

SEAFARERS LOG




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Taft-Hartley Slave Law Now Effective

WASHINGTON, D. C. — The Taft-Hartley law, major handiwork of the reactionary 80th Congress, became fully effective on August 22.

Thus, many protections of labor's Magna Carta, the Wagner Act, were eclipsed and supplanted by the drastic, anti-labor measure designed to hamstring the labor movement and inject the Government into the conduct of labor-management relations.

Faced with the full impact of the Taft-Hartley law, the AFL Executive Council at its coming meeting in Chicago will consider the problems involved and map a campaign of forceful action against the measure.

Some of the provisions of the new law, now fully operative for the first time, are as follows:

The general counsel is established as a labor relations controller, independent of the National Labor Relations Board, while the latter is shorn of its administrative functions and is turned into a labor court.

Formerly the general counsel acted as an agent of the board, he now has final authority to pass on all charges of unfair labor practices and representation cases and issuance of complaints.

UNIONS LIABLE

Among the major new functions delegated to the general counsel is the prosecution of employees for unfair labor practices. Hitherto only employers were liable to prosecution for unfair labor practices against employees.

The general counsel will investigate for the first time complaints by employers against unions, which may be charged with having committed one or more of six prescribed unfair labor practices. They are as follows:

Coercion of other employees in their rights of collective bargaining; discrimination under union shop contracts for reasons other than failure to pay dues; refusal to bargain; engaging in certain types of strikes and boycotts; exacting excessive or discriminatory fees under union shop agreements and engaging in "feather-bedding."

The closed shop, under which employers can hire only union members, is outlawed. The union shop, in which non-union workers may be employed if they join up in 30 days is continued but under severe restrictions.

In This Issue

All sections of the newly signed Isthmian Steamship Company contract which have been agreed upon by the Union and the company appear on page 14. So far, only the Union Hiring Hall, Rotary Shipping, no discrimination for Union activity, and wages have been settled, and working rules are now being negotiated. When this phase is completed, the remainder of the contract will also be carried in the pages of the LOG.

The series of articles which analyzed the part played by the National Maritime Union and the communist party on the waterfront winds up this week with number three, which gives the SIU position in regard to political groups, and goes into the plans and programs developed by the SIU to fight off the waterfront unemployment which seems imminent. The article appears on page 9.

Analysis Of Taft-Hartley Act As It Affects The Seafarers

By HARRY LUNDEBERG

SAN FRANCISCO — During the week, I met with all the attorneys of the Teamsters, who held a convention here, and also met with the attorneys from the A. F. of L., who explained the law thoroughly to various union representatives. As far as the affect of the law is concerned, it is one of the most vicious pieces of legislation against the American Workers that has ever been introduced.

Our membership is on record to open up the agreement for various changes. Our agreement expires September 30, 1947. After August 22, neither employers nor unions are allowed to sign a closed shop agreement or preferential employment clause.

UNION SHOP

The only clause allowable under the law is what is called the "Union Shop Clause," which is a clause the employers and the union can agree to. Under this clause each employee must become a member of the union 30 days or a month after the date of his employment, or the effective date of the union contract, whichever is later. This is only possible if the union is duly authorized or a certified representative of the employees in the appropriate bargaining unit, and if the NLRB conducted an election and the majority of the employees have authorized the union to sign the union shop agreement.

Also, only a union that is duly certified as representative of the employees can ask the Board for an election to authorize the union to sign a union shop contract. In other words, first a union must be certified and then they must appeal to the NLRB to conduct an election to find out whether the majority of the employees want a union shop. If they do, then the union can bargain with the employers for this. After you get this union shop, you have nothing, because under the union shop agreement, the employer

can hire the men wherever he chooses; only the employees he hires must apply for membership 30 days after they have become employed.

Employees who are working under a union shop contract and who have authorized a union shop contract by election can revoke it, even though the contract is still in effect. All they have to do is to file a petition with the NLRB stating that 30 per cent of the employees in the unit desire

to withdraw the union's authority. The board will take a secret ballot of the employees and if the majority of the employees in the unit vote against the union shop, the employer will have to stop enforcing it.

So, in other words, taking a case like the Isthmian Steamship Company, if the Isthmian Steamship Company had a union shop agreement with our organization, then upon request of 30 per cent

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First Isthmian Ship Crews Off SIU Board Under Rotary Shipping

What Isthmian Steamship Company said could never happen, started last week when the first man took a job off the board and headed for a ship owned by that heretofore anti-labor company. Within a few days after the end of the strike most of the

Isthmian ships were completely crewed up, by the Rotary Shipping System, and some had already left port on voyages.

When the action was finally brought to an end by the capitulation of the company, thirty one ships were tied up in ten ports, and more would have followed wherever and whenever they hit U. S. ports.

No attempts were made to fink out struck vessels, and almost to a man all unlicensed Isthmian seamen walked off the ships to join the picketlines.

Although no request for a mass walkout was sent out by the Union, nevertheless no member of any other union crossed a Seafarers picketline.

In all ports the strike was effective. New York had ten ships hung up; Baltimore accounted for six; New Orleans had five; Philadelphia tied up three; San Francisco hung the hook on two; and Mobile, Coos Bay, Galveston, Boston, and Houston took care of one each.

MORALE HIGH

Morale throughout was high. Some of the strikers, especially the youngsters off Isthmian ships, had never taken part in strike action before. But they conducted themselves in the traditional SIU manner and there were few cases of disorder on the picketlines.

Starting with the second day of the strike, there was little drain on the Union Treasury. Contributions came rolling in from men paying off contracted ships, and it looked very much as though the action could continue indefinitely without tapping the treasury to any great extent.

This was one of the factors that forced Isthmian to cry "uncle" so fast. Add to this the fact that other steamship companies were angling for the fat shipping contracts held by Isthmian, and it becomes obvious that much against its will Isthmian just had to settle.

Browning, McCarthy Sign 40-Hour Contract With SIU

By FRED FARNEN

DETROIT — During the past several days, the SIU Great Lakes District has signed two more forty-hour contracts covering the seven Browning bulk carriers and the three McCarthy automobile carriers.

These two new SIU contracts already signed by the SIU, in addition to providing wage scales as high as any on the Lakes, contain certain union security sections which provide that all disputes between the Union and the companies shall be settled within the provisions of the contracts rather than before the courts or any outside agencies as

provided in the Taft-Hartley Act.

The Browning agreement was signed on August 19 and the McCarthy agreement on August 20. Both of them were just under the wire as far as beating the August 22 deadline of the Taft-Hartley Act ban on the closed shop and the Union Hiring Hall.

BROWNING RATES

Rates in the Browning agreement, based on the forty-hour week with time-and-one-half for all time over eight hours daily and forty hours weekly and for all penalty time, are retroactive to July 1, 1947:

Rating	Hourly Rate	Over Time	Daily Rate	Monthly Rate
Wheelsman	1.05	1.57½	8.40	201.20
Watchman	1.04	1.56	8.32	288.43
AB Dayman	1.04	1.56	8.32	288.43
O. Seaman	.82	1.23	6.56	227.41
Oiler	1.05	1.57½	8.40	291.20
Fireman	1.04	1.56	8.32	288.43
Coalpasser and Wiper	.82	1.23	6.56	227.41
Steward	1.40	2.10	11.20	388.27
2nd Cook	1.00	1.50	8.00	277.34
Porter	.82	1.23	6.58	227.41

(* These monthly rates are approximate and are based on an average of four-and-one-third weeks in a month. Also, they do not include any penalty overtime which varies according to the amount worked.)

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GEORGE K. NOVICK, Editor



Great Day

Last year at this time, just around Labor Day, the SIU faced the biggest fight in its history. Only a short while before the Union had been notified that the Wage Stabilization Board had turned down the salary increases which had been negotiated with the shipowners in bargaining sessions that summer.

Over the Labor Day weekend the machinery to put the General Strike in motion was set-up, and on September 6, all over the United States water transportation started to grind to a halt.

This Labor Day also is an eventful one for the Seafarers, only this time we can look back on a recent victory rather than an imminent battle. Just about a week ago, Isthmian Steamship Company, whose ships in the United States had been tied-up, and which was faced with even further strike action, was forced to meet the Union's demands for the Union Hiring Hall and Rotary Shipping.

So, in one year, from Labor Day to Labor Day, the SIU has won two major struggles and has consolidated its strength along the American waterfront.

This Labor Day is a day of rejoicing for the SIU, and rightly so.

New Style Union-Busting

An obscure Philadelphia manufacturer of farm equipment has come up with a new plan for busting the unions in the United States. And what's more, he has fancied his idea up so well with double-talk that he has a damn good chance of convincing a lot of people who should know better.

In brief, this industrialist's idea is to bring into the U. S. many homeless European refugees, which is okay. But then he wants to set them up in the abandoned Passamaquoddy project, in Maine, where they will manufacture farm implements for him, but at no pay while "training."

Labor is, of course, up in arms about the proposal, which is nothing more than an attempt to maneuver around employing union labor. But certain Washington officials are falling for the dodge, hook, line, and sinker.

It's remarkable what lengths some people will go to just so that they can refuse to grant decent wages and conditions to those who work for them.

REPORT TO MEMBERSHIP FROM HEADQUARTERS



By J. P. SHULER, Secretary-Treasurer

Isthmian Steamship Company

The great job done by the Organization Staff of the Seafarers International Union, with the cooperation of the membership, in organizing the Isthmian fleet paid off last week when Isthmian Steamship Company completely capitulated and recognized the closed shop and Union Hiring Hall after their ships had been tied up for a period of nine days by the SIU.

The Isthmian Steamship Company had always successfully fought organized labor. This is the first time that a Union has ever had a closed shop agreement and Union Hiring Hall with this company.

After the Union was certified, the Company went into negotiations apparently thinking that they could dictate the terms of the agreement to the Union.

It took a complete tie-up of all their vessels that hit American ports to convince them to recognize the truth of the words of one of the executive officers of Isthmian—that, "Union are here to stay."

Bringing the Isthmian Steamship Company under contract to the Seafarers means about 3500 jobs for men in the SIU. All ports where Isthmian ships were tied up reported an orderly and efficient strike, which was financed by donations from the membership.

Contracted Companies

The Negotiating Committee for the Union has signed contracts with all of its contracted companies, extending them to July 30, 1948, except Calmar and Ore Lines. We are now in negotiations with these two companies. All of these offshore freight ship contracts are standard SIU contracts.

Moran Towing Company granted the 2 weeks vacation clause and holidays at sea and the raise in wages.

The Negotiating Committee also signed an agreement with Atwacoal, which was previously contracted to the Union but has been out of operations since 1942. Atwacoal will resume operations in the very near future.

The passenger ship agreements have been signed with Eastern, Mississippi and P. & O.

The Savannah Line, which is contracted to the SIU but which has been out of operations since 1942, will resume operations the latter part of this year.

They have agreed to extend their agreement on the closed shop and Hiring Hall until July 30, 1948 and all other terms of the agreement are to be worked out.

Washington Report

Matthew Dushane, Washington Representative of the SIU, is now sending out reports that are being run in the SEAFARERS LOG, and he has had his hands full on legal procedures in Washington.

Some of the ports have been sending him beefs that pertain to regular routine work of the ship. This should be discontinued, and all legal beefs are to be sent from the outports to Headquarters Offices to be channeled to Dushane.

Peninsular and Occidental Line

The labor set-up in Florida has been giving the Union some trouble on the SS Florida of the P&O Line in regards to pulling off men who do not belong to the SIU. This ship is operating out of Miami and turns around on a 24 hour basis.

At times it has been necessary to ship men from the dock regardless of Union affiliation. There has been a system worked out by the Tampa Branch which requires each man that gets off to bring aboard the Union replacement before he signs off the ship. This will assure us that no other men but Union men ship aboard.

Hospital Patients

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

Staten Island Hospital

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

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



Men Now In The Marine Hospitals

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

NEW ORLEANS HOSPITAL

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

GALVESTON MARINE HOSP.

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

NEPONSET HOSPITAL

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

- L. TORRES
- C. SCHULTZ
- J. HAMILTON
- R. A. BLAKE
- H. BELCHER
- J. T. EDWARDS
- L. BALLESTERO

STATEN ISLAND HOSPITAL

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

BRIGHTON HOSPITAL

- E. SEARS (SUP)
- R. LORD
- D. LOGAN (SUP)
- E. JOHNSTON
- W. McCALL (SUP)
- E. DELLAMANO
- R. MORRISON

- W. MITCHELL
- P. MADIGAN (SUP)
- J. BARRON
- E. JOHNSON
- H. SCHWARTZ

MOBILE HOSPITAL

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

BALTIMORE HOSPITAL

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

CLEARING THE DECK

By PAUL HALL

One day shortly before we hit the bricks against Isthmian, one of our SIU contracted ships hit port with a Deck Delegate aboard whom we will call Joe. Joe was there ready for the Patrolmen when they boarded the ship for the payoff with a million and one beefs. Among them was a demand that the Union pull the Mate off the ship because it appeared that Joe didn't like the Mate's way of doing business.

