many cases crews have neglected to report such beefs in time for the Patrolmen to take action before the ship sails, or sometimes notification is given just a few hours before she is to pull out.

In these cases when a Patrolman comes aboard after the crew has held up the ship, and tells the company about the shortage or poor quality stores, the company will always scream "breach of contract!"

"You've given us no time to replace the stores. You're holding up the ship. We'd give you the stores if you'd notified us in time."

Well, lets see if they really mean what they say. Lets get our beefs into the Hall well in advance of sailing time.

If they mean what they say the storerooms will contain first grade food and plenty of it. If they're pulling a fast one we'll pin their ears back!

Payoffs And Shipboard Playboys Keep Port Philadelphia Active

By E. B. TILLEY

PHILADELPHIA — Shipping here is still bouncing along at a good clip with a steady flow of ships in and out of the port. The past week saw the paying-off of four ships and the signing on of three, in addition to the several ships we contacted in transit.

There were minor difficulties and beefs on a few of the ships but they were handled at the point of production and cleared up in short order.

One of the ships that came in for payoff was the SS Chemawa of the Beacon Hill Company. Her troubles took a little time to square away. She had been out on a nine month trip and for nine months the crew had to put up with the wild antics of a Skipper who thought he was a real pistol packin' hot shot.

This yokel, according to the crew, used to come out on deck twirling his 45 around his index finger and yelling to the crew (as if they didn't know it) that he was the Skipper.

Up and down the deck this male Annie Oakley would parade trying to impress the crew with his pistol prowess.

EXPENSIVE JOKES

This wasn't so bad, but he had another pleasure, sadistic at that, which caused him amusement. He enjoyed it, but to the crew it meant only the loss of cold cash.

He would listen attentively to a crewmember report his misfortune in a shoreside caprice with the ladies, and then send the poor guy ashore to some sawbones who would give the guy a shot of penicillin for a 40-buck fee.

Naturally the victims didn't exactly throw the Skipper bouquets for this trick, and the guys were



hot and bothered about it when the ship hit Philly.

At the payoff the men who had been victimized put up a squawk in protest over the 40-dollar ride the Skipper had given them; however, there wasn't anything that we could do in the matter so we settled the beef the best way we could and crewed up the ship.

She is now on her way to Galveston where Brother Sweeney will no doubt run into this character and have to climb on him

NEW HOURS

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

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

as was necessary here.

There has arisen a misunderstanding on some of the ships that come in here pertaining to feeding while the ship is in port. It seems that some of the Stewards Departments think that when their ship hits the dock they don't have to work anymore.

This is bad, for the rest of the crew then wants subsistence and the companies yell bloody murder. They say that the food is there for the Cooks to use, why don't they stay aboard and cook it?

They're right in that respect, so the insistence of the Stewards Departments in knocking off in the galley is leading to complications which will have to be ironed out.

On the other hand, we are very happy over the cooperation that the ships' delegates are giving us. Almost every delegate calls the Hall as soon as his ship arrives and we have been covering them all in true SIU fashion before the pay-off begins.

Marcus Hook Is A Lonely Port; Fast Shipping Has Hall Empty

By BLACKIE CARDULLO

MARCUS HOOK — Shipping is very good down here in the Hook — so good in fact, that we haven't any men left on the beach to put aboard the ships.

With all the boys out on the ships I'm getting kind of lonely just sitting here looking at the board with no one to talk to, but that's the way it is, and who am I to kick if shipping is good.

According to the NMU Pilot, Joe Curran is giving Joe Stack a hard time, and is trying to throw him out on his ear.

It seems as though Curran has reached the point where he doesn't like his colleague any more. He should remember that when you play with fire you're bound to get burnt.

A funny thing about the Pilot is its conspicuous absence on the Marcus Hook waterfront. Could it be that they don't want the Sun Oil men to see that all is not serene with the NMU?

Could it be that they would be admitting that they are having difficulty keeping their own house in order let alone bring unorganized seamen under their wing?

Could be.

We hear a lot of talk about the commies and their activities, and most seamen agree that they are of the same class as the fascists — both a menace to democracy.

However, the Pilot is always blasting the fascists, but remains very silent whenever communist double-dealing is exposed for some strange reason.

SHORT MEMORY

The other night, the Agent-Organizer of the NMU in the Hook was down the street in a ginmill blasting a local veterans organization.

These boys are all returned veterans and a better bunch would be hard to find. I guess this character forgets that they were the fellows who fought the war and helped to save Russia—

the worker's paradise — for him.

Oh, well, I guess his memory is short.

To get away from the Pilot and the NMU I got a hot tip to pass along. All you members can look for a new Hall to be opened soon in Marcus Hook.

Believe me, it is going to be second to none. Stand by for announcement of the grand opening.

P.S. Got a letter today from Frank Snyder commenting on the piece we had about him in this column. He told us he is now a salesman for good union-made cigars. Well Frank, just remember, Blackie smokes cigars too.

Mobile Asks All And Sundry: Come Down And Get Fast Shipping

By CHARLES KIMBALL

MOBILE—Again this week the Port of Mobile can report the best of shipping for any and all comers. In fact, some ships have sailed shorthanded.

One day last week we had three ships sailing and each needed two Firemen. The Dispatcher and I went out and made all the spots, but our time was wasted.

It was as if someone pulled a Paul Revere on us, going on ahead to warn the men on the beach that the Dispatcher was coming.

We prowled about for quite some time, but it did very little good, and the ships finally sailed shorthanded.

This shipping boom is going to continue for quite a while yet, as we have received another notice that 24 more ships are due to come out of the boneyard soon.

Boston's Future Is Still Bright For The Next Few Weeks, At Least

By JOHN MOGAN

BOSTON—Business and shipping is definitely on the increase in these parts. Upon my return to Boston from the Agent's Conference (for a breather before going on to Chicago for the International Convention) I learned that none of the boys had any chance to do any resting while I was gone.

And, too, it appears that the coming week will also be a busy one for all hands, with plenty of ships scheduled to arrive in this area for payoff.

Acting Agent Sweeney didn't get a chance to do any acting while I was gone. He spent the entire time in Portland, which is enjoying some unprecedented prosperity — thanks to 100,000 tons of surplus potatoes.

And since three ships were scheduled to pay off in Portland on Monday, (SS Purdue Victory and SS Ethiopia Victory, both Waterman and the SS Umatilla, a West Coast tanker), and two others were slated to sign on (the SS David Burnett, an American-Pacific scow and the SS Billings Victory, another Waterman), Brother Goggin accompanied Jimmie Sweeney to Portland on Sunday to try to line this deal up.

Well, it would have been somewhat of a feat, if this program had been knocked off in one day, what with the Umatilla berthed over in South Portland at the pipe-line; but the shipping commissioner weakened (or so the boys tell me) and the Ethiopia was carried over to Tuesday.

GOODBYE, PLEASE

Brother Sweeney remained in Portland, where he took care of the payoffs of the Ethiopia Vict-

ory and the Fort Winnebago (West Coast tanker) and the four other ships in that port.

In Boston, two Eastern ships (the Sam Johnston and the Falmouth) paid off during the week also, with the SS Sam Parker also scheduled for Friday, but held over the weekend.

The Falmouth has seen her last days as an SIU-contract ship — unless we can sign up the Greeks — and the crew certainly piled off her with much regret.

She was old, she was cramped, but crew and officers got along first-rate.

On the Sam Johnston, there were a few hours disputed for some of the black gang, which is now payable.

In the general confusion, an SUP ship (the Springer) came in and paid off without representation; but the Delegate informed the Patrolman on his



visit that they paid off in good style, with no overtime disputes, but with a real beef about the Steward.

The MC&S Patrolman ordered this character to pack up when the boys told him their beef.

GOOD BUNCH

The manpower situation would have been critical were it not for the fact that the turnover on the Waterman ships was rather light.

The Purdue Victory, for example, signed on with virtually the same crew, only a couple of the men leaving.

This ship, incidentally, carried all book men, and as nice a bunch of guys as anyone would want to meet. The crew was also fortunate in having heads-up Delegates, who had everything shipshape for the payoff.

As a result, the ship paid off in perfect style, and a vote of thanks is due the crew and the delegates, not only for their splendid cooperation, but also for a donation to the members in the Marine Hospital in the amount of \$34.00.

However, Waterman is expecting another dozen or so ships into Portland in the next 15 days, and if there should be a heavy turnover on any of these, we'll be up against it for men. As it is now, we find it necessary to issue too many permits.

Latest information about the Evangeline is that she will be crewing up sometime before April 15th.

Few Phony Skippers And Pursers Sour Good New York Shipping

By JOE ALGINA

NEW YORK — With forty or fifty ships in port during the past week shipping and business remain good in the Port of New York. With this continued run of good business, we are still pleading for rated men in all departments.

We had the Yarmouth in during the week on her second trip and she is beginning to shape up very well. All the differences are being ironed out and she will soon be a smooth running ship.

It takes a little while to get everything running ship-shape on a vessel just out of cold storage, but the Yarmouth has had a minimum of difficulties and all in all she is shaping up nicely.

The L. Duster, American Range, brought in a log-happy Skipper when she hit port recently. This guy was a real clock watcher. He must have stood at the gangway with a stopwatch, for the Patrolmen found that he was logging the men two for one if they were only forty five minutes late.

TAKE DAY OFF

He wasn't content with just logging the men, for after pulling this trick he tried to turn the logged seamen to. If you're unfortunate enough to ship with this kind of Skipper and get logged for being one hour late, you might as well turn around and take the full day off as you lose a day's pay anyway.

Another guy who thought he was God was the Purser aboard the Smith Thompson, South Atlantic. This jerk wasn't happy unless he had a red pencil in his hand writing "disputed" across all overtime.

This self styled lord of the overtime was a real pain in the neck to the crew. Not only was he opposed to giving the men overtime, but he told the crew that if he had to belong to a union to go to sea he would quit sailing. Well, for the record I can say that we'll take care of this guy as far as his shipping out on SIU ships is concerned.

It has been bought to my attention that when the Tampa Victory was tied up at the Army Base here in New York for a

The Patrolmen here in New York have been kept running with the large number of ships to be covered. They have made all the ships hitting the port and have squared away all beefs. There is no rest for the weary for the Seatrans have started their runs to the Gulf ports and will be pulling into New York soon. They shouldn't pose too much trouble, but who can tell when ships have just started in to service.

Shipowner Stooze Says Seamen Can Get Along On Small Salary

By HENRY CHAPPELL

TOLEDO—We expect that this port will be well represented in the AFL's plan of expansion. In line with this, we expect to have a newly formed Maritime Trades Port Council operating in this area very shortly.