The two Patrolmen assigned to handle the payoff had their work cut out for them in attempting to settle all the beefs aboard. According to the Patrolmen no matter what they did to bring about settlements, nothing pleased him. He had all the earmarks of a superduper Union man. He ran around the ship yelling, "I am a damn good Union man." His cries only lent disruption to the Patrolmen's work. He continued to scream about "improper settlement of disputes."

To some of the younger guys who were crewmembers on the ship, Joe had the so-called earmarks of a good Union man. At least the young fellows thought so because Joe went to great trouble to explain to them just how good a Union guy he was and just what he personally had done to improve the conditions of seamen. However, just what his contributions to the betterment of seamen were, he didn't mention.

Phony Easily Spotted

But, in spite of all the window dressing, Joe was easy to spot as a first class phony. His actions were typical of that type of bum who is met occasionally no matter where you go. This guy showed his true colors only three days later when a SIU rank and file committee went aboard his ship late one night just prior to the commencement of the Isthmian strike and asked the crew, Joe among them, to give a hand in setting up picket lines in front of a nearby Isthmian ship.

The rest of the fellows present, of course, immediately volunteered and prepared to set up the picket line, but to their amazement, Joe, the super-duper militant Union stiff, remained in his seat. When he was asked to fall in line to help in the important task of preparing for a strike, he reared back in his chair and started a line of bunk and double talk that would make a congressman sit up with envy. His crap ran something like this: "Look fellows, I already have a job. Why should I have to help set up picketlines?" While the rest of the crew stood stunned, he continued, "Look, fellows, I have never sailed an Isthmian ship and I never had anything to do with them, so why should I be called out now to give a hand to the beef? Anyway, it's getting late and I'm ready for my bunk, so I don't think I can give you a hand."

Lost Crew's Respect

The crew stood there and listened to his malarkey, and all respect they might have had for him died right there. They were strictly in accord as the SIU rank and file committee began to talk to him in non-Sunday school language. The committee gave him the score on Isthmian, which if he were a militant Union man he wouldn't have to be told, and when they finished he felt low enough to crawl under a snake. He then joined the crew and went out to the ship.

This unfortunate, but necessary experience was a real education to the young members who had made the previous trip with Joe and had swallowed his phony line of "super-duper militancy." They saw him in his true light and from that night on Joe was a deadhead in their books. This case, even though it doesn't happen often is typical of what the Patrolmen and officials run across occasionally. In this instance the loud mouthed bum dug his own grave and covered himself by shirking his duty when the chips were down.

He is the kind of a guy who when his personal welfare is at stake is a red-hot "Union man," but when it is the Union's welfare that is hanging hot, he is as unconcerned as a shipowner. This guy Joe ran into what he deserved and he warrants no sympathy for his downfall. It was good for the rest of the crew and the Union that the showdown came when it did.

Still In Our Ranks

Unfortunately, however, there are still a few Joes left around in the Union. Joes who try to give everyone the impression that they are rabid Union men, but who in a tight spot fold up like an accordion. It is this same kind of a guy who goes into the ship's messhall at breakfast and tells the crew he, by his previous super militant action, can be thanked for the fresh eggs and milk they are enjoying.

If you don't hear him on the ship, he is the same guy that can be heard in the local ginmill speeling forth his own praise as to what a good Union guy he is and what a hard time he gave the phony Mate and how he "put the damn Patrolman in his place." He can be found anywhere seamen get together and he always talks the same. Fortunately for the Union these obnoxious characters are few and far between. We should now make damn sure that the ones still in our ranks become even fewer.

You judge a Union man by his actions—not by how much noise he makes.

OFF THE BOARD TO ISTHMIAN



Robert Burns, FWT, first man to ship off the board to an Isthmian ship, accepts assignment slip from Assistant New York Dispatcher Benny Gonzales after the strike was over.

Seafarers Still Needed As Volunteers

By AL KERR

The Isthmian campaign is over, now it is up to the book members of the SIU who have become schooled in the high standards of SIU ships to go aboard the Isthmian scows.

Here in New York, during the first two days of shipping, we dispatched 162 men to Isthmian ships. That's a damned big order to send out to the ships of one company in one port.

It doesn't take a great amount of figuring to see what benefit Isthmian is going to be to the SIU as far as jobs are concerned.

For this big fleet to be a big asset to the Union, it will be necessary that the book members go aboard and ride these ships.

There are still a lot of men aboard Isthmian ships who need to be educated as to what an SIU ship is and stands for.

LEND A HAND

These men have never had the advantage of riding a Union ship. Now the opportunity is being presented to them.

They need a guiding hand to help them over the hurdles and the men to do it are here in the SIU. Go out there and help them out.

While shipping aboard Isthmian ships, don't forget that this is not the last of the unorganized companies. We still have Cities Service and other unorganized fleets to concentrate on.

The Cities Service fleet has already been petitioned and the case is now before the NLRB in Washington. With the help of a few more of the membership, we should be able to win an election in this fleet by a bigger majority than that which brought Isthmian under the SIU banner.

Immigration Laws Hold Safeguards For Aliens

By "DUKE" DUSHANE

Alien seamen are required by law to sail on American vessels for a period covering five years before they are eligible to apply for U. S. Citizenship.

However, there are some provisions in the Immigration laws which permit aliens (which includes alien seamen) to become citizens. These provisions cover aliens who do not have a legal entry permit into the United States and are subject to deportation.

Aliens, whether through legal or illegal entry, are liable to deportation for violation and conviction of certain offenses. In the case of an alien seaman who has been sailing on American or Foreign vessels from ports in the U. S., the Department of Immigration has ruled that they are deportable if they overstay the twenty-nine days interim period that the Department allows them to ship out on another vessel.

SIXTY DAYS

The Department has under consideration a proposal which will permit alien seamen to stay ashore sixty days before they are subject to deportation, this proposal would also permit them to sail coastwise.

Congress has provided that in the case of an alien who is deportable, and who has proved of good moral character for the preceding five years, the Attorney General may suspend deportation of such alien seaman if not racially inadmissible or ineligible to naturalization.

Should the Attorney General find that an alien seaman is married to an American citizen, or a legally resident alien who is the spouse, parent, or minor child of such deportable alien, he may suspend the deportation of such alien seaman.

Therefore, an alien seaman who is married in this country, and whose deportation would cause an undue hardship on his wife, or children, may apply to the Department of Immigration for a suspension. Should the suspension be granted, he may then apply for citizenship.

All alien seamen who have entered the United States before

July 1, 1924, are not deportable for illegal entry and non-payment of head tax. They are lawfully permitted to file for their first papers of intention to become citizens, and after a period of two years are eligible for citizenship.

Congressman Celler, in the 80th Congress, introduced H. R. 4156—This bill provides that a seaman with at least three years of "Maritime Wartime Service" may be naturalized without having been a resident of the U. S. continuously for at least five years. It also provides that seamen who have at least one year of "Maritime Wartime Service" would be entitled to be issued a certificate of arrival (legal entry permit). No action has been taken on this bill by Congress.

Gangway Watch Resolution

The following resolution, which is self-explanatory, was passed by the New York membership meeting and referred to all other ports for concurrence:

RESOLUTION

WHEREAS: The SIU in the last negotiations with Waterman and Mississippi Steamship Companies forced the operators to change the contract to read, "the gangway watch shall be maintained by sailors in all ports, including weekends," and

WHEREAS: The Union at that time was not aware of the fact that the ILA (Longshoremen) had an existing agreement with these two operators to furnish watchmen for several east coast ports; among them, New York, Philadelphia and Baltimore, and

WHEREAS: As a result of the new contract between the SIU and Waterman and Mississippi Steamship Companies, ILA men previously doing this work in these ports have lost their livelihood, and

WHEREAS: We have been requested by our affiliates, the ILA to reconsider our position on this so as to prevent the members of the Longshoremen from losing their livelihood, and

WHEREAS: The ILA has supported the SIU in every strike and every beef, regardless of whether it involved one ship, or one company, or the entire waterfront, and

WHEREAS: We feel that considering the fact that these gangway watches in New York, Philadelphia and Baltimore represent only overtime money for our members on weekends, but the same work represents the full time living jobs for Longshoremen,

THEREFORE, BE IT RESOLVED: That the SIU go on record to immediately contact Waterman and Mississippi Steamship Companies and inform them that we wish to clarify this agreement so as to allow the ILA to stand gangway watches in Baltimore, Philadelphia and New York instead of SIU men.

PAUL HALL

J. P. SHULER

JOE ALGINA

Analysis Of Taft - Hartley Act As It Affects The Seafarers

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of its employees an election could be held which would take away the union shop. However, even if you have a union shop, it doesn't give you anything.

CLOSED SHOP

Under a closed shop, like we have in the SUP, if after August 22, the Shipowners voluntarily agree to carry out the closed shop agreement and refuse to hire anyone unless he comes from the union hall, or because he is not a union member, the NLRB can order the Shipowners to employ a non-union man. However, the NLRB cannot issue an order to the Shipowners unless a charge of Unfair Labor Practices is filed with the Board. In other words, if a stooge comes along and there will be plenty of them, and he demands to be hired in a certain steamship company and the company turns him down, the stooge can then file Unfair Labor Practices against the Shipowners and if he proves it before the Board the employer will be told to hire this man. This is something for us to remember. A stooge, saboteur, or enemy of our union can file unfair labor practices against our union and against the employers and can demand and receive wages for the time he lost by not working on account of discrimination.

BOYCOTTS

It is absolutely prohibited to establish a jurisdictional strike or to refuse to handle goods in the Secondary Boycott. As an example—if a lumber mill were on strike and the lumber company brought the lumber into San Francisco in a railroad car and if the SUP members refused to sail with scabby lumber, that would be classed as Secondary Boycott, and our union could be sued for damages; not only by the lumber company, but by the people who bought the lumber, the consignee, who may be on the East Coast.

However, no company can sue a union for respecting a legitimate picket line, if the union which is striking and maintaining the picket line has been cer-

tified by the NLRB and the majority of the employees working on the job have voted to strike, then it's legal to respect the picket line. But, if the majority of the people on the job have not voted for the strike, then the company can sue the union for refusing to go through the picket line.

HIRING MEN

The company might hire a union disrupter and stool pigeon who has been put on the job for one specific purpose; namely, disrupt and jeopardize the agreement. The union cannot take this man off the job and the employer does not have to fire the man. The only reason for which the employer can fire a man is if he belongs to the union and refused to pay his dues. In other words, if a union expels a disrupter, he can still stay on the job because the employers cannot fire him; it's against the law. So you can readily see what a setup it will be for disrupters and stooges to raise hell with various unions.

LAWSUITS AGAINST UNIONS

A union can be sued for violation of collective bargaining agreement in all industries affecting interstate commerce. The new law states that a union can sue or be sued as a whole and is responsible for the acts of its agents. A judgment can be enforced against the union as a

whole and its assets; but not against any individual member or his assets. For instance, if a ship is tied up by a Patrolman and if the union goes on record to release the ship, the union is still open for lawsuits and all these suits will come through Federal Courts.

There are at least fifteen different ways where the employers can move in and sue the union and bleed its treasury to death. These are only a few of the things in the Taft-Hartley Law. There is no doubt that it's going to raise hell with a lot of unions, but now more than ever before will the future of the union depend upon its members. Because in order to beat this law and come out of it on top, we must have a disciplined membership and we must know one another and be able to spot phonies and stooges.

The membership of the SUP have many tough days ahead of them. Each and every member and union delegate will have certain responsibilities. It will have to be each man's duty to assume these responsibilities, not only ashore but on ship.

These things the membership should think about and remember, and when we start to negotiate with the Shipowners, we will know where we stand and we will be ready for any and all emergencies affecting our organization.

Browning, McCarthy Sign 40-Hour Contract With SIU

(Continued from Page 1)

Yes, Brothers, it's the SIU that leads on the Lakes every time when it comes to wages, overtime, hours, working and living conditions! And don't forget those two little words "working conditions," as they mean a lot to you when you're working under an SIU contract. Many jobs on an unorganized ship are done on your watch with no extra pay whatsoever.

On an SIU ship, many of these jobs are considered as penalty jobs, and are paid for at the overtime rate over and above the regular pay which you are already receiving.

This means extra cabbage for you when you're working under an SIU contract.

LCA RAISES?

According to reports reaching this office, the LCA is contemplating the payment of increased wages in line with those already won by the SIU.

This is in line with the usual LCA policy. They wait until wage increases have been won by the SIU, and then out of the bigness of their hearts they come across with a comparable increase.