Already the Dredgemen have promised any support that we may need, and the ILA officials are being contacted for their support.

Brother Bill Sturm, Regional Director of the AFL for this area, has been very cooperative with us in the past, and has made it a lot easier for us to contact the various unions and make plans for getting things started.

A number of ships have already begun to fit-out for the 1947 season, and men who have been home and down to the Coasts are beginning to drift back to Toledo. They will all be aboard the ships, soon now.

True to expectations, the shipowners are stalling around on the contract negotiations. However, these details will be ironed out before shipping starts.

Some of the shipowners' phony proposals are in line with Ralph Robey's statement to the press recently.

This guy is Chief Economist for the National Association of Manufacturers, and follows their policies.

CAN EAT BEANS

Recently, Robey was asked, "How is a man to live on the average weekly earning of \$45.33?"

Robey replied, "Let them eat beans."

This brainy executive made this statement to the press just after he had polished off a feed that must have cost \$20. Robey also maintains a summer and winter home in West Virginia and New York.

Robey's remarks remind us of the French Queen (Ed. note: Marie Antoinette) who, when told that her subjects had no bread to eat, said, "Let them eat cake!"

It is phonies like him who produce such fertile grounds for the commies to work on in this country. And he represents the NAM, an outfit to which the

NOTICE!

Baggage which was checked at the USS Los Angeles has been transferred to the Seamen's Church Institute, 101 South Harbor Boulevard, San Pedro. The USS Los Angeles ceased operation on March 1.

Unclaimed Gear

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

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

Gear without addresses will be disposed of otherwise.

Canadian Seafarers Demand Probe Of Ship Transfers To Panama

VANCOUVER, B. C. — Denouncing the transfer of Canadian vessels to Panamanian registry as a shipowners' subterfuge "to operate ships with cheaper crews, pay less taxes and to avoid regular steamboat inspection," Seafarers in this port called upon the Government for an investigation into the practice.

In a resolution adopted at the Feb. 17 meeting, the membership advocated a boycott of all Panamanian and other flag ships, touching Canadian ports, which fall below prevailing conditions in this country, unless the Government takes steps "to safeguard the Canadian merchant marine."

The resolution was to be sent to the Maritime Trades Department of the American Federation of Labor for proper action.

The meeting recommended that the proposal be introduced at the Seafarers International Union Convention in Chicago for the purpose of setting up a policy to be carried out by East and West coast AFL seamen.

Copies of the resolution, which is similar in nature to SIU President Harry Lundberg's message to the American Congress, were

forwarded to Prime Minister Mackenzie King and to the Ministers of Labor, Transport, and Mines and Resources.

On another front, Brother Harry Archibald, Member of Parliament and a Seafarer, is pressing for government action in the Parliament, in order to win correction of the injustices to Canadian seamen and the merchant marine stemming from the transfer of vessels to other flags.

The resolution pointed out that a considerable number of Canadian ships, built by taxpayers' money, have been transferred to Panama and other registry. This condition, it said, has thrown thousands of Canadian seamen, shipyard workers and longshoremen out of work.

Putting the responsibility for the situation up to the government, the proposal urged that maritime policy be changed to prevent continuance of the abuse "until such time as Panamanian flag and other foreign registered ships running in and out of Canadian ports, pay the prevailing scale of union wages" and abide by the manning scales and working rules in effect on Canadian ships.

The resolution concluded with a request for support from the American Federation of Labor.

Tampa Really Hungry For Seamen; Only Eight Men Are Left On Beach

TAMPA — Shipping slowed down slightly this week, and its a good thing that it did. Anyone who even looks like a seaman has been shipped, and we could still use men.

Some ships have had to leave here short in several ratings, and with five ships due in here this week, it looks very much like we won't be able to do anything for them.

We have only eight men on the beach, including Tripcards and Permits.

Waterman Steamship Company has taken over the coastwise trade, and two to four ships coming in each day. Alcoa and Bull are also very active, but Waterman really dominates.

There is talk of Waterman operating a passenger vessel to Havana, but this is just rumor. Don't believe it until we get more information.

We are still having trouble with fellows who come to this

Port loaded to the scuppers with giggle juice.

We were able to get a few of the fellows out of the bucket, but too many have been thrown in the pokey where we can't help them.

The police force is composed mainly of young fellows who want to lead in the amount of arrests. That means that they pick up anybody who even looks drunk.

It costs \$15.00 a head, so be careful how much liquor you take on when in Tampa.

They don't like organized labor in Tampa, and the gendarmes know very well that the Seafarers International Union is well organized.

They have it in for us on that score, so any chance they get, they will really rub it into us.

The best advice is to be damn careful here, and do the celebrating someplace else.



disrupt the SIU's campaign. We have handled them before, and we can handle phonies like them again.

In the long run, only the sailors suffer from the NMU's attempts to rule or ruin. But, these party-line followers don't care what happens to anyone.

That's why they constantly battle the SIU in our attempts to better the wages, working and living conditions of all seamen.

That's why all seamen are fed up with their phony propaganda, and look to the SIU for the only honest, democratic leadership for all unlicensed seamen.

TOLEDO SHOWING RESULTS IN LAKES DRIVE

By EDWARD JANASZAK

TOLEDO—Results are beginning to show in the Seafarers' current drive to organize all of the unorganized seamen on the Great Lakes.

One factor that we have had to overcome was the resentment created by the NMU as a result of their phony Lakes strike last year.

This made certain men definitely anti-union, but when they understand the aims and program of the SIU, they are all for our Union.

As the unorganized Lakes seamen become acquainted with the SIU's policy of direct representation on their beefs, our working rules, and the way that we deal with the shipowners, our

job of organizing becomes increasingly easy.

Despite the bad impression created on Great Lakes men by the NMU's phony organizational strike, the SIU can and will organize the Lakes.

Quite a few of the ships up here have begun to prepare for the fit-out, and according to what we see and hear, more will start in a few days.

SHOULD BE SIU

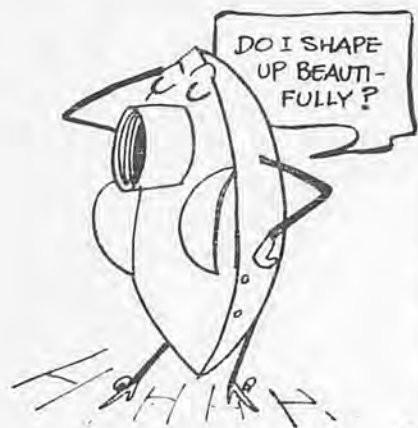
The majority of the men so far contacted are reacting very favorably toward the SIU, and are in favor of our Union. This should be a good season of mutual benefit to both the Lakes sailors and the SIU.

It's hard to understand why these Lakes have not been or-

ganized into the SIU long before now. But it's easy to see why the NMU has met with such little success.

According to my information, some of their officials are not even organized themselves. In addition, the Lakes seamen are wise to the commie line used by the NMU — where the party comes first and the union members come last.

Everyone here is confident that the SIU drive will be successful this year, and that eventually the entire Lakes will be under the SIU banner. It's going to be a big job; but then, so was Isthmian. With the help of all SIU members on the Lakes, The Great Lakes, Too, Will Be SIU!



pay-off, the CID men came aboard to shake her down. These agents in their shakedown took a lot of the men's personal gear without giving them a receipt.

DECLARE STUFF

I contacted the head of the CID and was assured these men would receive receipts for their property taken by the CID, however, I was told that they would get no receipts for contraband.

So if you buy stuff overseas, my advice is declare it to Customs. If you bring weapons back to this country don't expect a receipt, for it will be your fanny if you're nabbed with the stuff.

Agents Conference Recommendations

Contracts And Negotiations

While it is true that our Union has recently consummated the very best contracts in Maritime history, we see that there are still several small differences in various contracts.

We recommend that at the termination of our contracts, which all terminate at the same date, September 30, that these various differences be squared away so that one SIU general contract for all type vessels can be covered in one content.

The reason for this is obvious—first of all, saving of expenditures—second, to reduce maximum amount of trouble by having all contracts interpreted in the same manner.

On the subject of the various new companies who have been signed to an SIU closed shop contract this past year by the SIU Organizing staff, it is to be noted that there are several small differences in these contracts as regards our regular previously contracted companies.

It is understandable to this Committee the necessity of such small differences, and we concur in the organizing staff signing these various new companies in such a manner as they did.

We recommend that these differences be corrected, along with our other contracted operators as previously recommended at the termination date of our new contracts which is also September 30.

We recommend that Headquarters Offices be charged with the responsibility commencing as soon as this report is acted on, in keeping files of all disputes arising from our contracts.

These files should contain clarifications of all disputes arising and, immediately upon clarification of such disputes, the membership should be notified both through bulletins to all Ports, and the medium of the *Seafarers Log*.

We feel that if this point is adopted, all interpretations of all disputes will be made in a uniform manner, and such action should result in the betterment of conditions for our membership.

KEEP CLOSE CHECK

On the subject of wage negotiations, it is to be pointed out that although we recently received a 6 per cent wage increase through the efforts of our Wage Negotiating Committee, it may be necessary in the near future, in the event prices continue to go upwards, that we once again open negotiations with our contracted operators.

We recommend that our Wage Negotiating Committee stand instructed to keep a close check on this matter and, if in the future such a necessity for wage increases arise, the Wage Negotiating Committee is immediately to make recommendations to the membership of same and commence action.

This Committee has been referred several letters and communications from ships' meetings, dealing with the question of Union responsibility on the part of our membership towards upholding our contract.

It has been shown that a few gashounds and performers not only have refused to do their

work on board ship, but have thrown their part of the work on their fellow shipmates.

There are further instances of various fellows getting drunk after shipping on a vessel, and then deciding not to take such job or even to report back to the Union Hall on same.

This practice creates a bad situation by trying to place company links on board the vessels on the excuse that the Union has refused to furnish them a man.

There is no question but that these practices must stop.

Everything this Union has it owes to fighting for it the hard way, by the use in practically every instance of economic action, not only to gain our conditions but hold them.

We cannot allow any small group of performers or drunks to throw away the efforts made by these previous struggles by our membership in gaining the finest contracts in the Industry.

CHECK ON GASHOUNDS

We, therefore, recommend to the Agents and membership that a close check be made on this and that all gashounds and performers be brought up on charges before the members on the basis of tearing down Union conditions and contracts.

This Committee further recommends, whenever possible, when other means have failed on the proper handling of negotiations, that the continued use of economic action be used to maintain our present conditions.

This, by no stretch of imagination, means wildcat action on the part of any individual crew, but concerted action through cooperation by crew members and shore-side officials.

To prevent disputes from piling up, every crew is urged to never payoff a vessel until the all-clear signal is given by the boarding patrolmen.

By the same token, every crew should be instructed not to sign ship's articles until such time as he has been again given the all-clear signal.

Thus, by taking care of these problems we can reduce the amount of contract and negotiations problems by using this simple process.

Agents' Proposals

Out of deliberations at the recently concluded Atlantic and Gulf Agents' Conference came many reports dealing with the Union, its structure, problems and future operations.

On this page are printed some of the reports passed by the conference.

The complete reports of the Agents' Meeting have since been submitted to, and approved by, membership meetings of the A. & G. ports.

Strikes And Strike Apparatus

The 1946 General Strike, in this Committee's opinion, was without a doubt the most important event in the entire history of the Seafarers.

A study of the complete strike report from each Branch Agent's report, as well as strike files, will show that in every port the SIU, during the period of the Strike, was able to take over and keep complete leadership of the entire Maritime Industry.

The problems, although differing in size, according to the size of the Port itself, were pretty much the same all over, and the strong and weak points of the Strike Apparatus that showed in one Port showed in practically all Ports.

In regards to the possibilities of a Strike in 1947, it seems to be the general consensus of opinion of the various Branch Agents, as well as the membership itself, that 1947 may see some sort of economic action on the waterfront.

This committee is of the full opinion that the Organization must be prepared in the event one does become necessary. It is well that we remember that in some respects 1947 can be compared with the year 1921 after the first World War.

This like comparison of the various situations calls for the organization, above everything else, to be very careful and not be jockeyed into any ill-advised moves by the operators.

We definitely do feel that, if the operators feel they have sufficient Government backing, they may attempt in some manner to

crack down on this Union as well as all others.

This Committee recommends that each Port Agent, upon his return to his particular Port, make an immediate survey of the strike facilities of his Port and give a full and detailed report to the Headquarters Offices of this Union concerning the local situation.

Each agent should size up the amount of gear he has on hand for use in case of Strike, such as kitchen equipment, cots, etc.

We further recommend that upon the receipt of such reports that we follow the procedure as laid down last year prior to our 1946 General Strike. That is, to instruct the Director of Organization of this District and the Organizational Staff to immediately make a complete study of all reports and recommendations and then make any changes as are needed in our Strike Apparatus, subject to membership approval.

We feel very strongly and repeat once again that while this Committee is certainly not in favor of making any additional expenditures for strike gear, each Port should be able to, upon very short notice, mobilize itself for all-out economic action.

We further point out that because of our pre-Strike preparations in 1946 that we had less confusion in administering our strike than any other Maritime Union.

This we feel was due to the fact, as stated before, of previous preparation and this, if nothing else, offers a good reason for continued preparation of same.

Shipping Rules, Constitution

The Port of San Juan, Puerto Rico, recommended that the Union purchase voting machines for the various halls for use in annual elections.

This we deem inadvisable inasmuch as, first of all, it would entail a terrific expense, and second, the system now used in the SIU as to voting procedure is one that has been in use for a long time, not only by this Union but by many other unions, and has proven to be efficient and honest.

We therefore are not in accord with the recommendation from the Puerto Rico branch.

The Port of New York has recommended to this Conference for action, a proposition calling for each candidate in annual elections to supply a photograph of himself with details as to Union activities.

While we are in sympathy with such a proposition, we do not feel it is necessary or advisable to amend the Constitution as such.

We do recommend, however, that full and proper notice be given in the *Seafarers Log* and various minutes, and that prior to our next annual elections such photographs and biographies shall be supplied by each candidate for office, along with his credentials to the Credentials Committee in the Headquarters Office.

Such photographs and biographies are then to be run in that issue of the *Seafarers Log* immediately following the findings of the Credentials Committee, and upon issuance of their report.

SHIPPING RULES

We have studied various Shipping Rules recommendations submitted from various Ports and have studied same. Most of these complaints originate not so much from the lack of good Shipping Rules, as from the lack of proper enforcement instead.

We, therefore, recommend that the Shipping Rules stand as they are and that every official of the Union be instructed to see to it that they are enforced.

We further call upon the membership to assist in this program by seeing to it that any violations or misadministration of the Shipping Rules by members or officials are brought to membership meetings for action.

Sick Leave

The Secretary-Treasurer, John Hawk, has requested a six month's leave of absence due to illness, pending recovery, and recommends that the full responsibilities of the Secretary-Treasurer's office be turned over to the Assistant Secretary-Treasurer, as per Constitution, immediately, pending the concurrence of this recommendation. He further states that at the end of this six months, if his health is not improved and that he needs a change in climate, that he will tender his resignation.

We, the undersigned Committee, realize that after many years of continuous duty to the SIU that Brother Hawk's health has failed. We feel that Brother Hawk should be given a vote of thanks for the many years of service to the Organization and that he be granted this request of a six month's leave of absence immediately and that his pay be continued for this period of six months.

We further recommend that the Assistant Secretary-Treasurer, J. P. Shuler, immediately assume full and complete authority and duties of the Secretary-Treasurer, as per Constitution, for the successful carrying out of the Union's program.

Organizational And Expansion Program

The Committee on Organization and Expansion, submits the following points:

1. Organizational work and Expansion of the Union is vitally necessary.
2. The Union should maintain a permanent organizing staff. This staff should consist of a Director of Organization, one East Coast and one Gulf Coast representative.

The Isthmian election is over and the victory by the Seafarers means that the last unorganized dry cargo operator of any great size in the off-shore trade has been eliminated.

It is therefore recommended that the permanent organizing staff handle the business of contacting all new companies as they are brought in under the expansion program, and to take such action as is necessary to bring them under SIU contract.

It is this Committee's opinion that tanker operators hold a key position and are of vital importance to the Organizing and Expansion program.

We therefore recommend that the Organizing Department be permitted to select and employ competent tanker organizers in sufficient number to properly carry on the necessary organizational work in this field.

The selections should be subject to the approval of the Director of Organization and the membership.

AGENT RESPONSIBLE

In Ports where no organizer is stationed, the Port Agent is to be held responsible for all organizational work, and is to submit daily reports of all organizational activity conducted in his port.

In the event of any unusual developments or excessive work,

he is to immediately contact the Coast Representative.

This Committee further recommends that the policy adopted in the Isthmian Drive of issuing membership books with the Initiation Fee and certain Assessments remitted, be continued.

The same policy of the remission of dues to members sailing unorganized ships to also be continued.

It is to be definitely understood, however, that the remissions shall be for the organizational period only, and that upon certification or the signing of contracts all members shipping shall do so as on contract ships, and that crew members of these ships who failed to avail themselves of the opportunity of joining during the precertification or contract period must join in the regular fashion.



SHIPS' MINUTES AND NEWS

SIU Crew Aids Striking Foundry Men

The Brotherhood of the Sea, in the persons of the crew of the SS Caleb Strong, came ashore this week to lend a helping hand to fellow trade unionists walking the picketlines.

It all came about when a member of the Caleb Strong crew, J. M. "Windy" Walsh, went ashore in Brooklyn and found pickets around a plant near the waterfront.

The pickets, he learned, were members of the International Moulders and Foundry Workers, Local 87, AFL, on strike against the Doran Foundry. In the course of a conversation with the men on the picketlines, "Windy" learned that their union did not have a strike fund and due to the length of the strike the funds of many of the men were exhausted. The picketing foundrymen, he found, were not too concerned with their own welfare, but those men with families were worried about their wives and children.

When Seafarer Walsh heard of this he went into a huddle with himself. If a few bucks will help these fellows stay on the picketline, then let's help them out, he decided. Back to the ship he went, and in a short time the whole crew had learn-



ed of the situation and contributed \$72 for the families of the strikers. The men then handed the money over to the Union's strike committee.

CREW'S FINE DEED

In response to the demonstration of union solidarity by the crew of the Caleb Strong, Fred Van Hausen, Chairman of the Foundry Workers' Strike Committee, wrote a letter to the SIU thanking the crew for "this fine deed performed by an outside affiliated Union of the AFL."

He also assured the men who donated the money that it had been distributed to those married men whose families were in need of the assistance.

Brother Van Hausen also stated that he wished to attend the next membership meeting of the SIU to voice his appreciation and thanks for the fine gesture by the Strong crew.

The text of Brother Van Hausen's letter is as follows:

"Dear Brothers:

"A Brother of your Union, Joseph M. Walsh, upon finding

SIU Wins Damages And Pension For Injured Canadian Seafarer

First-rate Union representation pays off.

Take it from Canadian Seafarer Alfred Brunet whose personal experience is another solid indication why the Seafarers International Union's beef-handling for its membership is tops on the waterfront.

A few years ago, Brother Brunet, who has been sailing the coastal vessels of the Canadian Pacific Railroad for many years, suffered a serious injury which impaired the sight of both his eyes. The case came up before the compensation board in Vancouver, British Columbia.

No precedents were upset at the hearing. As usual in cases involving seamen, Brunet got a rough deal. Fortunately, however, he still had an ace up his sleeve. His Union—the SIU—would put up a terrific fight in his behalf.

Brother Brunet headed for the Branch office at 144 Hastings Street, Vancouver. There he saw Brother H. Murphy, SIU Port Agent. Gathering all the facts, Murphy decided to pitch a battle to win what Brother Brunet justly deserved. He petitioned for a review of the case.

The result was gratifying. Everything that Brother Brunet was entitled to was won—and paid to him. And, in addition, he is being paid a small pension, which he will receive for the rest of his life.

that the men of our plant, who are out on strike, were badly in need of money not only to feed themselves, but their wives and children . . . took it upon himself to take up a collection among the crewmembers of the Caleb Strong, which totaled \$72, which, as per agreement by the seamen, was to be distributed among married men with children who are in need of financial assistance, which was done.

"Words cannot express my appreciation or feeling for this kind deed performed by an outside affiliate of the AFL.

WISHES TO THANK

"If permission can be granted, I would like an invitation for myself and a committee to attend the next meeting of the SIU, so we can voice our appreciation and thanks.

"I am writing this letter hoping you will publish it in the *Seafarers Log* so as to thank Brother Walsh and all the seamen who contributed to the prosecution of our strike and the aid of our families.

Fred Van Hausen
Chairman Strike Comm.
Local 87, IMFWA."