Have you ever stopped to figure out that even if you're sailing on an open shop LCA ship, that you benefit by every wage gain won by the SIU on the Great Lakes? These tight-fisted, profit-hungry outfits never give you these raises because they think you deserve them.

The only time Great Lakes seamen ever receive any kind of an increase or improved working conditions, is at the instigation of the SIU. If there was no SIU, then there would never be any changes.

Compare, then choose for yourselves. Don't be a free-loader. Join the SIU today, and become a part of the most militant, progressive and democratic Union on the entire Lakes—the Seafarers International Union AFL, Great Lakes District.



By JOSEPH VOLPIAN
Special Services Representative

Many of our alien members, particularly those who sailed this country's ships throughout the years of the late war, now have the five years of seetime required for eligibility for U. S. citizenship.

Most of the detail involved in filing application is of a routine nature. But there is one glaring inequity in the law as it now stands, and which should be corrected if it is to be fairly administered. This is the provision which states that proof must be furnished the Immigration and Naturalization Service that an applicant's five years aboard American ships were spent in "honorable service."

Before going into this aspect dealing with "honorable service" let's take a look at the section of the law, which states the conditions under which an alien seaman may become a naturalized citizen:

PERSONS SERVING ON UNITED STATES GOVERNMENT OR PRIVATE VESSELS

a) A person who has served honorably or with good conduct for an aggregate period of at least five years (1) on board of any vessel of the United States Government other than in the United States Navy, Marine Corps or Coast Guard, or (2) on board vessels of more than twenty tons burden, whether or not documented under the laws of the United States, and whether public or private, which are not foreign vessels, and whose home port is in the United States, may be naturalized without having resided, continuously immediately preceding the date of filing of such person's petition, in the United States for at least five years, and in the state in which the petition for naturalization is filed for at least six months, if such petitioner is still in the service on a reenlistment, reappointment, or reshipment, or within six months after an honorable discharge or separation therefrom.

WHAT IS PROOF?

The law, then, seems to be fairly clear. But there is the one provision which is posing difficulties. Now that applications are being filed with the Commissioner of Immigration and Naturalization an obstacle in the form of a technical question has arisen. Just what will be accepted as proof of "honorable service" or good conduct?

Up to 1936, discharges had a place wherein the Captain of each vessel classified the seaman's character and ability aboard ship as either good or bad. This procedure was abandoned with the passage of the Merchant Marine Act of 1936.

Thus was ruled out a vicious method of blackballing which unlicensed seamen had been fighting vigorously. A skipper could no longer hang what, in effect, was a don't-touch sign around a man's neck.

However, for the period since

1936 up to the present time, the Immigration and Naturalization Service has recently issued a ruling which, in effect, states that an alien seaman seeking naturalization must show letters from each Captain sailed with during the five years showing that the applicant's service was honorable.

A THROW BACK

The strong arguments against this are innumerable. For one thing, the Immigration people are thus reapplying the extremely unfair provisions which were ruled out in 1936. They are making what should otherwise be a simple procedure an involved and, in some cases, almost impossible task. Many of the skippers which men have sailed with a five year period are dead. Some may live in Bangkok, or Peru, or Alaska and cannot be traced.

And it is practically indisputable that these skippers cannot remember far back enough to testify of a crewmember's character.

Under this recent ruling an alien seaman is placed at the mercy of the skipper's nature, temperament and whims. A personal dislike could result in the Captain stamping the man's service as dishonorable, in spite of the applicant's honesty, industry and capabilities on his job. Most certainly this procedure is not fair or just. Nor is it consistent with the democratic traditions which each alien is asked to understand and accept.

SHOULD BE ENOUGH

We have pointed out to the Immigration authorities that their requirements: (1) a clean police record, (2) sponsorship by at least two responsible citizens and (3) the discharge showing the applicant was working aboard ship for five years, should be sufficient.

Certainly the first two requirements are a fairer way of ascertaining a man's character than leaving it in the hands of one person, who is to sit in as a judge. In fact, in as much as a man is able to present evidence of a clean civilian record, and can produce two citizens willing to sponsor him, the requirement that he be adjudged honorable by his skippers seems rather unnecessary.

Furthermore, most alien seamen who are applying now, have sailed American ships during the war years. The present law makes no recognition of this service. A more equitable procedure would take this service into consideration.

In view of the inequity existing in the present law, we are protesting the unfairness of this feature. Further, we are recommending to the Immigration and Naturalization Service that it recognize that aliens who sailed during the war did perform an honorable service. Fighting to maintain the government and its institutions committed to democratic principles is definitely honorable in our book.





AROUND THE PORTS

PR Commies Back To Old Tricks Spreading Disruptive Rumors

By SALVADOR COLLS

SAN JUAN—Shipping in this island port has improved quite a bit during the past weeks, but business remains the same. We are expecting business to take a turn for the better in the near future as more men are coming in to pay their dues and assessments at this end of their trips.

It seems that the communists down here on the island are working overtime to create disunity between the ILA and SIU-SUP.

They have been worming around here trying desperately to plant a rumor to the effect that I was called up on the carpet at Headquarters for backing the ILA during its strike down here.

The rumor is typical of a commie tactic and like everything they spread it is strictly phony. Why should I be reprimanded for backing our AFL affiliate and fellow member of the Maritime Trades Department? Our aims are the same and we are in complete harmony in everything we undertake.

CLOSE COOPERATION

I'm not going to devote much space to this spawning of an overworked commie brain and thus lend it dignity. Suffice it to say that wherever the ILA and SIU work together, whether it be in San Juan or in the States, there is always 100 percent cooperation and harmony.

The commies and the CGT



wish very much that there were disunity in our ranks so they could capitalize on it, but such will have to remain just wishful thinking on their part.

We had beefs aboard a couple of the ships in port here this week. One aboard the Morning Light, Waterman, gave us a mornings work. Unfortunately, the cause of the whole affair was three drunks.

These guys wanted to take off on their own free will which they did and didn't bother to turn to for the next two days.

I got a call from the Waterman office to come down and straighten them out. When I asked them why they had refused to turn to they were so drunk that they were unable to answer my question. They really put the officials and the rest of the union in a fine position.

PROMISE A FIGHT

The Waterman Port Captain reminded me that we will have a fight on our hands when the

contracts come up for renewal. He said that the company is getting tired of these men, and is going to throw the whole matter in the faces of the negotiators.

That's what they will do, too. They are getting tired of putting up with these performers and they intend to do something about it.

Now that the rainy season is here, the boys on the beach don't find the sun so hot.

It is very enjoyable down here now and if you don't believe me ask French Michelet how he liked this climate. He was in paradise down here.

The fellows around here kind of miss Frenchy now that he had deserted us for the big city. They want to know when he is returning to cook them another ham. They still have indigestion from the last one.

NO NEWS??

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

- MILWAUKEE
- JACKSONVILLE
- SAVANNAH
- NEW ORLEANS
- MARCUS HOOK
- CLEVELAND
- TOLEDO

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

Taft-Hartley Act Backfires On Labor-Baiters, Lakes Seamen Turn To Seafarers For Security

By MAURICE DOLE

ASHTABULA—If the manufacturers' and owners' unions like the National Association of Manufacturers, the U. S. Chamber of Commerce and all the local Chambers, plus our own pet hate, the Lake Carriers Association, thought that they were scaring unorganized workers away from the union by passing the Taft-Hartley Act, then they made one big mistake.

This infamous piece of legislation has had the opposite effect.

Today, more than ever, unorganized seamen are dropping in to our SIU Halls in various Great Lakes ports in ever increasing numbers.

These men realize that the Taft-Hartley Act was meant to enslave and then break the organized labor movement in the U.S.A.

With no SIU on the Lakes to spearhead the drive against the open shop conditions prevalent on LCA ships, and to fight for better wages and conditions such as those won in recent SIU contracts incorporating the forty hour week, who would lead the fight on the Lakes?

The answer is very obvious. No one would lead the fight, because there wouldn't be any battle for the rights of Great Lakes seamen to earn decent wages, and work under decent working and living conditions, if there wasn't an SIU in there plugging away.

COLUMBIA ALREADY

It didn't take long after the final effects of the Taft-Hartley Act took place (Aug. 22), before Columbia Transportation Company (Oglebay, Norton) came right out into the open with their worst open shop tactics.

Ask any Columbia seaman, when you run into them, what

kind of lousy conditions they now have to put up with on their ships.

Several reports have reached this office that a number of LCA stooges are on the loose, warning the younger unorganized seamen on the Lakes not to listen to any union talk or pass any union literature around on their ships.

These same LCA stooges don't bother with the older more experienced seamen. They know that these men know the score, and that's why they're concentrating on the younger fellows.

After talking things over with some of the men on the Cleveland-Cliffs ships, they tell me that their "Union," better known as the Lake Sailors Union, unaffiliated (except to the Lakes Carriers Asso.) has plenty of cabbage floating around.

No one apparently knows where the dough came from, but it really smells to high heaven of something like the LCA. Check this for yourself. Don't take just my word for it.

A LITTLE CAUTION

Here's a little word of caution for SIU members and non-members who show up on the job all gassed up, and quit at the last minute.

We're not preaching or trying to put on any prissy Pratt act, but this is really a bad policy.

When you quit at the last minute, it makes it tough on your former shipmates as they have to pitch in that much harder to take up your slack.

Eight hours is plenty of hours for any seaman to work, and we certainly fought hard to get the three watch system of eight hours. So make sure you pull

No Isthmian Ships In Norfolk, But Port Aided In Final Victory

By RAY WHITE

NORFOLK—The Port of Norfolk wasn't blessed with actual participation in the Isthmian Strike, but there was a feeling prevalent in this port of being right in there aiding in the winning of the beef.

There were no picketlines or stewpots in operation here; in fact, the nearest Isthmian ship was quite a ways from here in Baltimore.

The feeling of participating in the beef stemmed from the fact that many of the men in this port had sailed the Isthmian ships and had put months of labor into the struggle to gain a contract.

Let's be honest about it. The men who sailed these ships as volunteer organizers worked under severe handicaps. They have every right to feel that they took part in the final victory even if they didn't stand a picket watch.

They made all this possible and to them should go the laurels if any are given.

NOT ALL OPTIMISM

When the drive first opened, it was not all optimism on the part of the SIU. The majority of the

men felt that Isthmian could be won and pitched in with a will.

There were men, however, who didn't share their feelings. In one SIU Branch, the Agent took the deck and said we could never win. He was proved wrong.

His wishy-washy attitude did not aid the drive in the least and it is to the membership's credit that he was voted out of his position.

Enough credit will never be given the men who went out and did the job that was done aboard Isthmian scows. They sacrificed a great deal, but most of them aren't looking for any reward. Their reward is in seeing Isthmian ships called off the board.

Let's survey the situation as it now stands. We have won a contract from Isthmian embodying nine points covering wages and employment, but the working rules are still to come.

TAKE THE SHIPS

What is needed now are men to go aboard these Isthmian ships not to just sail them as they would any other ship, but to keep them solidly SIU and insure the gaining of a set of working rules compatible with other SIU ships.

The longer these men stay aboard Isthmian ships, the better will be the final contract. That's our aim now.

We learned a lot of things during the months spent in organizing Isthmian. We made a lot of mistakes, and Norfolk wasn't an exception, but with the experience we now have we can prepare for the future.

After all, we knocked off the biggest dry cargo operator in the country. Who can be tougher than Isthmian?

We intend to use our new experience to good advantage when contacting the unorganized ships which hit this port, and if the same is done in all other ports it shouldn't be too long before we will add other companies to our growing list of contracted operators.

Victory Over Isthmian Proves SIU Can Do Just About Anything

By SONNY SIMMONS

TAMPA—The good news that Isthmian is in the bag will make a lot of doubting Thomases eat their words. In the past two years there were quite a few characters who said we could never get Isthmian.

Well, through no help from them, we got Isthmian and a contract that will knock their eyes out.

I can remember when I was a New York Patrolman, some would-be disrupters attempted to scuttle the whole drive with statements such as "We can't win," "It's money wasted," "The organizers are running the Union now."

I'd like to see those guys now!

Our victory over Isthmian proves that the progressive path the Union has followed during the past three years pays off, and there isn't much we can't knock over now.

Everything is okay down this way as far as business goes. We didn't have any Isthmian ships in port so we did our part by offering moral support and by donating and collecting money to keep the strike going.

ALL CONFIDENT

There are the usual lads passing through here, oldtimers and newcomers, and all have only one thought in mind—"We licked Isthmian, and we are on our way to organize everything unorganized on the waterfront."

There are rumors that some of the operators are going to increase their coastwise traffic. If this is true, it should add quite a bit of activities to the port.

The relaxing situation is still okay here. The fish bite, the sun shines, and a man can have plenty of fun on the beach at very little cost—that is if he doesn't drink.