Seafarers aboard the Caleb Strong, who contributed to the aid of the Moulders and Foundry Workers are: J. M. Walsh, Louis P. Sivert, Gordon Hansen, E. D. Scroggins, M. S. Spytko, Allen George, Bob Branch, J. O'Rourke, Joe DiGrazio, Jack Branch, Uno Wirkeban, Clyde Patterson, Leon Sizemare, Harold Rency, Jerry Kirzmann, Thurman Little, W. C. Nicholsen and Fred Pearson.



Seafarer Alfred Brunet looks over sailing ship model, which he recently presented to the Vancouver Branch. Despite impaired vision as a result of shipboard accident, he still pursues his hobby.

But there's more to the story than just the compensation award. Port Agent Murphy says that Brother Brunet is still sailing on his ship. And, in spite of his handicap, he is still able to pursue his hobby of making

ship models, one of which he presented recently to the Union.

Paying dues in the SIU, Seafarer Brunet will assert, is the kind of security investment that pays off dividends in many ways.

Pilot Butte's Cook Dies In Turkish Port

Seafarer Charles Stawinskie, a Chief Cook, who died suddenly while ashore in Istanbul, Turkey, was buried in a cemetery in that city, according to word just received from his shipmates aboard the SS Pilot Butte, which returned to the States this week.

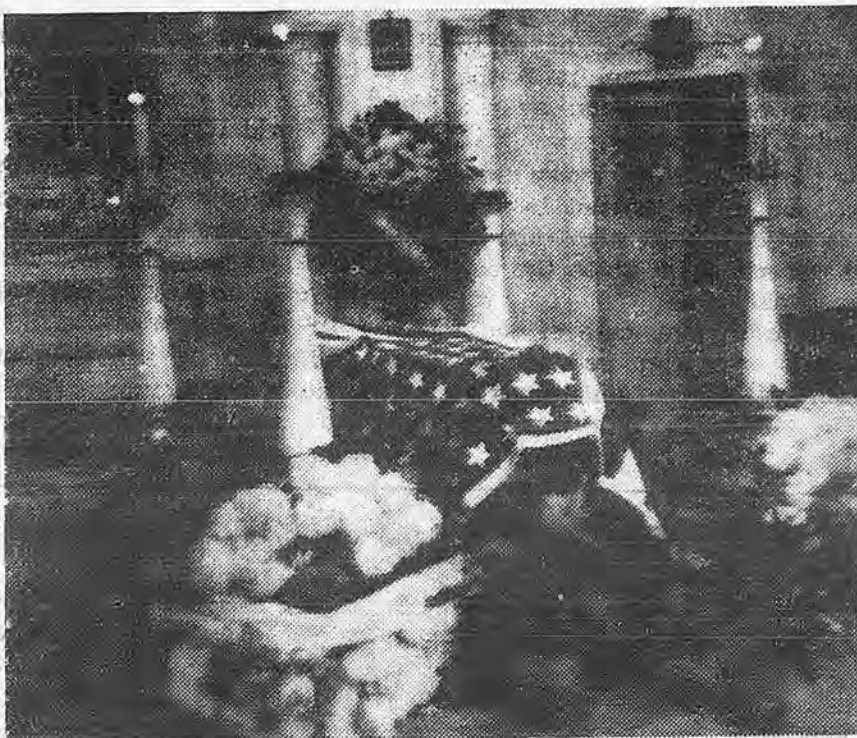
Brother Stawinskie was stricken in the company agent's office and died a few moments later. The burial service was attended by the Pilot Butte's skipper and the crew.

The late Seafarer, who held Book No. 29911, signed on the Pilot Butte in Galveston, July 1, 1946, for a trip to New York. There he signed on foreign articles, Aug. 1.

CREWS PRAISE

A statement from his shipmates said "he always had the best of intentions, and they were always carried out to the best of his ability." An ardent advocate of solid unionism, he spoke often of its advantages, the crew said.

Extremely modest, and a hard working union man, Brother Stawinskie cared only to be "a regular fellow among seamen," the statement added.



The late Charles Stawinskie (left) with a shipmate in the Pilot Butte's galley.

Photo at left shows flag-draped casket reposing in Istanbul church prior to funeral service.

SS Ovid Butler Crewmembers Call For End Of Coast Guard Jurisdiction Over Seamen

Scoring the Coast Guard's jurisdiction over merchant seamen as "an encroachment upon the democratic rights of civilian labor by a military force," the SIU crew of the SS Ovid Butler pushed for the return of authority to the Department of Commerce.

The proposal was contained in a resolution submitted with a copy of the ship's minutes of the Feb. 23 meeting, held at sea.

In view of the Coast Guard's strenuous efforts to retain its

power over seagoing civilians, the Seafarers declared that they recognize "this as the first attempt toward the regimentation of all American labor."

Transfer of control over the civilian maritime effort to the

Commerce department would serve the better interests of the United States and, consequently, the SIU, the Butler crew pointed out.

In support of the proposed change, the statement recalled that the civilian governmental body once did administer the affairs now conducted by the Coast Guard. It implied, therefore, that

(Continued on Page 11)

SIU Ship's Minutes In Brief

FAIRISLE, March 2—Chairman A. E. Bourgot; Secretary R. W. Simpkins. New Business: Motion carried to have fresh water tanks cleaned and inspected before new crew signs on for next trip. Motion carried that all crews quarters be painted and all bunks repaired. Also have hooks and mirrors placed in all quarters. Motion carried that all vent systems be checked and repaired throughout crew's quarters. Good and Welfare: General discussing by all concerning ship, quarters etc. A repair list made out to be turned over to shore delegate at the pay off.



FORT WINNEBAGO, Feb. 11—Chairman J. O'Malley; Secretary R. Hanna. List of repairs for each department and general repair list read. List to be presented to Patrolman. Deck Department beefs heard and it was agreed to present them to Patrolman when ship reaches port. No beefs from Engine or Stewards Departments. General discussion on cleaning of passageways and messroom.



MONROE, Feb. 9—Chairman Hansen; Secretary T. Randall. New Business: Motion carried to have radio removed from chart room and put in radio room so Radio Man can handle it. Motion carried that ship's repair list be read; list approved. Motion carried that medical chest be checked before next trip, also slopchest. Motion carried that First Officer be removed from ship due to his bucko conduct and intolerant attitude. Motion carried that all beefs be settled before payoff. Motion carried that American money be given in foreign ports. Motion carried that two messmen amid ship be removed to spare room aft. Motion carried to remove padeyes from deck to prevent injury to crew.



SAMUEL LIVERMORE, Jan. 26—Chairman C. J. White; Secretary Samuels. New Business: To remove soiled towels and soiled clothing from washrooms. Also to remove cups

and dishes used at night. Each man to place gear used in scullery. Messboys to serve men going on watch first. To reserve four seats at mess table for watch going on. No clothes to be washed in wash basins of wash rooms at anytime. Each Department to use heads and washrooms allotted, and maintain cleanliness of same.

Butler Crew Proposes End Of Coast Guard's Control

(Continued from Page 10)

the job was more satisfactorily handled under the previous authority.

The Butler men, in their resolution, called upon the Union membership to pledged all their resources to effect "the removal of the United States Coast Guard or any other military organization from having jurisdiction over our only means of livelihood." In this direction they recommended the election of a committee of five members to gather data on the Coast Guard regime in its relations with merchant seamen. The results would be turned over to the Secretary-Treasurer, the statement added, for presentation to "the parties concerned in Washington."

The text of the resolution, bearing signatures of the Butler crewmembers, follows:

TEXT OF RESOLUTION

WHEREAS: We members of the Seafarers International Union of North America, as members of the crew of the SS Ovid Butler, fully realizing that the maritime labor movement is foremost in the American labor movement; and,

WHEREAS: We feel that an encroachment is being attempted up on the democratic rights of civilian labor by military force; and,

WHEREAS: We feel that an encroachment is being attempted upon the democratic rights of cililian labor by military force; and,

WHEREAS: Firmly believing that the better interest of the United States and the life of our organization can be served, as in the past, by an organization of seafaring individuals

under the jurisdiction of the department of Commerce; and

WHEREAS: The disciplinary power granted to the United States Coast Guard over the civilian employees in the U. S. merchant marine was a form of protection in a period of national emergency; and

WHEREAS: The period of national emergency has been declared officially over by the President of the United States; and

WHEREAS: An attempt is being made by the Coast Guard to maintain this military force over the civilian employees of the merchant marine;

THEREFORE, BE IT RESOLVED: That we members of the merchant marine recognize this as the first attempt in the regimentation of all American labor; and

FURTHER, BE IT RESOLVED: That a committee of five be elected at a joint membership meeting in New York to gather all data regarding unjustifiable actions of the Coast Guard, which proved detrimental to the efficiency of the merchant marine in its effort to contribute the most to the war effort; and

BE IT FURTHER RESOLVED: That upon completion of the arrangement of this data, our Secretary-Treasurer present it to the parties concerned in Washington; and

BE IT FINALLY RESOLVED: That the entire membership of the SIU pledge its every power toward removal of the United States Coast Guard or any other military organization from jurisdictional rights over our only means of livelihood.

SEAFARER SAM SAYS:



CUT and RUN

By HANK

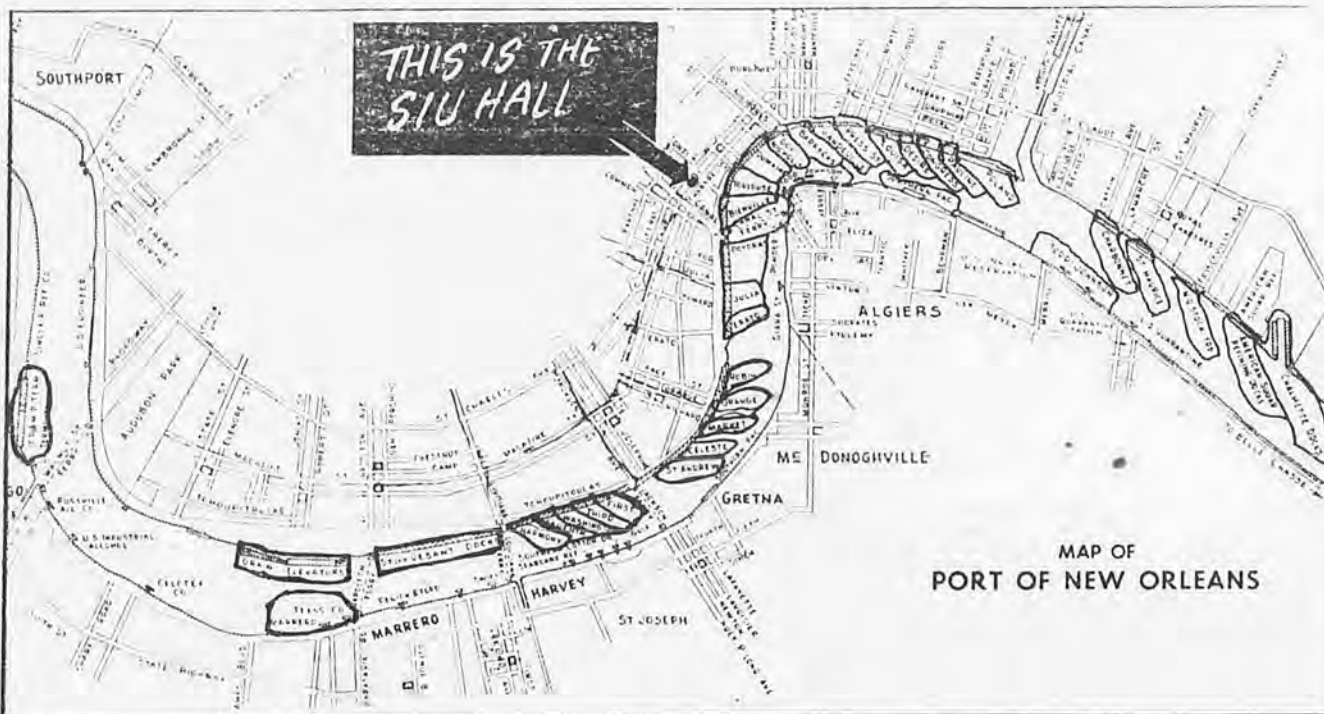
Shipping in New York (and several other ports) is so good that many brothers are wisely and happily grabbing those jobs off the boards to avoid all that day-to-day (and even weeks) waiting around which they know only gives them an unprofitable period of laziness, boredom and decreasing cabbage. So if you hat to be broke, to be lazy, forget about waiting for that special trip to Alaska or Turkey and grab those jobs while shipping is hot and the weather is cool. To avoid getting yourselves fouled up, the ship, and the men on the ships, you Brothers should read the shipping rules or have them explained (if it finally comes to that) by responsible people. Another important thing. Before you take any job make certain you want to sail the ship. Ships have to be sailed, not tossed around like bad tomatoes. Be a sailor, Brother, and a good union man, not a luxury-liner baby dreaming of no work, all overtime and a goldmine with dancing women waiting for you in that foreign port. That ship and the trip can be swell if you stay on it and want to make it that way. So how about it, Brothers, use your common sense—not those half-baked quick-triggered decisions which seriously and foolishly foul up a lot of things.

Last week we talked with Jimmy Mulligan, his cheerful wife, and Jimmy's shipmate, Charlie Henry. Jimmy was sure glad to chew the seafaring fat with Brother Henry after their eleven month trip together with another shipmate, Brotnex Bishop, who is not in town right now. Jimmy's wife is so proud of her husband that she said she wouldn't like to hear any bad words about Jimmy, indeed. Especially after St. Patrick's Day, we might say . . . Deck Engineer Claude Davis exhibited to the union hall last week his shipmate of a seagoing rabbit, George, and confessed that this big eared sailor of two years on our ships, couldn't make the last trip because he had a tooth pulled. Say, Claude, does George clean those winch beds for you on the trip or what? . . . Electrician J. McHenry is ready for a long circuit of a trip we presume . . . Laymon Seay, the Oiler, is merrily in town, to grab a ship . . . Ozzie Okray and Leo Siarkowski just came in from a trip to Germany. The trip was okay, they confess.

Steward J. J. McGrath is presumably ready to ship out after celebrating St. Patrick's Day. Is it a trip to Glocca Morra in Ireland, you're thinking of, Brother McGrath . . . Little Paddy McCann just came into town from his home town of Jacksonville, Florida. Ah, Paddy, we knew you wouldn't miss the Irish parade for anything in the world—even a ship to Ireland, too . . . Here's some of the oldtimers here in New York right now: Gulfer Chester Jowers; Bosun V. Acabeo; Gulfer O. G. Pederson; Bosun Roland Strom; Dan Bissett; John Bilinski; Bosun Joseph David Rose; K. Kain; F. Nering; J. Stickney; AB F. Borst; Salvatore Volpi; W. J. Newhoff; and A. De Forest.

Alcoa Steamship Company is chartering 16 more Liberty ships and buying two more C-2s to bring the total fleet under its control up to 78 vessels. Alcoa's charter fleet will then total 59 vessels and with her 17 company owned ships plus two two C-2s, she will control the operations of 710,000 tons of shipping . . . The Mississippi Company, which is operating the first and is about to receive the second of its three passenger liners, has now decided to build a fourth. Each of these vessels, which are air-conditioned and of advance design, carries about 120 passengers . . . Bull Line has decided to resume its coastwise services and will do so as soon as it can charter the right kind of vessels.

A GUIDE TO THE PORT OF NEW ORLEANS



"Because many of the members who hit this port find it difficult to find their way around," A. L. "Steve" Stephens, New Orleans Dispatcher forwarded this map of the Crescent City, pointing out the location of the SIU Hall in 339 Chartres Street. It is suggested that Seafarers clip this and keep it for future reference.

THE MEMBERSHIP SPEAKS



NMUers Should Get Lowdown On Cause Of Current Battle

To the Editor:

Judging from the current issues of the NMU Pilot, all is not well in the Moscow paradise up on West 17th Street. Joseph Stack, who so prominently displayed his character in this present beef, is a well-known opportunist who in 1938, was run off the Houston waterfront by the rank and file. At that time I was a member of the Pacific Coast Marine Firemen with Book No. 4015.

What I cannot understand is why Joe Curran, who knew the character of Joe Stack, did not expose him to the membership before this present split in his union. Giving Curran the benefit of the doubt, it could be possible the pressure was too great, because the communist party did practically control the editorial staff of the Pilot.

HAD GOOD PURPOSE

We of the Seafarers International Union, who fought people such as Stack in order to expose them to the members of the NMU—not to tear down the structure of the union, but to make them understand that we have much in common with them as seamen—deemed it our duty to assist them in cleansing their ranks of such characters in the hopes that we could create a unified program to fight the common enemy—the shipowner.

It is our duty, as union men, to clean out the political element that has infested the ranks of the ranks of the NMU for the past ten years. For it has always been the policy of these people to destroy that which they cannot rule.

I do not relish the idea of rehashing old stories. But that is what the split in the NMU is forcing many oldtimers to do in the attempt to prevent the shipowner from using the NMU as a wedge to smash all unions, as a

HEADS FOR ITALY AFTER 12 MONTHS ON BAUXITE RUN

To the Editor:

I've been on the bauxite run for the past 12 months dodging the North Atlantic, but at this time I am heading back for Italy.

Shipping is so good here in Mobile, it's almost a job to keep from getting shanghaied. Johnny Reed shipped on the Alcoa Pilgrim headed for "rum and coca-cola" Trinidad. We left him there on the Pioneer.

Blackie Mason is still out on one of Alcoa's Liberties—the Wirt, I think. He is still carving wood into beautiful plaques and getting a beautiful piece for them.

Would appreciate it if you would put me on the Log mailing list. Then I won't have to wait until I hit New York to check up on the back copies.

Paul Gladden

result of the internal trouble that exists in the NMU today.

In my opinion, all the oldtimers who fought the CP on both the West and East coasts should come out with articles telling the younger elements of the NMU just what happened in 1939. So that they get something beside the blarney fed them in lying pamphlets strewn about the waterfront by paid agents of the communist party.

We of the Seafarers International Union are not perfect, because it is human to err. But we can assure you men of the NMU that our Union officials are sincere rank and file men who will work in every way humanly possible to keep your ranks intact.

Should you NMU men go on believing the lies of such people as Joseph Stack who seeks to use you principally to feather his own nest, you can then be assured you will find yourself sold for 30 pieces of silver.

Joe Buckley

Men Aboard William Bryant Warn Of Safety Violations

To the Editor:

We have been shuttling down here between the Port of Spain and Georgetown since January. During all this time, the ship has been running with her hatches open when light. This practice has been a source of irritation between the Deck Gang and the Chief Mate.

A man going up to the bow on lookout at night, or even walking about on deck is in danger of falling into one of the holds. Then, too, if we run into any kind of sea, we may ship water. Can this practice be stopped?

As you probably know, on this run the crew handles the hatches and beams. The amount of money from handling aforesaid runs into a goodly sum. So far, we have made seven shuttles from British Guiana to Port of Spain. We have come to the conclusion that had these hatches been properly secured, we'd have at least \$100 more in overtime. Taking this into consideration, we've entered this money on our disputed overtime sheets. We call it 'proxy money,' is to do the Deck Gang out of



Deck Gang aboard Alcoa's William Cullen Bryant. Photo submitted to the LOG by Augustin Rodriguez, Deck Delegate.

It is our opinion that a ship running two days in open sea with its holds open isn't properly secured for sea. The only possible reason for such an experiment (since that is all it is) is to do the Deck Gang out of

the longshore overtime rate. If the insurance companies condone such stunts, it is our opinion that they are endangering their policies.

Knowing full well the advancement (Continued on Page 13)

Log-A-Rhythms

By CHARLES KULL

Men At Sea

People staying on the shore,
Believe the life at sea,
Is one of fun and frolic,
A great big jubilee.

Three squares a day, a nice clean bed

Why should they want for more,

A seaman's life is wonderful,
He sees the foreign shore.
He sits on deck in sunshine
And has the ocean breeze,
Why should he want more money.

He lives a life of ease.

That all sounds swell, my landsman friend

But let me put you right,
About the things far out at sea,

That go on day and night.

Then lend a ear, I'll make it clear,
The truth about the sea,

The way the ocean really is,
The way it's bound to be,

So make a trip on a liberty ship
Out on the ocean blue.

And by our side, you'll take the ride

And we'll show it all to you—

We are two days out and it's just grand

The sun is shining bright,
We sit out on the hatches,

And watch the stars at night.
Morning comes without the sun,

A bit of fog appears,
The blasting ship's old whistle

Goes piercing through your ears.

The ship begins to roll a bit,
The wind is getting strong,

The bow dips down just slightly,
As we proceed along.

Deeper and deeper the bow digs down

To cut the waves in twain,
From port to starboard rolls the ship

An she seem to groan with

pain.
"Keep on your course you so and so,"

Howls the mate to the man on wheel,

And tries to keep the wave tossed ship

Upon an even keel.

Now we have hit the storm in full,

She rolls and then she dives,
As she starts her rolls in rhythm,

On degrees of forty-five.



Its time for chow my hearties,
And cookie's on the ball,

As seamen sway the passageway,
To reach the old mess hall.