Crewing Up Of Isthmian Vessels Helps To Make Port Of New York A Boom Town For Seafarers

By JOE ALGINA

NEW YORK — You can call this port Boom Town as far as shipping is concerned at the moment. We have plenty of jobs here for the asking and there is no waiting for a ship.

Right in the middle of the Isthmian tie-up the ships started to hit this port in a steady stream, and they have been keeping it up for several days now.

Where they all came from, I don't know, but we'll take all that come in and crew them up. I don't think they are all converging on New York at the expense of other ports, as from the reports I've seen shipping seems to be very good in almost all of the other ports.

This morning I stopped on the 2nd floor of the Hall for a few minutes. While I was standing there I heard Paul Gonsorchik, our Dispatcher, yell into the mike: "Give me one Carpenter and two ABs for the Steel Flyer."

SWEET MUSIC

It was music to my ears to hear him call an Isthmian ship off the board. The guys walked up and threw in their cards for the jobs just as they would for any other contracted operator.

I couldn't help but think about how much work and sweat went into the simple procedure of calling for an Isthmian crew. The shoreside organizers and the SIU men who sailed the Isthmian ships can be proud of the fine job they did. A lot of time, money and effort went into putting those ships up on the board, they're up there now and that's

U.S. Politicians Break Law, Sail On Alien Vessels

Congress, which has slashed funds requested by the Maritime Commission for building and improving American passenger ships, is at least consistent in its policy of ignoring the American merchant marine.

Many Representatives and Senators, along with government officials, are booking ocean passages for their authorized missions abroad, but most of them are sailing on foreign vessels.

At the close of the last Congressional session, between 30 and 40 Congressmen reserved space aboard the Queen Mary, Cunard White Star Line, for passage to Europe on Aug. 27, when they leave on an official government mission.

Their action blandly ignores the merchant marine laws, which require that government officials traveling on public funds use ships of the American flag.

Another official party acting contrary to the merchant marine laws is the one which will accompany Secretary of the Treasury John W. Snyder, who is going to London as this country's representative to the second annual meeting of the World Bank in September. The group also has a booking with the Cunard Line.

where they're going to stay from now on.

The Seafarers is now harvesting the benefits we fought for so long. It gives a guy a feeling of personal satisfaction to know that the fight wasn't in vain and that the last major non-union dry cargo fleet has fallen.

I want to thank all of the men who donated dough to the Isthmian Strike Fund. A lot of



money was kicked in by Seafarers on the beach and on the ships in this port. Every dollar went toward insuring the successful prosecution of the strike.

Those dollars paid off the final installment of the Isthmian fleet and now she belongs to us.

On the regular shipping front in this port, things are running along in routine shape. The Mooring Hitch, Alcoa, which has been in drydock was all set for a sign-on.

The Patrolman who went down to handle the payoff ran into the usual flock of beefs that come up on these bauxite ships.

BAUXITE BEDLAM

She was filthy. As the Patrolman described it, she was a madhouse. Bit by bit, and beef by beef, the Patrolman patiently squared away the beefs on board and put her back on the beam, but it is a thankless task, for the company will go right back to its old tricks and when she hits port again it will be the same old story.

The Orbis, one of Bernstein Steamship Company's old rust buckets, is being sold to a foreign government. She has been around for a long time and now the company is going to replace her with a newer vessel.

The opposite of the Mooring Hitch was the Benjamin Lundy of Alcoa which came in this week.

Belonging to the same company as the Mooring Hitch, it was hard to believe that things could be so different. She was clean in every department and

was an easy payoff for the Patrolman.

The Lundy crew was very generous in donating to the Isthmian Strike Fund, with each man giving a good hunk of cabbage.

The same was the story on the Andrew Jackson, Waterman. The crew pitched in and gave a very large amount of money to the strike fund. Both crews deserve a real vote of thanks for their generosity.

GOOD SHIP'S DELEGATE

The Jackson was fortunate in having aboard a very good man as Ship's Delegate. He knew the score on everything pertaining to the Union and aided the Patrolman immeasurably.

The old demon of the sea, Captain Blood of the Seatrain Texas, is back in the bad graces of the SIU once more.

The crew reported that he is up to his old tricks of giving the men a hard time and being abusive.

The Patrolmen went down to the ship and had a little fire-side chat with the old boy and hinted openly that he had better mend his ways, or after the next trip the Union would be forced to take direct action and see that he does all of his sailing in Central Park.

The crew has taken plenty from this phony, so he is strictly on his good behavior.

Isthmian Finally Meets Its Lord And Master

By KEITH ALSOP

GALVESTON — The big talk down this way is about how the Isthmian Steamship Company met its lord and master, none other than the SIU. We had to travel the hard way to win this one, but win it we did.

The victory may have come as a great surprise to a lot of people, but not to real SIU-SUP members. We knew we couldn't lose since we never have and we never will.

This beef should serve to make the NMU commies eat their words.

As soon as the SIU won the bargaining election, the NMU shysters started putting all sorts of legal difficulties in the way of our certification.

This played right into the hands of the company, and as a result, we almost got caught between the rollers of the Taft-Hartley law.

One fantastic charge brought by the NMU was that there had

been collusion between the SIU and the company. Well, if there had been would there have been any reason for the strike we just pulled and won? Let the NMU misleaders answer that one.

All the fake charges pulled out of the hat by the NMU were just what were to be expected from a bunch of scabs and finks which the top leadership of the NMU has proved itself to be.

The words scab and commie are starting to mean the same thing to American workers.

Before I forget I'd like to make another point. I think that some of the former officials of the SIU owe an apology to the organizers, both volunteer and staff, for the way they belittled the organizers right in the middle of the Isthmian campaign.

The main complaint was that the organizer didn't know how to organize (that's a hot one—ask the NMU if our boys can't organize).

Another gripe was that the or-

Takes All Kinds

PHILADELPHIA—One week I had a good clean payoff to write about and the next, I got a bunch of foul balls and gear-reckless guy that I ran into recently on the SS Afoundria of Waterman.

I went aboard this ship at 5 P.M., August 15, to pay her off and found the crew in an uproar and half gassed up; the messroom chairs broken, lockers ripped apart in the Deck Department quarters.

All beefs were settled at the payoff on this ship, but the only reason I allowed the crew to payoff was that we had the Isthmian strike on hand and it was a big enough headache without detaining a bunch of wreckers like this gang.

To show the bright side of a Patrolman's job, listen to this: Hats Off to the crew of the SS Azalea City, of Waterman. I boarded this ship, looking for strike contributions and talked with the crew and the Captain.

The Skipper said that they only have a half day's pay coming but if they want to make donations, he will give them a draw for one day's pay.

The crew got together and all agreed to donate five dollars apiece, so at the end of the session I walked off this ship with \$155.00 in donations.

So, again I say, Hats Off to the crew of the Azalea City and

E. B. Tilley

Mike Quirke

Isthmian Victory Milestone In Maritime History

By W. H. SIMMONS

SAN FRANCISCO—Things are returning to normal out here on the Gold Coast now that the Isthmian Strike has become another page in waterfront history. Knocking off this line deserves a full page in any book written on maritime labor.

It was a tough nut to crack and I'm not blowing the horn of the SIU when I say it took a real union to knock it off.

Every other Union, and even the shipowners, felt that Isthmian would never sign a Union contract, but we did it and we

can feel damned proud for it.

The two Isthmian scows, the Steel Fabricator and Lynn Victory, are reassembling their crews and should clear this port in a few days. It gives me a real buzz to see those Isthmian jobs called off the board.

ONE IN TRANSIT

We have had one transit vessel in port this week. The Cornell Victory, Waterman, stopped off long enough for us to go aboard and settle a few beefs that had accumulated.

Every thing was settled to the satisfaction of the crew. Some of the beefs pertained to

painting the foc'sles, new hot plates, shower heads, fans and new mirrors in the washrooms. All these items were put aboard here and the painting will be done while en route to Baltimore.

While aboard the ship I found it necessary to give a little lecture on Union responsibilities to a couple of members of the black gang.

A few of the fellows aboard decided that they only had to work when they felt like it. I pointed out to them that the SIU did not tolerate this kind of horseplay.

I think they will be okay now.

ganizers were giving the other officials a hard time.

All the gripes were just so much bushwah, and its a shame that these former officials, who were defeated by the membership in the last election, are not around to see the results of the hard work and effort put forth by the organizers.

Texas is in good shape and rolling merrily along. We had a couple of Isthmian scows hung up down this way, but they are rapidly being squared away, along with other contracted ships.

Keep Sailing Cities Service

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

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

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

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

Few Performers, If Unchecked, Can Ruin All

By HERB JANSEN

CHICAGO—For the past two weeks, shipping in this port has been very good. Altogether, we shipped a total of 48 Firemen, 14 Coal Passers, 3 Oilers, 1 Pumpman, 1 Handyman, 7 AB's, 33 OS's, 5 Cooks, 11 Porters and 51 for the Stewards Department on the passenger ships.

Among the ships paying us a visit were the SS Pollack which was in here twice, the SS Sonora, Hewitt, Davniavin, Coralia, and the Penobscot, also in here twice. Only a few beefs on them, and they were all straightened out in short order.

Now that the hot weather is about over and some relief from the torrid wave that hit Chicago some three weeks ago is in sight, the Firemen are coming out of their hiding places and starting to man the ships once again. For a while, they were as scarce as hen's teeth.

One of our big headaches has been the uncertainty of some of the men returning to their ships to stand their watches after being ashore.

Aside from wondering whether some of these lost souls will return, it's quite hard sometimes to find competent replacements.

In some instances, when the report comes in that the guy did not show up for his watch, we find him in a gassed up condition after scouting around.

Upon asking him if he's going back to his ship, he invariably says that he is quitting. This is a lousy job to pull on the Union and on your shipmates!

NO CREDIT

These men, who are usually the first ones to squawk when negotiations are going on with the operator for better conditions are no credit to the Union. Then we have it tossed in our faces that our members aren't entitled to any benefits because they don't want to work and won't live up to the contract in any event.

It's true that it is only a small minority that pulls these stunts, but they aren't helping themselves and they're not doing anything to help the Brothers who are trying to uphold the traditions of the SIU by winning the best wages and conditions on the Lakes.

Remember, it only takes a few bad eggs or performers to spoil all that the SIU has fought and struggled over the years to attain.

The shipowners are only waiting for any opportunity to blast the seamen and take away our conditions.

Performers and gashounds among the ranks of the seamen only play into the hands of the shipowners stooges who are waiting to blast you.

It's up to all of us as members of the SIU to see that no one weakens us by their actions. It's up to all of us to protect our contracts and conditions. This is our Union. It is operated by us, and we are the ones who can make or break the Union by our actions.

LAKES OLDTIMERS



Sailors of inland seas, these men have travelled the Great Lakes for more years than they like to remember. Left to right, Gold Tooth Gus and John Peterson. No, we don't know Gus's last name.

Oldtimers and newcomers alike are flocking to enroll in the Seafarers drive to organize the Great Lakes. Bargaining elections are pending in about seven companies right now, and in all of them the SIU should roll up impressive majorities. Many seamen have come into the SIU Halls around the Lakes to sign pledge cards and to say something about how much a union is needed in that area, but only a union that will fight for its members. Of course, they mean the Seafarers.

Men Who Shield Disrupters Harm Themselves And Union

By WM. RENTZ

BALTIMORE — Isthmian jobs in this Port are now being shipped off the board, which is something that few people ever expected to see—but which the Baltimore boys never doubted in the least.

This attitude of the membership is one of the great assets that the Union has here in Baltimore. While in some other ports there were some who questioned everything about the Isthmian Drive, the fellows here substituted action for double talk by taking jobs on Isthmian ships, instead of raising hell and confusing the issue.

I remember, in particular, a couple of "rank and filers" in the Port of New York (who didn't make a trip a year) who tried every way they could to make the task of the organizers tougher. That they did not succeed is a compliment to the intelligence and loyalty of the membership.

Last week some of the boys of the Walter Perry, Waterman, had themselves a big party. They

Ship Isthmian

The complete fight to get Isthmian signed to an SIU contract is not yet over. We won the major part of the battle when we got them to agree to the Union Hiring Hall and Rotary Shipping, but the working rules still have to be negotiated.

So, when Isthmian jobs appear on the board, be sure to accept them.

The more Seafarers on the ships, the better the working rules will be. Do your part.

had a swell time and everyone had a lot of fun—everyone except the responsible crewmembers and the Union.

These guys decided that things were pretty dull on board ship, so to liven things up a little they took the dishes out of the pantry and heaved them against the bulkhead just to hear them smash.

They then took the icetrays out of the refrigerator and heaved them over the side. Oh, they had loads of fun. It was a big joke.

Everything they could pick up or pry up, they destroyed. They left things in shambles and then crawled into their sacks and dreamed sweet dreams of what a joks it would be on the rest of the crew.