Seated at the table,

The ship still rolls like heck,
Four hands would not be quite enough,

When your grub heads for the deck.

At last you get your coffee,
A little left in the cup.

Then comes the mighty question,
Just how to drink it up.

You've got to time the rolling,
And open up your trap,

And if your late a second,
It's on your chest and lap.

The messman must be careful,
With firm feet on the deck,

To make sure that order

Don't go down your neck.
But sometimes things do happen,

Strange as it would seem,
My shipmate got a hair rinse,

Of gooey cold ice cream.

Out on deck the deck-hands

Secure the ship's loose gear,
They brave the storm and wash-

ing sea.
They do not think of fear.

The ocean waves get higher
And swash across the deck,

That doesn't even stop them,
They're wet from feet to neck.

Until their work's completed,
For them there is no rest,

That's when you find a deckhand
Is at his very best.

We look in on the Black Gang,
The engine room's his place,

The Oiler at the crossheads,
Sweat dripping down his face,

His one hand holds the oil can,
The other, the guide rail,

A dive into the crankpit,
If his grip did fail.

The Oiler gets an oil splashing,
Right across his face

He cusses out the engineer,
"Don't let that damn thing race."

The engineer on watch is seated,
Before the butterfly,

To keep her from racing,
When her stern comes up too high.

Now and then he misses,
He pulls at it too late,

And the racing of acentrics,
Splashes up the clean floor plate.

Again the Oiler cusses,
He knows it is his job,

To keep the engine floor plates clean,

As he reaches for the swab.

Over here we have the fireman,
A boiler on each side,

Some of our shipmates seem to think

He's here just for the ride,
Don't you let them kid you,

His job is not all hay,
He keeps the fires burning,

To keep us under way.

He turns the valve for extra feed,

Sweat shines his face like brass
For he must keep his eyes upon
That bobbing water glass.

The storm still keeps a-raging,
Here's the quarters of the crew

Some of them have one port hole
And others they have two.

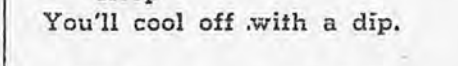
But when the sea is rolling high,
The port holes must be closed,

Unless you want to take a swim,
While at slumber you repose.

The quarters are hot and stuffy,
And you're tossed by the rolling ship.

You feel as long as you can't sleep

You'll cool off with a dip.



A towel around your middle,

You sway the passage way,
And go into the shower stall,

And everything's okay

You turn on the faucet

And then to your surprise,
You find a bit of messy soap

Has gotten in your eyes.

While striving to remove it,
To port the ship has rolled,

Next thing you're lying on the deck

And almost knocked out cold.

We don't have any movies,

We can't go to a dance,
We only see more water,

Which ever way we glance.

And when the ship's in trouble
We can't get out and walk,

We always take these chances,
Do you blame us if we squawk?

Now my friend and landsman,
I'm sure you will agree,

A seaman's life is no roses,
Away out on the sea.

SEA-GOING 'BUGS BUNNY' WON'T WORK OVERTIME—OR ANYTIME



Two years ago in Wellington, New Zealand, Deck Engineer Claude Davis, struck up a friendship with "George," a snow-white rabbit. They've been sailing together ever since. "George" allows no one to push him around. In photo above, he stares menacingly at lens held by shaking LOG photographer. At left, the tough hare struggles while his owner, Brother Davis attempts to oblige the lens man. Explaining his white-haired friend's temperament, Davis said: "For two years he's been feeding aboard ships, but no one has been able to get him to turn to yet."

Offers Coast Guard Answer To Its Budgetary Problems

To the Editor:

According to an item printed recently in a New York newspaper, the poor mistreated Coast Guard has had its budget cut from over a hundred million to around ninety million bucks. This reduction, they moan, will severely hamper their life-saving operations and put a crimp in their program for the coming year.

Well, I would like to make a suggestion in their behalf that will enable them to get along very easily on the ninety million allotted to them.

The procedure would be for them to unload three-quarters of the dead wood that has been on their payroll for a number of expenses and carry out the work years. Also, in order to decrease that they were originally organized to undertake, they should relinquish their control over American seamen.

A SOLUTION

This they can do very easily by turning over their control of the Bureau of Inspection and Navigation to another Govern-

ment agency, namely the Department of Commerce.

If they did this they would be able to trim themselves down to a smaller, but more compact outfit engaged only in the work for which they are qualified.

They should realize that it is time that the mess they created in the Merchant Marine needs cleaning, for we all know that the Coast Guard is guilty of creating this mess.

The Coast Guard should be anxious to return to peacetime operation and leave the duties of handling the Bureau of Marine



Inspection and Navigation to the people who are more qualified to handle it.

If the Coast Guard consoles itself with iceberg patrols and the aiding of navigation, instead of trying to take unto itself the duties that rightly belong to another department of the government, the taxpayers of the country can rest assured that the ninety million appropriated to them is ample money to carry out their duties and protect the sea lanes, instead of devoting the majority of the time and money to lording over the seamen as they have been doing.

Louis Goffin

Book No. 425

Brother Puts In Plug For The Electricians

To the Editor:

The Engineers of most ships are under the impression that the ships carry two electricians, the Chief and 2nd Electrician who also has a Chief's rating. To offset this wrong impression, we must constantly remind them that the Chief Electrician is the only electrician on board.

The Assistant is not an Electrician, and does not do any electrical repairing except under the immediate supervision and watchful eyes of the Chief Electrician. Always remember that the Steamboat Inspectors and Examiners will tell you when you possess a rating above wiper (i.e. Fireman, Oiler, W.T. Deck Engineer, et al.) "You are intelligently qualified to sign articles to assist the Chief Elec-

trician. There is no verbal or written examination given to obtain an assistant's rating."

And to quote Commander Bridges, N.Y. Examiner, USCG: "An Electrician's assistant is regarded by the Coast Guard Examiners as being in the same class as a wiper, with no responsibility but with a little more money as an inducement for an apprentice to learn the trade. The Maritime Commission instituted the idea because it should prove more proficient than maintaining a government school."

Remember that the duties of a Chief Maintenance Electrician is to test, repair and/or clean all electrical equipment that comes under his heading as such, but not to operate.

The assistant is simply a helper, called upon only when the Chief Electrician requires his assistance. If the Engineers want the assistants to carry out the responsible duties of a competently qualified 2nd Electrician let the company pay for it — then we'll get some of our Electricians off the beach.

Another thing, I believe that it would be more economical to

the company if we Chief Electricians were to supply our own tools for additional compensation such as is now granted the Carpenters (Article 3, Section 1).

I suggest that all Electricians, including assistants, drop a postcard to Robert Matthews, N.Y. Headquarters. Register your beef with him and he'll go to town.

Seafarer Says There's No Ship Meaner Than The SS Arosemena

To the Editor:

Mexicans are known as red-bean lovers, and the Chinese are fabled in their love for rice. What would anybody who had to endure both items for six months be? Please contact the last crew of the broken down Liberty wagon, Justo Arosemena, if you happen to know who it belongs to.

We'll keep any information strictly confidential, since we wouldn't blame any company for refusing to acknowledge ownership, although the crew suspects it is an outfit otherwise known as the 'Coastwise' Pacific Far East Line." Next time I shall have to choose between them and the breadline.

Anyway, here goes:

NEW ORLEANS SIGN-ON

Signed on in New Orleans on Aug. 24 last, and left for Galveston, where we picked up cotton for our dear friends in Kobe, Japan. (Wonder in what form we are getting it back). Arrived there after 36 long, long days at sea, and found out that life is nothing but a great joke, only sometimes one fails to see it.

We got the cotton off fast—35 hours, after which we were to go back to the U.S. But out of a clear sky comes a fata morgana—something new has been added. We had to shove off for Honolulu, where we arrived Oct. 28 to pick up a pile of coal to be delivered to China.

Then all the fun began. We were starting to run short of practically everything. With the exception of fresh fruit, because they were either rotting away or thrown deep six long ago. We stuck around for three weeks, and finally got loaded—the vessel, I mean.

COAL?

If it was coal that we loaded, as they claimed it was, then you can formulate your own opinion.



The "coal" had been laying on the ground in the port of Honolulu since the days when the Navy was coal-burning.

By pure accident—or maybe it wasn't, since we wouldn't sail without fresh meat and vegetables—we got some stores aboard. The food situation was really snafu, but we were promised more stuff—rice—in China. We arrived in Tsingtao Dec. 5,

and of course, "no can do," except for a little sugar.

We stayed there until Dec. 22, when we left for the Philippine Islands, celebrating Christmas at sea. Please, if there are any Brothers who spent any Christmas in German or Jap concentration camps, I should like to compare notes with him.

BAGGED BED-BUGS

We hung around the P.I. and picked up cholera, also bed bugs. So now, beside the customary rice-beans, we had bed bugs. Finally left and got on our way to home sweet home.

Now and then we did get some steaks and chops. Chicken we had enough of. Somewhere I read that Columbus had a big chicken feast after he discovered America. I guess the things we had must have seen that party, for they sure tasted like it.

The regular coffee cookies looked like, and tasted like, brown clay, and even the cockroaches refused them. All together, this was an experimental trip. Everybody lost weight.

So in case you should ever see the Justo Arosemena with S. E. Millbourne as the Skipper—take your own grub with you. You'll need it!

Signed by:

Arne Larsen, Carpenter and nine Deck Dept. Men

Bryant Men Score Dangers Created By Open Hatches

(Continued From Page 12)

tages and value of a marine newspaper, we hope you can find a spot in the Log for this as soon as possible. We want to warn our Brothers to be on the lookout for such practices.

TOUGH BABY

Now to get to the Mate. At first he seemed to be a pretty nice guy. He is only 21 years young. We had no difficulties until the overtime started rolling in. Hear this: we worked hard for every shekel. He did not throw us an hour. When we turned our overtime sheets in, he changed the hours and time of turn to and knock off to suit himself. He has disputed nearly every penalty hour we got.

After our Delegate told him to stop playing with the sheets, he saw the light. How he uses the red pencil, and he can use it. We want to remind our Brothers to make a duplicate of all overtime, so that if they run

across a gent like this one, they'll know what they have, and not what he wants to give them.

In closing, we wish to say that on the whole we have a militant crew. For the interest of men on this run, you can obtain copies of the Seafarers Log at the British Merchant Navy Club in Port of Spain. By the way, when reading a recent issue of the Log, we came across Paul Hall's comment on the possibilities of a hall in Trinidad. We give him a vote of thanks for bringing this question into the limelight. Such an office, we think, would certainly clear up a lot of beefs on the spot.

John Tobin

Augustin Rodriguez
SS William C. Bryant

P.S. We are scheduled to arrive in New Orleans about March 28.

(Editor's note: The matter of open hatches should be taken up with the Patrolman at the payoff.)

J.P. Shuler's Report To Int'l Convention

(Continued from Page 3)

the strike as a CMU football. But instead of kicking, they got kicked, with the result that today there is no longer a CMU.

It is of no use to speak about victories won unless by victories won we can gain a lesson for the future. The strike was beneficial for the following reasons:

a. It proved and demonstrated the overwhelming strength of the AFL on the waterfront.

b. It proved that despite differences, Unions—CIO, AFL and Independent—can and will cooperate on issues involving wages and standards of living.

c. It established a precedent of general maritime stoppage of work in defense of the demands of a section of the Industry.

d. It increased the prestige of the Seafarers International Union on an international scale.

e. It won.

EXPANSION AND ORGANIZATION

The Union, as a result of the 1945 Agents' Conference held in New York caused to be set up an Organizing Staff within our Union. This Staff didn't officially begin operations as such until around July of the same year. Their activities cover among many others, the following points:

ISTHMIAN STEAMSHIP CO.

The details of this Drive are familiar to all those present inasmuch as all of the Seamen's Unions affiliated to the International participated in one way or another in this work. After winning the election itself, we have been through several hearings before the NLRB. We are now in the final stages of this work and what should be the final hearing of this entire case is now in session in the Port of New York. We should, unless something unforeseen happens, as a result of this hearing, be fully certified as the Bargaining Agent for Isthmian Steamship Company.

AMERICAN-PACIFIC STEAMSHIP CO.

This District's Organizers, acting under instructions from President Harry Lundeborg, cooperated with SUP officials along the Atlantic and Gulf Coasts in organizing the first vessels crewed by this Company. The culmination of this was the signing of a contract with the SUP, which, as a final result, wound up in the Coos Bay Beef. In a supporting action of the efforts already put into the manning of these vessels, our Union, at the request of our affiliates, extended this Coos Bay Beef into various East Coast Ports. The final results of this beef are known.

AFL MARITIME TRADES DEPARTMENT

Assisting in forming this new department of the AFL was classed as an Organizational objective and was handled as such. Through cooperation of our affiliated Unions in the International, we were successful in establishing AFL Port Councils, commencing with New York and expanding into every Port on the East and Gulf Coasts.

Our Union, in addition has signed other off-shore operators to contract, but are not making the names of these operators known at this time until further details can be given.

The Organizing Staff within our Union intends further and full action in the off-shore trade. We feel if we work hard enough we shall be able to expand to a larger point than we now are. The actual value in numbers of jobs as made accessible to the Union will not be made known until sometime in the future when these newly organized operators reach their peak of operations and final disposition is made of Isthmian Steamship Company. We intend, and laid programs accordingly at the Agents' Conference, to continue an all-out effort aimed at expanding our Organization into the off-shore field.

In addition to the off-shore organizing work done, we also have been operating into the Inland and Tug unorganized field and signed six Inland operators to contracts and are actively working in other unorganized companies.

It is to be noted that at the present time there are approximately 600 actual Tug jobs under contract to the SIU in the Gulf area.

The Inland Tug Field on the Gulf Coast is one of a peculiar nature. The records of previous SIU Conventions will show that the Organization for a period of years did not develop favorably in this field.

Since the inception of the Organizing Drive of the Atlantic and Gulf District in 1945, we have been able to more than double the size of our organized Tug Fleet, however, we still feel we have not made an all-out effort to expand our Organization in that direction.

Therefore, our Agents' Conference proposed that the International take up the question of various charters and sub-charters issued by the International in the Gulf Area. This is to be done with the thought in mind of working out a satisfactory charter arrangement so that the position of these Tugs within the framework of the International will be clarified.

We also recommend to this Convention that in clarifying these charters thought be given to the various other unorganized workers in the Gulf Area. It has been our sad experience that in getting to the unorganized off-shore and inland Tugboatmen in the Gulf Area, our Organizers occasionally come across fields of unorganized workers who are a detriment to reaching our objective.

Therefore, the need not only for clarification on Tugs, but to all other allied workers of the Maritime Industry, should be considered and studied in the event issuance of such charter is made.

AFL AFFILIATES

SAILORS UNION OF THE PACIFIC

The SUP on the East and Gulf Coasts has at all times cooperated in every manner possible with our Union in handling various disputes. They have, as well, assisted us greatly in all other types of our work, particularly so in the unorganized field.

MASTERS, MATES & PILOTS

We have close working relations with this Organization and we assist one another wherever possible.

INTERNATIONAL LONG-SHOREMENS ASSN.

We have very good working relations with the ILA in all Ports, Atlantic and Gulf Coasts. In most Ports, regular meetings are held between the Seamen and the Longshoremen to iron out various problems. We receive cooperation from them in every manner.

RADIO OFFICERS UNION

This affiliated Union has assisted us every time we have asked for same. We, in turn, have gone to bat for them on any occasion demanded.

AMERICAN MERCHANT MARINE STAFF OFFICERS ASSN

Good relations exist between the SIU Atlantic and Gulf District and this Union. We have been of some assistance to them in some of their organizational work and they, in turn, have helped us every time possible.

BROTHERHOOD OF TEAMSTERS

Although the Teamsters are not officially affiliated with our Union nationally, in many Ports in the Atlantic and Gulf District they are affiliated with our Port Councils. Cooperation between ourselves and this Union, as for instance, during our strike, they supported us all the way. Our most recent aid to them was in their Teamsters Strike in Tampa where we contributed physically and financially in their beef.

In addition to direct affiliates in the Maritime Trades Department, we have very good relations with other Unions, as for

instance only recently, we assisted the United Financial Employees in their successful strike against the Cotton Exchange in New York. We have been requested to lend further assistance, both by President Harry Lundeborg, and Frank Fenton, AFL Director of Organization. In their coming strike against the New York Stock and Curb Exchanges.

We have assisted the Food and Hotel Workers, AFL, numerous times in various Ports and most recently in the Port of Tampa, where our Union backed these people up in several strikes, all of which they won.

In the coming year, we intend attempting to establish closer working unity with our various affiliates. In our opinion, it is to our Union's great advantage to assist all of our affiliates whenever and wherever possible as a safeguard for the future.

PUBLICITY AND EDUCATION

Our Union is now putting out a 16-page edition of the *Seafarers Log* on a weekly basis. While this has been a very expensive item for us to maintain, we feel it has been worth every cent expended in view of the results obtained. There are several recommendations to be made to the Convention pertaining to our paper. This will be made at the proper time.

In addition to our weekly paper, the Union has put out

various booklets, leaflets, pamphlets, etc. Among them are: "Order!—How To Conduct a Union Meeting On Ship and Ashore;" "This Is The SIU;" "Here's How, Brother;" "SIU Organizer's Handbook;" "History of the SIU;" and "Strike and Strike Apparatus." We have found the use of these publications of a great advantage as a medium of education.

PERSPECTIVE FOR SIU ATLANTIC AND GULF DISTRICT

Our last three years have been very tough ones. We have battled the shipowners, the bureaucrats and the commies alike in our attempt to keep our Organization alive and make it stronger. The immediate future holds no prospect for easier days for us. We know that to live as an Organization, we must be prepared for the hard struggles immediately ahead. In the Atlantic and Gulf District, not only do we expect to have to battle the shipowner, but also to meet the full might of the Communist Party machine. We have met them before and have not yielded one inch to them. We will not do so in the future for as long as the membership in our Union continue the good fight that they have carried for the last three years, we believe that not only will we be able to hold our Organization as is, but to expand it even further.

Great Lakes Drive, Panamanian Transfers Highlight Seafarers Int'l Convention

(Continued from Page 1)

close on the heels of a similar call for action made by Lundeborg at a recent meeting of the Coordinating Committee of the International Transportworkers Federation.

President Lundeborg pointed out how the American merchant marine has shrunk from a wartime high of 50 million tons to a present low of 30 million tons.

He protested that much of this shrinkage was due to the practice of American shipping interests of transferring their ships to the Panamanian flag so that they could be operated under wages and working conditions below American standards.

In his legislative report to the fifty Convention delegates, representing approximately 92,000 seamen, fishermen, and fish cannery workers, Lundeborg stated that at the rate American ships are being bought up by foreign governments, or being placed under Panamanian flag, "it will not be long before the American seamen will be in the breadline with the highest wages in the world, but with no ships to sail."

LAKES DRIVE REPORT

President Lundeborg also announced the inauguration of an intensive organizing drive along the Great Lakes. Harry O'Reilly, AFL Regional Director of Organization, promised the complete cooperation of his office, and toward that end offered the SIU the facilities of Radio Station WCFL, operated by the Chicago Federation of Labor.

In discussing the plans for organizing the seamen on the

Lakes, Lundeborg stated, "We have got the National Maritime Union, CIO, hanging on the ropes and it's up to us to knock them out of business completely. It's a tough set-up here on the Lakes, but I'm sure we can knock it over."

The SIU President referred to the NMU and Harry Bridges' longshoremen's union as "political auxiliaries of the communist party," and called the leaders of those two unions "Wagner Act unionists" who built their unions by relying on government help from Washington, but who "never did any real organizing in their lives."

Lundeborg predicted that because both the NMU and the ILWU are weakened by being communist-dominated, the shipowners would center their attack on them.

Later the attempt might be made to bust the SIU, he said, "but they won't get away with it, because we're not Wagner Act unionists! We did our own organizing."

William McLaughlin, SIU Representative of the British Cana-

dian Seamen's Union made an appeal for help in ousting communists from the Canadian Seamen's Union, and thereafter bringing it back into the AFL fold. The charter of the CSU was lifted by the SIU in 1944 for refusing to repudiate the communist party.

CSU'S JOB

This appeal was answered by a promise of cooperation to expose the communists in the Canadian union, but called on members of the CSU to take the initiative in cleaning out the party-liners.

The fishermen's unions and the fish cannery unions all reported great progress in the field of organizing. With fishing and canning reaching great heights, these unions feel that the SIU will enroll thousands of new members in a very short time, and become one of the most important factors in the International.

The legislative program recommended to the Convention by President Lundeborg included an urgent request to Congress to take steps to help alien seamen, who served through the war, obtain their citizenship papers, as payment for their service and loyalty to the United States during the war.