The rest of the crew, however, didn't get the joke. Instead, they called the Union Hall and I went down to look over the damage. I tried to find out who was responsible for it but the guilty ones wouldn't own up to it.

EVERYONE MUM

Their joke had backfired so they weren't going to get stuck for it. What was worse than the guys not owning up to the damage was the fact that no one in the crew would point them out.

This is a hell of a note. There's nothing noble about concealing the identity of a union wrecker. These guys didn't consult anyone when they took off on this caper.

They didn't give a damn if it meant a black eye to the Union, yet no one would point them out.

A good union man wouldn't hesitate to identify a fink or a scab, yet these men are in the same class. In fact, they are even worse, as a fink or a scab doesn't carry a book in the SIU.

I would like to bring to the attention of the membership the

Some Said It Couldn't Be Done, But Seafarers Won Isthmian

By CAL TANNER

MOBILE—To say that we are very happy over the news about Isthmian is mild. The thing that everyone said couldn't be done—organize Isthmian—has been done and in a big way.

We are now crewing Isthmian ships off SIU shipping boards, and the Isthmian seamen have the same protection and security that other SIU members have had for a long time.

Lots of fellows will never know how hard it was to organize Isthmian. I am fortunate enough to know what a big job it was, since before being elected Mobile Agent I worked both as a shoreside and shipside organizer.

At times it looked pretty bad for us since the NMU and the commie party were putting up \$10.00 for every \$1.00 that the SIU was expending on the campaign.

But the good record of the SIU and the punk record of the NMU were the final factors, and so the SIU won by a plenty big majority.

Too much cannot be said for the hundreds of men who sacrificed time and dough to make this victory possible. They sailed Isthmian ships as volunteers,

and through them Isthmian too is SIU.

LOCKED TIGHT

We had a ship tied up here, and I really mean tied up. There was no attempt made by the company to move it, and if there had been, the SIU is so popular here I am sure that all organized labor would have downed tools to prevent the company from finking a vessel out of this port.

The entire Gulf area appears to be in good shape at this time, and the happenings that plagued us a few months ago are things of the past. The gashounds and performers are learning to mind their Ps and Qs, and it is rarely that we have trouble with them.

Brother Lindsey Williams is with us again, still talking of New Orleans as the cultural center of the United States. He is a great help in this port, and he is now concentrating on the organizing work to be done in the fishing field.

More about this will be announced later.

Nobody knows what the future holds in store for the SIU in the coming year. We no doubt will be called on to do battle on big issues. Well, let 'em come!

After Isthmian anything will be a cinch.

fact that the Union fought like hell to get these things on our ships.

The day isn't too far in the past when there was no china or ice trays aboard ships to be broken—just tin plates and no ice cubes, either.

If we want to keep these things that we have won, there must be a sense of responsibility among the men who crew the ships.

There will always be one performer in any crowd, but I'm sure the rest of the crew can handle him and thus protect the gains we have made in this industry.

SHIPPING BRIGHTENS

Business and shipping have picked up in this port in the past two weeks and show signs of doing even better in the future. We expect several ships in port for payoff and sign-ons, so there should be good news from Baltimore for some time to come.

This week we paid off the Robert M. T. Hunter, South Atlantic; Azelea City, Waterman; Walter Perry, Waterman; George M. Cohan, Eastern; Yorkmar, Calmar; Arlya also of Bull Lines. Not a bad week of payoffs.

We signed on the Yaka, Waterman; George M. Cohan, Eastern; Thomas Rusk, Bull and the

ern; Yorkmar, Calmar and the Fisher Ames, American Eastern. At the same time we covered the Robin Goodfellow, Robin Line, and Joseph Hewes, Bull Line, in transit.

We also crewed up a rarity around these parts. The tanker Bull Run came in and took almost a full crew.

The Baltimore shipyard workers are still on strike. This week they held a meeting and voted to remain out on strike.

The SIU is still respecting their picketlines, and we hope they will soon end the strike in a victory.

They have been out a long time and it sure hurts to get involved in a long drawn out strike.

SAW THE LIGHT

Gashounds in this port are on their good behavior. Of course, during the Isthmian strike we didn't have the time to fool with the guys, and after we made examples out of a few of them the rest of them straightened out quickly.

We will continue to give them a short run if they cause any disruption in this port, and I think they know it. Anyway, they're being good at the moment.

Port Philly Busy, Sends Wire

PHILADELPHIA—Too busy now to write full article for the LOG but not too busy to send wire and say that the Seafarers has just won the greatest victory of any maritime union in the business. We whipped into line the biggest and toughest of all the steamship companies, Isthmian, and it was a job that seemed impossible to do when the Union first tackled it. We can feel justly proud of the work we have done to protect the standards of American seamen by forcing Isthmian to grant union wages and conditions to its unlicensed personnel. Our caps off to the membership of the finest Union of them all, the Seafarers International Union.

Eddie Higdon

CSU Seamen Find Seafarers Gets Results While CP Dissension Rocks Their Outfit

By GENE MARKEY

MONTREAL — Current happenings on the waterfront here are a prime example of the extent that commie union-wreckers will go in their pursuit of union-busting.

The CSU hits the headlines daily, but not an ounce of their energy is directed to the winning of better conditions. Their prime interest is a political one.

Joe Stalin has had a bumper wheat crop so he is determined to get the market in Europe, a market no doubt designed to tie the hungry European nations to the Commissar's Red Army apron strings.

To help Joe in this direction, the commie leadership of the CSU have been instructed to impede the flow of grain from Canada and they are using every subterfuge to fulfill moustached Joe's orders.

RANK TREATMENT

At the very time, the rank and filers of the CSU should be mapping out a program of better wages and conditions, they are being dragged through a mire of rotten publicity as the dupes of the commie puppets who are seeing to it that they leave no stone unturned in their cringing subservience to Stalin's orders.

After struggling through a lousy year of poverty-level wages and rotten conditions made worse by the unhampered chiseling of the shipowners, Joe Seaman is a badly neglected dues-payer.

At a time when his leaders should be out knocking at the shipowners' doors for more pork chops, they are squandering away the union's finances on commie politics. When the time

Lakes Tug, Iowa, Averts Accident

By LES AMES

SOO, Mich.—At the Soo Locks on August 22 the Wilson ship, SS Edward S. Kendrick had a close call while attempting to dock prior to locking through the Soo Locks.

The Kendrick was caught in a strong undertow leading to the Rapids, and it was only through the prompt action of the Great Lakes Towing Company Tug Iowa that the Kendrick was prevented from ramming the International Bridge which connects the Canadian and American Soos.

The Tug Iowa at the time was assisting the Canadian steamer H. L. Shaw and its tow the Bryn Barge when she heard the emergency signal put out by the Kendrick.

Quick to note the emergency signal, the Iowa steamed to the Kendrick's assistance, which in the meantime had been turned broadside to the heavy current.

Tossing a line aboard the Kendrick, the Iowa had a tow line secured in a few seconds. Shortly after, the Kendrick was righted and put on her proper course once again.

The quick thinking and actions of the Tug Iowa deserves a vote of thanks for averting what otherwise could have been a very serious accident.

demands for better contracts and more security, the CSU rank and filers are going to find themselves forced into the unhappy position of having to accept any crumbs the shipowners will throw in their face.

SEES THINGS WORSE

Sub-standard living and working conditions on Canadian ships will get worse. Joe Blow who sails the tubs knows how bad things have gotten in the last year, and a continued deterioration is a pretty rotten prospect for the year ahead.

The commie publicity muck, and the general opposition to the commies from all sections of the Canadian people, is casting a slur upon Canadian seamen that will take a lot to live down.

The average Canadian uptown, organized and unorganized, who depends on the daily press to find out what's going on in the world, has the impression that Canadian seamen are a very ircomes in the very near future for the need of a strong treasury and a well organized membership capable of backing up responsible bunch of hooligans and skidrow characters.

The adverse publicity directed daily against the CSU creates the wrongful impression that every seaman in Canada is a faithful stooge to the Communist Party.

If Canadian seamen had to hit the bricks today in an honest attempt to win better wages, they would not have one iota of support from any section of the bona-fide labour movement and, above all, public sympathy that is so necessary to the winning of rightful demands would not be forthcoming.

Here we find a prime example of union sabotage so much a part of Joe Stalin's program.

BLEAK PROSPECT

Today, every available baton is raised and ready to crack down on the skulls of the glowing heroes of a couple of years ago. So poor Joe Seaman is in a helluva spot. The future does not look too promising, and that house and the new clothes for the kids look a long way off.

It's a helluva prospect alright—something for CSU members to chew over next time they are pulling hot fires and choking through a miserable eight hours of ashes and bum grub. It won't help either to make the grind any easier on that tough fleet, over the side in some sweltering tropical sun.

It looks like the blue sheets, the cockroaches and the lousy overtime conditions are going to stay a little longer on Canadian ships. That is, if Joe Rank and Filer doesn't decide to do something about it and that's just it—he is. A steady stream of pretty good looking union material crowds the SIU Hall daily to get the lowdown on SIU policy and leadership for Canadian seamen.

The better class of union guy with genuine interest is taking time out from the CSU political meetings and fakery to discuss something more to his liking: wages and conditions.

He is interested in genuine union security on the ships, decent contracts and above all a union that he knows will represent him in his beefs.

Many CSU men are going

back to their ships determined to organize for the SIU. Now that we are a little better known in this territory and the trips that the commies have peddled about the shipowners, SIU, etc., etc., has been disproved by actual sight of our better kept foc'sles, good chow and well filled OT sheets, more and more CSU members fed up with the dismal picture of their own union's failure are going out among their buddies as volunteer SIU organizers.

CSU rank and file committees are meeting with crew members on SIU ships all over the world and getting the lesson of their life on just how a real union operates.

Great Lakes Operators Still Use Wartime Draft

By FRANK MORAN

DULUTH—A good many years ago, Sam Plimsoll fought for and won a law which prohibited the greedy shipowners from overloading their ships so that they became unseaworthy and a safety hazard for the crews that manned them.

Before this law was established, many ships put to sea in an overloaded condition, and whenever a storm came up some of these ships were lost with all hands aboard.

This happened many times before the safety law fought for by Plimsoll became established. Competent steamboat inspectors designated the depths to which the various vessels could be loaded, and caused marks to be painted on each ship side which became known as the "Plimsoll Marks."

WAR EMERGENCY

During the recent World War II, these safety marks were disregarded and Lakes vessels were enabled to load five or six inches over the recognized safe load line.

This became known as the "War Emergency Draft," and all Lakes ships were loaded to this new emergency line.

Now, the war is over, and has been for some time, but the greedy operators hate like hell to give up the extra profits they can make by loading several hundred tons of additional cargo on their vessels.

Six or seven hundred tons mean that much additional profit on each trip. That's their emergency!

This shipowners greed may cause their vessel to sag some five or six inches closer to the bottom, especially in some of the shallow draft channels which abound on the Lakes.

It may even cause the operators' pockets to sag a little more with the additional profits, but I've yet to see some of that extra sag in the pay envelopes of the men who carry the extra tonnage down the Lakes!

Maybe the Lakes seamen are to be consoled with the promise of some extra bonus this Fall. However, with the huge turnover in personnel on all unorganized Lakes carriers, it doesn't look as though the operators will go broke paying bonuses this year.

SCHOOLBOYS PILE OFF

In the very near future, the large number of school boys now sailing these ships will be re-

Led March



Seafarer Jacob Lundoy, AB, even though not a full Book SIU member at the time, acted like a real oldtimer when the SIU struck Isthmian. He was on the SS Richard Alvey, anchored in Brooklyn, and as soon as the strike was called, he and Bosun Joe Shea led the entire crew off the vessel and on to the picketline.

Waterman Opens New Ponce Run

The rapidly expanding services of the Waterman Steamship Corporation will be increased further this month with the opening of a run between West Coast ports and Puerto Rico.

Service will probably be maintained on a monthly basis, with sailings from San Francisco to San Juan, Mayaguez and Ponce.

The new Puerto Rico run will be operated independently from Waterman's present coastwise and intercoastal services and will be handled from the West Coast by the firm of Sudden and Christenson.

Waterman's rapid growth since the end of the war has made it largest shipowner under the American flag. It is an unsubsidized line.

turning to school, and they won't be taking any of that seasonal bonus with them when they go.

Then, when the bonafied seamen take their places, they won't have much time to amass any bonus because the season will be almost two thirds over.

It takes a tough man to ride on an LCA ship all season and put up with the well known abuses and open shop conditions prevalent on these ships.

Maybe the long hours they work, and the extra work that they do without any extra pay is also a shipowners' emergency.

In the Seafarers International Union, AFL, the boys call extra work overtime or penalty time, and they receive the overtime rate of pay established in all SIU contracts.

That's why the shipowners don't want their men covered by the benefits of an SIU contract, and why these same operators fight so bitterly against the SIU.

Now the unorganized Lakes seamen sailing the open shop LCA ships have become so disillusioned that more and more of them are just waiting for a chance to register a vote for the union of their choice—the SIU!

SIU PATTERN

Here's something else to remember! Now that the SIU contracted companies have come through with substantial raises based on the forty hour week, it won't be long before the LCA ships receive raises, too.

This, of course, will be another emergency created because the SIU has forced them to meet the raises won on SIU ships.

Whenever you receive an increase from the big-hearted operators controlling the LCA ships, just remember that you owe these raises to the militancy and fighting spirit of the Seafarers.

If it weren't for the SIU, and our insistence upon decent wages, hours, working and living conditions, there wouldn't be any raises. That's for sure!

Great Lakes seamen have shown that their eyes are slowly being opened through reading the SEAFARERS LOG and the organizational bulletins that we've spread around the Lakes.

They've proven how they back the fighting program of the SIU-AFL by signing pledge cards, and waiting impatiently for the day when they can register a vote for the SIU and become one more Brother in the "Brotherhood of the Sea."

Remember, Brothers, in the SIU you become part of the autonomous Great Lakes District with more than 91,000 SIU Brothers and Sisters backing you up.

You also have the support and backing of the powerful AFL Maritime Trades Department, some quarter million strong, plus the strength and backing of almost eight million AFL Brothers! That's strength!

Isthmian Vet



Forest E. Cooley, Chief Steward, who paid off the SS San Angelo Victory, an Isthmian scow, last month after three consecutive voyages to the Far East. Previous to Cooley's nine-month hitch in Isthmian, the San Angelo Victory was operated by Alcoa. Cooley stayed with the ship when she was transferred in order to do his "job for the Union."

His job has now been completed thanks to the fine style in which he and fellow Seafarers hit the bricks against Isthmian last week.

Isthmian Seamen

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

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

Maritime Unionism — The Seafarers' Way

(Last of a Series)

"No one shall be admitted to membership in this Union who is a member of any dual organization or any organization hostile to the aims and principles of this Union.

"Any member who advocates and/or gives aid to the principles and policies of any hostile or dual organization or gives aid or comfort to such, shall be denied further membership in this Union. The membership certificate shall at all times remain the property of this Union."

So read Sections 3 and 5 of Article III of the Constitution and By-Laws of the Seafarers International Union.

Further along, Section 1 of Article 5 reads as follows:

"It shall be the duty of each member to be true and loyal to the Union and the labor cause, and to endeavor to put into practice the principles laid down in the Preamble."

With these propositions embodied in the constitution, and with the entire membership constantly educated as to the danger of possible domination of the Union by outside groups, the SIU has been in the forefront of the fight for a better life for seamen, and that fight has not been sabotaged by the special interests of any political body.

The SIU never has, and never will have, an article in its constitution barring communists from membership. The Union relies on an alert and well informed membership to withstand commie, and other factional group, threats in the future as it has in the past.

In the previous articles in this series, we have seen how the communist party captured the National Maritime Union, CIO, and made of it another arm of Stalin's vicious, totalitarian machine. We have seen how the leadership of the NMU constantly sold out the membership to serve the interests of the communist party, and we have traced the way communist agents carried propaganda and secret documents and instructions from Russia to other lands by means of ships contracted to the NMU.

Outright Betrayal

During the war, the NMU deliberately betrayed its membership, refused to fight for decent standards, allowed all the gains made in the past to go by the boards, all to better serve the cause of Soviet Russia. When the SIU fought for the war risk bonus, against the Coast Guard, the WSA Medical Program, the Recruitment and Manning Office, and the fink pools of the Maritime Service, the NMU offered to sail ships struck by the SIU, and what's more, did just that.

With the end of the war, the NMU and the other commie-dominated maritime unions decided that it was time to break off the united front with the bosses and governmental agencies, and instead go all out for waterfront unity. The Committee for Maritime Unity, spawned in the dark rooms where CP conspirators meet, was trotted out, and the commies and their stooges started beating the drums.

Maritime unity has for a long time been the dream of all sincere waterfront trade unionists. But when overtures were received from Harry Bridges and Joe Curran, who headed the CMU, the SIU-SUP registered an emphatic "NO."

From the first days of the CMU, the leaders and rank-and-file of the SIU-SUP predicted that the CMU would not and could not achieve unity. The move was unmasked for what it was—an attempt to extend communist control over the entire maritime industry.

This was proven in the first test. During the strike of the Masters, Mates and Pilots, AFL, and the Marine Engineers Beneficial Association, CIO, last year, the CMU, especially on the West Coast played a role of disruption and sabotage.

At the height of the strike the MEBA was advised to settle for less than it had requested, and was warned that if it did not obey orders, steps would be taken to bring the union into line. Harry Bridges, who knows nothing of the work of Engineers, negotiated the contract for the MEBA on the West Coast, and as a consequence, the Engineers took a licking.

Previous to that, other members of the CMU came to terms with their operators, leaving the independent Marine Firemen, Oilers, Watertenders, and Wipers out on a limb. Although all members of the group were pledged to stay on strike until each had settled, the MFOWW was left to man its own picketlines after contracts had been negotiated by the NMU, the MCS, and the ILWU.

Such policies, which were merely an extension of the activities indulged in by waterfront communists during the entire history of the American section of the communist party, have done nothing to bring about unity. In fact, these sellouts and back-stabbings have put waterfront unity further and further back, thereby playing right into the hands of the shipowners.

With the SIU, unity is more than a word. In spite of the commie leadership of the NMU, whenever that union has been involved in a beef based on straight economic issues, the SIU has supported it to the limit.

As an example take the statement adopted previous to the June 15, 1946, deadline of NMU negotiations when President Truman threatened to use the Coast Guard and the Navy to break the NMU strike.

At that time the SIU went on record as follows:

"We shall treat government manning of ships in the event of a strike by the National Maritime Union, CIO, as a lockout, and all SIU members will immediately walk off their ships in port. Ships which reach port after government manning begins will also be tied up."

That statement was a warning to the government that the SIU would not tolerate fascistic methods, but was more than that proof that the SIU would resist any attempts on the part of the shipowners, and their stooges in the government, to grind down merchant seamen.

This is the type of unity that means something. It is unity at the point of production; unity against the enemies of the maritime workers.

In time of strikes and lockouts, there is a need for real unity, but it can not be achieved where the communists have established their slimy control. Pure economic beefs become outlets for communist propaganda whenever these party-liners are allowed to begin their sly maneuverings.

Many strikes have been deliberately sabotaged by the communists, lost on purpose, so that the CP line could be followed.

Honest Unity Needed

The SIU vastly desires unity of program and action with the NMU and all other maritime unions, but this much to be desired objective cannot be realized as long as the NMU is led by communists and as such is diametrically opposed to the best interests of American merchant seamen.

On other questions which vitally affect American seamen, the SIU has consistently striven for the program which will best protect what has already been won, and at the same time building for further gains. In regards to the Taft-Hartley Act, the SIU-SUP has adopted a program which will allow the utmost organizing of the unorganized to continue, yet at the same time will discourage the government and/or the shipowners from using the provisions of the "slave labor" law against SIU seamen.

Here is the Seafarers position on the T-H Act:

The SIU-SUP go on record as not tolerating in any way, shape, or form, any interference with our Union Halls by shipowners or Government bureaus.

The SIU-SUP is to consider as a lockout any attempts by any person or persons to use the Taft-Hartley Act to the detriment of our Unions.

This position is clear and to the point. The SIU will not brook any interference by the government or anybody else with the democratic method of shipping through the Union Hall and by the Rotary Shipping System.

Other sections of the Law will be complied with. The part dealing with affidavits swearing that officers of the Union are not members of the communist party will be obeyed, and these affidavits will be filed very shortly.

This is not being done because of any respect for this section of the law, but because none of the officials of the SIU have ever been identified with the communist party, and for this reason there is no need to penalize the many men who want Seafarers representation and who would be denied it if the affidavits are not filed.

Right now the SIU has approximately ten National Labor Relations Board bargaining elections pending. Thousands of dollars have been spent in the organizing campaigns, and no members of the SIU could conscientiously allow this money to be wasted, and these many men to go unrepresented.

Against Government Control

The SIU has traditionally been opposed to governmental control of trade unions. Even when the NMU, and other communist-dominated unions, were playing footsie with the government during the war, the SIU hewed to a true course and continued to force better wages and working conditions for its members.

But in this case the situation is entirely different. The SIU will not allow the union-busting provisions of the Taft-Hartley Act to be used against it, but on the other hand, there is no need to flaunt any sections of the law that do not constitute a threat to the honest trade unions, free of communist control.

The strategy used by the SIU in the Isthmian strike is a case in point. The company, assisted at first by NMU stalling, tried every trick in the book to force the Union past the deadline of the T-H Law, whereupon the Union's demands for the Union Hiring Hall and Rotary Shipping would have been illegal.

Instead of continuing on a path that would have led right into open conflict with the full forces of the company, supplemented by the agencies created by an anti-labor Congress, the Union changed its plans but not its thoughts and presented Isthmian with new proposals that demanded exorbitant pay rises, the 4-

watch system, doubled vacation time, and other gains not standard in SIU contracts.

There was no mention of the Union Hiring Hall or Rotary Shipping.

This change made the strike legal under any circumstances, and put the company with its back to the wall.

Faced with this, and recognizing the Union's real position, the company soon surrendered, acceding to the Union Hiring Hall and Rotary Shipping, something which it had boasted it never would do.

In nine days the strike was over, with the Seafarers winning everything it had set out to gain. But, if the Union had persisted in running counter to the new Law, all the money and effort put into the Isthmian campaign would very easily have been wasted. Too much was at stake for the Isthmian seamen who needed and wanted SIU representation, and so the Union followed a wise course, and carried through to complete victory.

One of the big problems facing the SIU, in addition to the impact of the Taft-Hartley Law and other even more stringent anti-labor legislation which is being planned, is mass unemployment of merchant seamen. For the past eight years, with the impetus of a war economy, there has been enough work for all able bodied seamen.

This situation, however, will not last, and already the first signs of a depression, especially in the maritime industry, are showing. This is being helped along by the willingness of U. S. shipowners and the government to give away American ships to foreign governments and foreign nationals, to be used in competition with American ships.

This is a smart move on the part of the shipowners. When these ships, manned by foreign personnel receiving far less than American merchant seamen, take away some of the trade now exclusively being handled by American flag ships, the shipowners will use this as an excuse to cut the wages of U. S. seamen.

Program All Ready

Against this shipowner offensive the SIU has developed a far-reaching program. First and foremost is unequivocal opposition to the continued transfer of American ships to foreign governments and foreign nationals. The Panamanian ship reallocation business must be re-surveyed, and those ships which have already been transferred must be brought under Union contract without loss of time.

Next, must come an organizing program of international proportions. Through the facilities of the International Transportworkers Federation, to which the SIU is affiliated, this could be brought about, and all seamen, of all countries, could be united in seamen's unions.

This would raise the standards of those maritime workers, and at the same time protect the hard-won gains made by American seamen. And finally, the emphasis must again be placed on the 4-watch system. Not only would this provide more jobs for seamen, but it would increase the efficiency of men at sea for long trips and add to their life expectancy by decreasing the amount of work each man is required to do in the successful navigation of a sea-going vessel.

The 4-watch system has for many years been the objective of seagoing men. The operators on the other hand have complained that institution of the 4-watch system would impoverish them. To seamen this is an old story. The 3-watch system was fought on the same grounds and with the same emphatic refusal to consider it. Yet it came into effect, and shipowners' profits mounted in phenomenal percentages.

Organized seamen who have tasted the fruits of their unity will not readily assent to mounting unemployment and the fighting for jobs which is part and parcel of depressions. American seamen have seen how the war period gave them plenty of jobs, and they expect peace to grant them the same work opportunities.

With seamen, as with other workers, the WPA is a thing of the past. While operators continue to coin profits which go up into the stratosphere, seamen will not be willing to take the dregs.

The next period before seamen may be a rough one, but it can never be the same as they have already weathered. In the SIU plans and programs have been drawn for the future. With a militant, well informed membership, these plans will bear fruit.

What lies ahead is a challenge, but one which the SIU can meet and conquer. Our Union has come through all its battles with flying colors, and faces the future with confidence.

To the shipowners, to the government, and to those who would turn the trade union movement into a sounding board for totalitarian philosophies, we have the same message:

We are trade unionists. We work for the betterment of merchant seamen, and we work to extend our gains to merchant seamen the world over.

Nothing can stand in the way of sincere trade unionism. That has been proven in the past and it is still true today!



SHIPS' MINUTES AND NEWS

SS Cavalier Meeting Points Up Need For Studying Union Rules

The importance of having a working knowledge of the Union's constitution and by-laws was demonstrated recently at a shipboard meeting aboard the Alcoa Cavalier where it was found that many of the motions proposed by crewmembers were already a part of the Union's program either in the constitution, by-laws or agreements.