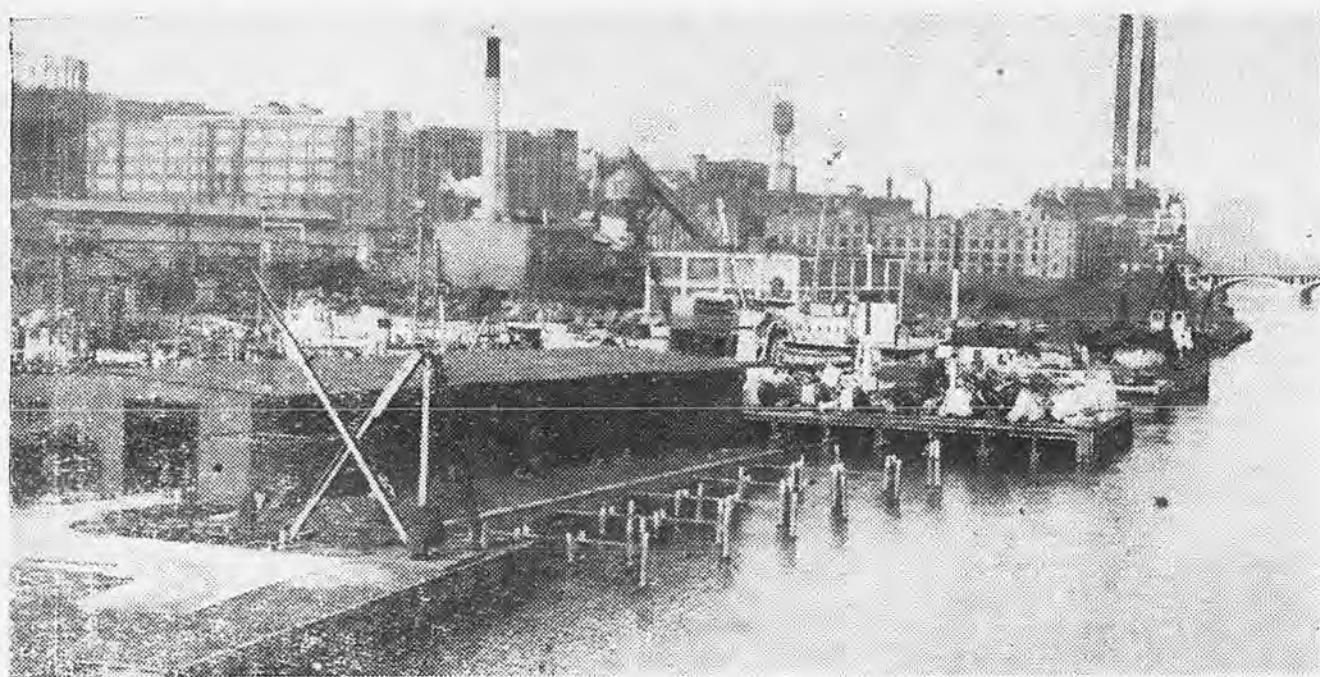
Other points in the program called for passage of a Merchant Seamen's Bill of Rights, an end to Merchant Marine Training Program; and for placing the supervision of the merchant marine back under the jurisdiction of the Department of Commerce.

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.

| | |
|------------------|--|
| BALTIMORE | 14 North Gay St. Calvert 4539 |
| BOSTON | 276 State St. Boudoin 4455 |
| BUFFALO | 10 Exchange St. Cleveland 7391 |
| CHARLESTON | 424 King St. Phone 3-3680 |
| CHICAGO | 24 W. Superior Ave. Superior 5175 |
| CLEVELAND | 1014 E. St. Clair Ave. Main 014 |
| CORPUS CHRISTI | 1824 Mesquite St. Corpus Christi 3-1509 |
| DETROIT | 1038 Third St. Cadillac 6857 |
| DULUTH | 531 W. Michigan St. Melrose 4110 |
| GALVESTON | 308 1/2—23rd St. Phone 2-8448 |
| HONOLULU | 16 Merchant St. Phone 58777 |
| HOUSTON | 1515 75th St. Wentworth 3-3809 |
| JACKSONVILLE | 920 Main St. Phone 5-5919 |
| MARCUS HOOK | 1 1/2 W. 8th St. Chester 5-3110 |
| MIAMI | 1356 N. E. 1st Ave. |
| MOBILE | 1 South Lawrence St. Phone 2-1754 |
| NEW ORLEANS | 339 Chartres St. Magnolia 6112-6113 |
| NEW YORK | 51 Beaver St. HANover 2-2784 |
| NORFOLK | 127-129 Bank St. Phone 4-1083 |
| PHILADELPHIA | 9 South 7th St. LOmbard 3-7651 |
| PORT ARTHUR | 909 Fort Worth Ave. Phone 2-8532 |
| PORTLAND | 111 W. Burnside St. Beacon 4336 |
| RICHMOND, Calif. | 257 5th St. Phone 2599 |
| SAN FRANCISCO | 105 Market St. Douglas 5475-8363 |
| 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 |
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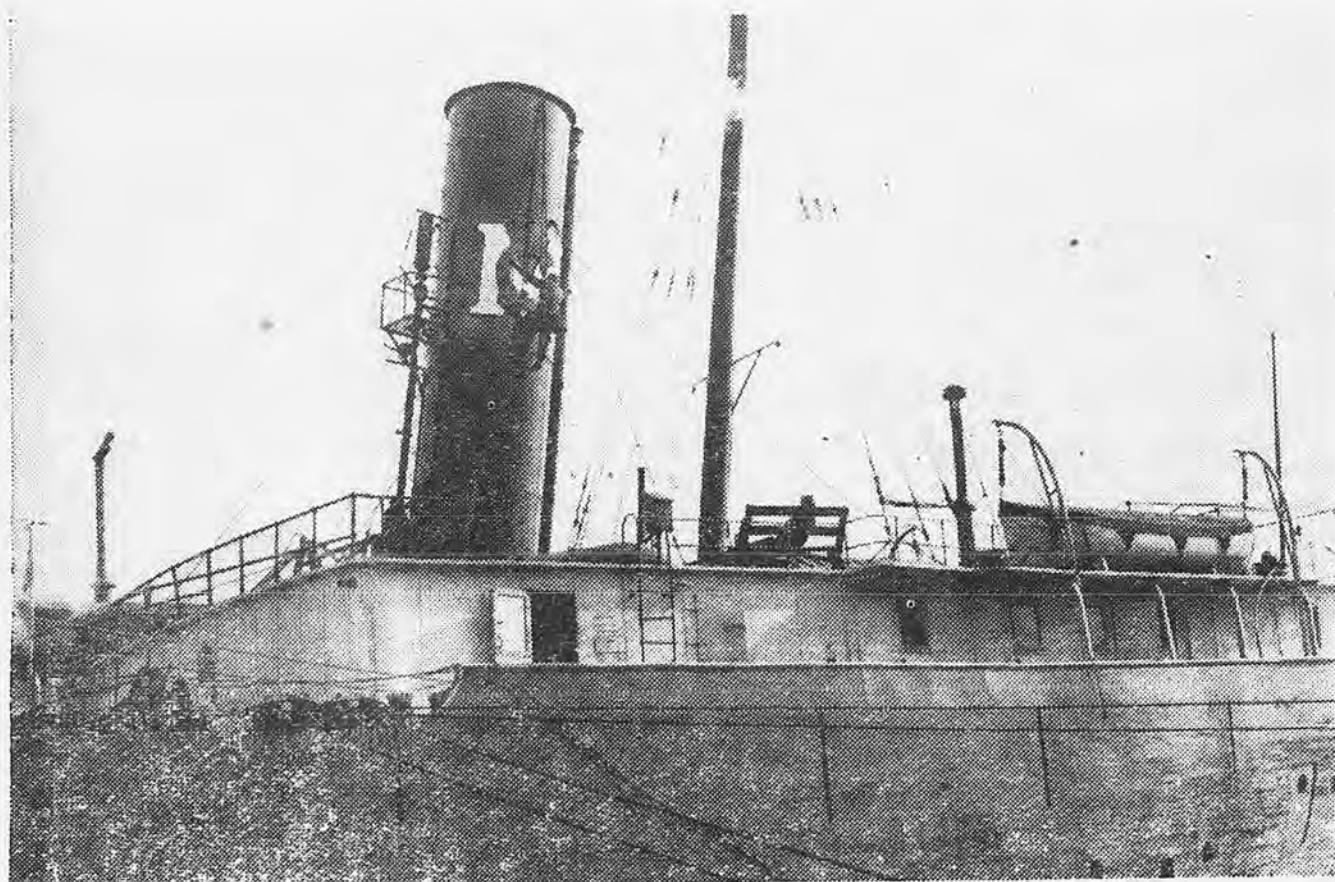
Seafarers Drive Makes Great Lakes Hum



Looking north on the Detroit River from the bridge of the SS T. J. McCarthy, in the foreground may be seen the Coast Guard station with a dock load of freshly painted and re-conditioned buoys. To the right, almost out of sight, is the Belle Isle Bridge with an almost solid ice-pack behind. There's plenty of activity along the Detroit waterfront these days, and plenty of the activity is caused by the intensity of the SIU Organizing Drive in the Great Lakes region. From all indications, Lakes traffic will be even heavier than during the war years, when it boomed to record heights.



Some of that well-known Great Lakes ice breaking up in the Detroit River. Navigation on the Lakes has to wait until the major ports are ice free before the shipping season starts. Every bottom that floats will be used on the Lakes this year in the expectation of hauling two million more tons of ore than the record set during the war years. It looks like a big year, for business and for the SIU Organizing Drive.



The brisk wind whistling down the Detroit River makes this job a mighty cold one. One of the SS George W. Mead's crewmembers paints the insignia on the ship's smokestack as part of the general clean-up job before the vessel starts its regular sailing schedule. It's the same story up and down the Lakes, where every available ship is being readied for a big year.



This is spring cleaning on a grand scale. The spring season means clean up and paint up for ships as well as for the average home. This SS George W. Mead crewmember is giving the mast a new coat of paint, in preparation for the sailing season on the Lakes.



Above is an auditing Committee of Great Lakes SIU members, elected at the bi-weekly meeting to go over the Union books. Standing, left to right: Harold Casey; an unidentified Seafarer who sneaked into the picture; and Louis Funkey. Seated is William Cochran.



Great Lakes Secretary-Treasurer Fred Farnen reports to the membership on the progress of the organizational drive. According to the various organizers, **THE GREAT LAKES, TOO, WILL SOON BE SIU.**



Shown here are SIU members attending a regular membership meeting in the SIU Hall in Detroit. About 150 Seafarers were present, and this included some of the female members from the Stewards Department of Lakes passenger vessels.