When these situations arose, members of the crew familiar with the provisions of the Union's rules came to the rescue of the mistaken, though well intended,



brothers by pointing out the provisions covering their motions.

By squaring away the difficulty immediately, through a knowledge of the Union's written program, much time and labor was

Union Made Smoke Rings On Clipper

Probably the least sought for items aboard the Alcoa Clipper are the Camel cigarettes carried in the ship's slopchest; and with good reason it is that the crew is giving thumbs down to them when pushed across the counter.

In the minutes of a shipboard meeting held at sea on August 1st, each item of business is separated on the minutes form by the words: Boycott Camels, spelled out in capital letters and underlined.

The crew's desire to make its feelings known in regards to the cigarettes stems from the fact that all Camel cigarettes manufactured today are made by non-union labor. The Camel workers, after concluding a strike against the company were a short time later locked out with over 500 persons made idle.

At the meeting, in addition to giving the R. J. Reynolds Tobacco Company the old heave-ho, the 2nd Steward read one of Paul Hall's articles in "Clearing The Deck," and suggested that because of its educational nature, the entire ship's crew abide by the article.

Presiding over the meeting was W. Stockman, while M. Greenberg recorded the minutes.

saved and the meeting then proceeded smoothly to other matters on the crowded agenda.

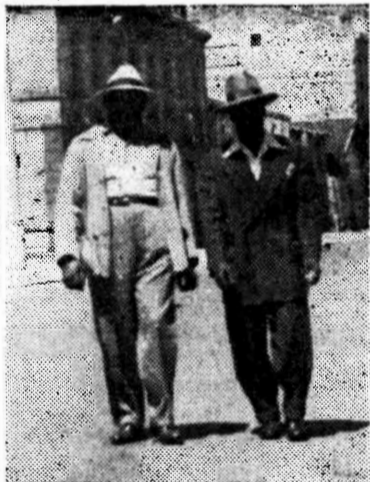
The Cavalier crew then turned its attention to elections to select a representative of each department to appear at SIU Headquarters in New York to aid in drafting proposals for passenger ship agreements.

TO GO TO HQS

Those elected to aid Headquarters representatives in working out the problems of manning scales, wages and working conditions were: Charles Steinberg, Deck Department; William Higgs, Stewards; and William McCuiston, Engine Department.

With the tallying completed, Chairman Higgs then led the meeting into Good and Welfare where the crew was commended for its splendid internal cooperation. Suggestions then followed for improving still further the relationships aboard and for putting an end to the remaining petty friction.

Looking It Over



Pounding the hot pavement of a village street in France are Seafarers Matthew Sams, Cook and Ralph Mendez, Messman. The two Seafarers are off the Toussaint L'Ouverture, Bull Lines.

Drydock Delivered To Bermuda Base By Tug Farallon

The SIU-crewed Moran tug Farallon with a 425-foot floating drydock in tow was expected in Bermuda this week. The 4,200-ton drydock, which serviced Navy ships during the war, was hauled from Brooklyn on what was estimated to be a 10 day trip.

Another Moran tug stayed astern of the huge drydock as she was towed through the Narrows. She guided the tow as far as the Ambrose Lightship.

The Farallon will return to New York after leaving the drydock in Bermuda, where it will be employed on an Army construction job. A crew of 21 men were aboard the dock, which was heavily loaded with marine gear.

Secretary Paul M. Morrison noted in the minutes that much applause greeted the proposals to increase still further the harmony aboard.

After a short educational lecture on parliamentary procedure, and an agreement by all to channel all beefs through the delegates, the two-hour meeting was adjourned.

Brother Finds Bremerhaven Rough Port

Another German port in which merchant seamen are given a hard time by the military authorities is Bremerhaven, according to Harold Amacker, Deck Engineer of the Desoto.

Commenting on the letter sent the LOG by crewmembers of the Gateway City (LOG, August 15) which told of discrimination and abuse doled out to the Gateway City men in Bremen, Brother Amacker stated that things were even worse in Bremerhaven.

"Bremen used to be bad," he said, "but it is much better. Bremerhaven is the tough spot now."

According to Brother Amacker seamen are forced to use Army script ashore but if they have any left when the ship leaves they cannot exchange it for dollars.

Seamen are pounced upon the minute they overstay the 11 p. m. curfew but soldiers are allowed to roam the streets all night. In the same manner a seaman with a German girl is arrested and fined but a soldier is not stopped.

SHORT BEER, SHORT HOURS

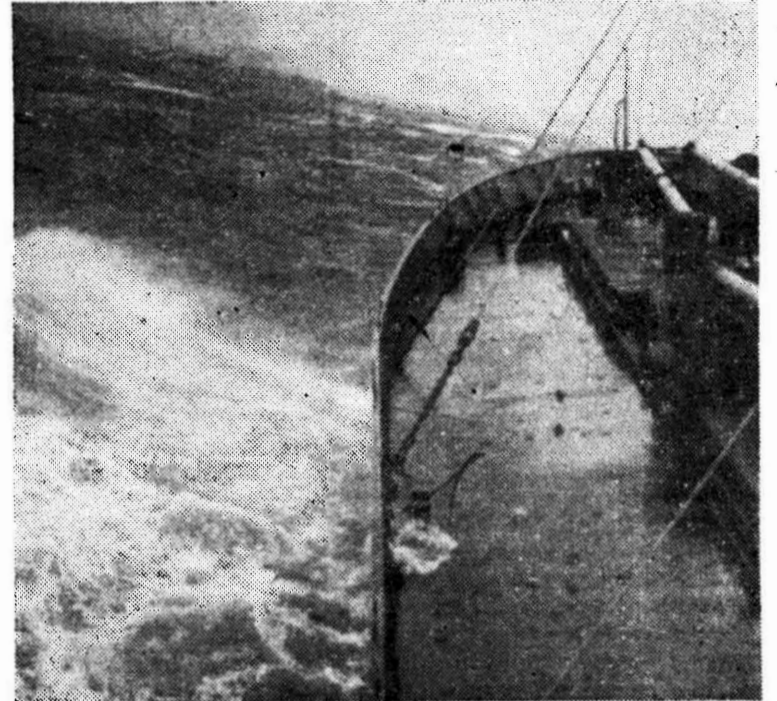
If the seamen are content to stay away from the main drags they can't do much, as the USS clubs are only allowed to serve drinks three hours a day, while soldiers can drink at any time in their clubs which exclude seamen.

One case in particular was pointed out by Brother Amacker: A seaman was arrested within the pier gates for carrying two cartons of cigarettes. Cigarettes can be carried within the gates, but the MPs grabbed him anyway before he could reach the gate and register them.

He was pulled into court where he was relieved of his cigarettes and after some fast talking got off with a \$25 suspended fine.

Brother Amacker's word of advice to seamen sailing for Bremerhaven is a pointed one: "If you try to follow every rule the Army sets down for seamen, you might as well stay on the ship."

A-ROCKIN' AND A-ROLLIN'



Plowing through the seas with a 30 degree roll, the SS James Duncan is shown taking it all in stride on a trip to Europe. The Duncan, a Waterman ship, refused to remain still while Ray Durban, Deck Maintenance, took the snapshot, so Brother Durban held fast to the rail and caught the Duncan in the throes of a heavy roll.

South African Twin Bill Produces Hit-Fest

Baseball as it was never played in Brooklyn was demonstrated to the natives of South Africa when the crews of two Robin Line vessels squared off against each other in a diamond encounter marked by terrific slugging—of the baseball, that is.

Playing under the withering rays of the African sun, the men of the Moline Victory met in a contest with the Robin Locksley nine.

In the first game, played in Lourenco Marques, the curtain was finally rung down with the Robin Locksley hotshots scoring 29 runs, but coming out on the short end to the 30 scored by the clouters off the Moline Victory.

Back to their ships went the victors and the vanquished. The thoroughly demoralized Locksley team then switched its strategy. They brought up a new twirler and primed the men for another onslaught should the occasion present itself, which it did.

BACK INTO BATTLE

A few days later both ships met again in Mombasa, Kenya Colony, and out to an improvised diamond trotted the warriors.

This time it was going to be different; it was going to be strictly a pitcher's duel. Over the plate zoomed spitters, sliders, curves and change-of-pace balls. But it was no use, the boys were out for blood.

There was no controlling the teams. Both teams stood close to the plate and swung from the ground. The boys of the Robin Locksley powered five balls for four sackers. Pitcher after pitcher left the box completely unnerved. It was murder in the afternoon out there on the mound.

When the setting sun dropped over the horizon and the last of the local populace had left shaking their heads in bewilderment at the antics of the baseball-happy seamen, the score was there for all to see: Moline Victory—15; Robin Locksley—35.

Today there are two Robin Line ships plying the seas off the African coast, but like in Mudville, there is no joy aboard the Moline Victory.

Thomas Reed Crew Lauded By Master For Fine Conduct

For displaying fine cooperation and behavior during the recent trip of the Thomas B. Reed which paid off in Philadelphia last week, the Skipper of the vessel, Albert S. Luker, drew up a letter of thanks which he forwarded to the SEAFARERS LOG.

Captain Luker's letter to his fine crew follows:

"To the Editor of the LOG:

"I wish to extend my compliments to the entire crew of the SS Thomas B. Reed in all departments, for their behavior, cooperation, and fine condition that they brought the ship back in."

The letter was forwarded to the LOG by Eddie Higdon, Philadelphia Agent, who handled the payoff.



SIU Ships' Minutes In Brief

GATEWAY CITY, July 13— Chairman Irving Pearce; Secretary Hartman. Delegates reported everything running smoothly. Education: Chairman Pearce explained the shipping rules and the articles in the LOG by Brother Hall regarding new contracts and extension of same. Suggestion that crew as a whole write to the chairman of the negotiating committee pledging our complete support.

~ ~ ~

PONCE, July 20 — Chairman Ralph Carbone; Secretary Henry S. Samuels. Disputed overtime reported in Engine and Stewards Departments. Deck Department reported okay. Motion carried for ship's delegate to turn in repair list from each department. Chief Cook H. C. McCurdy recommended David Gonzalez for a trip card. Department Delegates elected to see Patrolman concerning termination of articles in Philadelphia.



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HAWSER EYE, July 20 — Chairman Harry Mujashio; Secretary Raymond R. Sadler. Motion that anyone drunk at pay-off be fined \$25, his sobriety to be decided by Patrolman. Good and Welfare: Deck Delegate James R. Cornher recommended that crewmembers make out repair lists and hand them in before ship reaches port. Recommendation that launch service at Trinidad be bettered.

~ ~ ~

FRANK NORRIS, July 13 — Chairman Duffy; Secretary Tesko. Delegates Tesko, Deck; Pruszra, Engine; and Canon, Stewards, reported no beefs. New Business: Motion by Deck and Engine Department as a whole that new crew will not sign on until Chief Engineer and Captain are relieved of their jobs. Captain said the crew is making too much money to be bothered about overtime. He and the Chief Engineer broke out a bottle of whiskey to celebrate the passing of the Taft-Hartley Act.



~ ~ ~

NIANTIC VICTORY, July 13— Chairman D. Stafford; Secretary F. Johnson. New Business: Motion carried to accept delegate's report. Good and Welfare: All men to be present at the payoff and wait until all beefs are settled. Repair lists for all departments to have three copies. One minute of silence for Brothers lost at sea.

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NIANTIC VICTORY, June 29 — Chairman W. Prince; Secretary F. Johnson. Delegates reported all okay in their departments. New Business: Motion carried that watch shall clean messroom every morning; suggestion that Delegates see Captain for a larger draw of cigarettes. Motion carried that sanitary work in laundry be done by all departments. Good and Welfare: Suggestion that night lunch be put out at 7:30 P.M. Suggestion that water cooler in Engine Room be replaced before leaving port. Discussion on cold cuts for hot days.



COASTAL MARINER, July 20 — Chairman Ray R. White; Secretary John J. Flynn. Motion by Lawrence Surham to have refrigerator and other broken appliances repaired before signing on. Discussion about crewmember being absent during a number of meal hours. It was felt that everyone has his bad days and the man should be given another chance. Suggestion by Francisco Cornier that agreements be brought aboard ship to enlighten those who wish to learn more about the union contracts.

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TOULUMNE MEADOW, June 16— Chairman R. Tremblay; Secretary C. Muir. Good and Welfare: Food inspector to come aboard in first port and inspect ice boxes. More night lunch and greater variety desired. Fine of 25c to be put on any man leaving cups or a mess in the messhall. Fines to go to hospital fund.



~ ~ ~

NEW LONDON, July 13 — Chairman R. Nielsen; Secretary Axel Brenna. Deck and Stewards Departments clear of beefs. Engine Department reported on number of books and trip cards in the department. New Business: Motion carried to keep ship's head, and messhall clean and in union shape. Motion carried to dress properly when eating in the messhall.

MADAKET, June 15 — Chairman Charles H. Bush; Secretary William Jenkins. Delegates reported everything fine with ship having best food that was found in some time. Motion carried that Union officials contact Captain on return voyage and find out why the ship is not properly secured before leaving port. Motion carried that each crewmember donate one dollar toward a hospital fund to be divided among hospitalized SIU Brothers.

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R. NEY McNEELY, July 6— Chairman W. Henderson; Secretary Robinson. Old Business: Discussion on motion carried at previous meeting asking crew to discontinue hanging around galley. Motion has been well obeyed.

Ting-A-Ling, Ting-A-Ling

When, during the Isthmian strike, a band of 20 pickets approached Pier 4, Staten Island, they passed a small park where children were playing. When the youngsters spotted the white capped Seafarers they yelled in chorus: "Look, there go the Good Humor men!" Picket Captain, Ed Larkin, blushing reported that they were caught flatfooted with not even pistachio in stock.

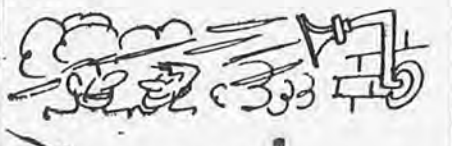
ed. Discussion also on resolution asking officers to keep out of crew's icebox. New Business: Motion carried that company supply more aprons for Stewards Department. Motion carried that Patrolman be contacted regarding lack of launch service in Queenstown, Ireland.

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BIENVILLE, June 29— Chairman John D. Morgan; Secretary Harold Sliits. General discussion held by crew to back messman in getting the book promised him when he had necessary sea-time. Good and Welfare. Suggestion that ship be fumigated, medical chest checked and keys be made for crew's rooms.

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OLIVER W. HOLMES, June 28 — Chairman Charles Rodriguez; Secretary P. Murry. All departments reported everything under control. Steward requested that stove be fixed in Baltimore. One Brother brought up on charges for being drunk for five days straight and refusing to turn to.



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ROBERT G. INGERSOLL, June 1— Chairman Jack Wortur-ski; Secretary Roy Gilmore. New Business: Repair list made up and approved. Good and Welfare: A letter containing all beefs and objections to the 1st Mate to be composed and signed by crew. Letter to be sent to Union and Waterman SS Co. Crewsman requests a trifle more cooperation in maintaining a clean messroom, particularly after coffee time.

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WARRIOR POINT, June 1— Chairman Charles Macomber; Secretary Bill Robinson. Delegates reported a few hours of disputed overtime in their departments. New Business: Motion carried to find out who is responsible for painting the maindeck passageways. Good and Welfare: Discussion on dirty linen from fos'sles and disposal of empty bottles.



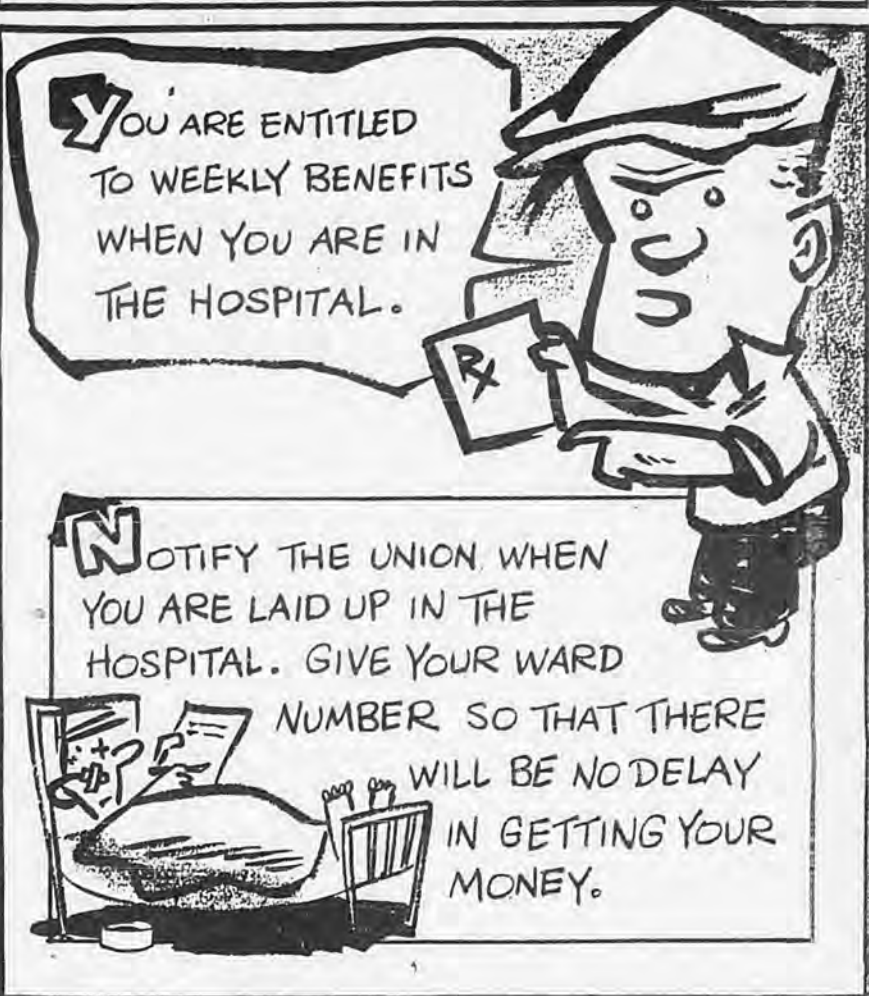
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ALGONQUIN VICTORY, May 25— Chairman Ryan; Secretary Womyss. Engine Department Delegate reported uneven distribution of overtime. Deck Department Delegate requested that more night lunch be put out. Stewards Department reported all okay. New Business: Motion by Dinwiddie for greater cooperation in keeping messhalls and pantry clean. Good and Welfare: Departmental Delegates to check all fos'sles before payoff. Suggestion by Kennedy that crew send in another petition urging Seamen's Bill of Rights.

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EDWIN D. HOWARD, June 22 Chairman Curry; Secretary Ta-boada. Delegates reported all in order. Good and Welfare: Motion carried to give Patrolman beef about Chief Mate and Engineer asking the crew to paint quarters under contract plan. Bosun asked for vote of thanks to Stewards Department. One minute of silence for Brothers lost at sea.

SEAFARER SAM SAYS:



CUT and RUN

By HANK

Last week was certainly V-I Day—Victory Isthmian Day—after a spirited organizing campaign and a powerfully victorious strike against the Isthmian company. The Great Lakes seamen, the tanker seamen and the Canadian seamen now know what the SIU has done and can do—bringing the best agreement for wages and conditions to the unorganized seamen—and there's nothing more important than that. Wherever Isthmian ships will dock—whether in foreign ports or in American—the Isthmian seamen who voted freely for the SIU to represent them for wages, conditions and beefs now know they have an SIU agreement covering their jobs—the best of all agreements in the maritime industry. Well, Brothers, let's keep those Isthmian ships clean and shipshape just as you have kept all SIU ships in SIU style. The Isthmian fleet is now in the SIU fleet and that calls for clean ships as well as happy ships. It's easily said and easily done with every Union Brother and shipmate doing his job at all times.

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Here's a short message from Robert "Do The Best You Can" Hillman, the Bosun, who came off the Seatrain New York: "To Sam Luttrell: Sorry I can't come down to Trinidad. I put in two months as Sarang on the Seatrain New York and got off in hopes of a shorter trip or at least of seeing you in Hell's Kitchen. Give me the latest on Joe Wolff, the tattoo artist, the Hoss and Copenhagen Benny. Well, Hank, thanks for sending back my Mariner's Medal" . . . Steward Vic Milazzo just came back from Sweden. He says the beer is six per cent and the only way to get hard liquor is to eat in the restaurants where you can warm up with double scotches.

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To Brother A. L. Hatch, the Electrician, the best of luck on your Isthmian trip and let's hear from you now and then. Brother Willie Thomas and Brother Luke Collins, the Bosun, just came in when the strike opened up and they paid off the SS John B. Waterman. Now they're ready for another trip out . . . That well-known Steward, cook and writer, Frenchy Michelet, is in town with his traditional fedora and those occasional nautical bon mots as well as gourmet bon mots, too . . . Bosun Bera Smyley confessed last week that he's now sailing the coastwise trips . . . About a week before the strike, Brother Edwin Edginton and his mustache sailed as Electrician for Antwerp. Happy days with the cigars when you come back, Brother Edginton . . . With the Isthmian strike over and the good news happily spreading over the world, Steward Joe Arras is once again dressed up in style with his ever-faithful cigar, that familiar straw hat and those white shoes. Going to France again, Joe?

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Here are some oldtimers who may still be anchored in town waiting for ships: W. Newhoff; I. Nazarie; V. Walrath; W. Hunt; P. Blanco; O. Blake; Gulfer G. Rourke; F. Mazet; H. Nicola; T. Brennan; W. Philip; H. Tilden; Bosun Sal Volpi; M. Justa and K. Kristensen . . . Here are also a few more American Merchant Marine Library addresses and telephone numbers where you can ask for a library of books and magazines for your ship: Boston—408 Atlantic Avenue, Tel. Liberty 6782; Chicago, Illinois—9055 South Houston Avenue, Tel. Saginaw 3065; San Francisco—105 Embarcadero, Tel. Garfield 8965; Sault Ste Marie, Michigan—Old Weather Bureau Building, Tel. Sault Ste Marie 874; Seattle, Washington—3203 East Marginal Way, Tel. Seneca 0738; Wilmington, California—Port of Los Angeles, 638 North Avalon Blvd., Tel. Terminal 4-6934.

THE MEMBERSHIP SPEAKS



Seafarer Feels NMU Feud Threatens All Rated Jobs

To the Editor:

(An open letter to Electricians of The National Maritime Union.)

Well, it looks like you have been sold down the river once more. Your officials, busy in their schemes to keep the communist party on top, have willfully neglected to represent you in a just beef.

Remember the last time when they let Lykes Brothers get away with putting holes in the Engine Room bulkhead and putting extensions on the water end of the check valves? They made you Firemen-Watertenders and knocked 3 men off each ship.

Not only has the NMU been lousing up you guys, but they have hard-timed every unorganized seaman in maritime by their tactics.

Every time they see that they are about to lose an election, they pull some phony trick and use it to keep the unorganized men from union representation.

That is a real laugh when it is shown that they can't even do a job for ratings already under contract to their union.

WHERE ARE THE JOBS?

Why don't one of you guys get up in a meeting and ask Curran when you will get your rightful jobs back on the ships that usually carried two Electricians but now only carry one or none at all (as on the tankers). Ask him who is being pieced off and for how much.

The next thing you know, you won't be carrying Deck Engineers, Juniors, 2nd Electricians or Plumbers.

I don't blame the rank and file for being burned up. I heard of the march made by the Electricians to Basil Harris of the U.S. Lines. He won't help you.

Gateway City Gear Awaiting Claimant At Company Office

To the Editor:

Will you please print in the SEAFARERS LOG a notice to the effect that the gear of Messman J. Dirksmeyer was left aboard the Gateway City and was delivered to the Company office.

Brother Dirksmeyer, who was aboard on voyage No. 3, paid off on August 6th, and failed to return to pick up his gear. The other messman paid for his laundry and was at a loss as to what to do with the departed messman's personal effects so he left them at the company office.

This puts the crewmembers in a ticklish spot, as they try to handle things for a Brother when he isn't around, but we hate to get stuck for doing a guy a good turn. We hope this clears up the matter.

Crewmembers, Gateway City

(Ed. Note: The offices of the Waterman Steamship Company are at 19 Rector Street, New York, N. Y.)

If you want action, tie up your ships and do a little talking at your meetings—demand that something be done.

In the SIU we have a neat agreement and we intend to keep it.

It is my opinion that if you guys have no success in getting a favorable deal from your officials, it is about time that you clean house and get some officials who will fight for better agreements for the membership and spend less time fighting internal troubles.

Ed. Lawrence

BROTHER SUGGESTS CHANGE IN 90-DAY SHIPPING RULE

To the Editor:

The 90-day shipping rule in effect in New York seems to me to be unfair to Brother members who do not have residence in New York but come here to ship and have a few days liberty in the town.

This is a very expensive procedure, as you all well know.

It doesn't take but a few weeks for a seaman to go "tapped," especially when most of us have dependents at home. Then a rated man has to ship out on anything he can get or go hungry.

In my opinion, 30 days ashore is enough for any man who follows the sea for a living. With the present high cost of living I don't see how a man with a family can possibly stay ashore longer and support them.

Yet I know instances of men with families who come in from short trips, stay on the shipping register three months and then re-register for another three. How can this be possible? What is the man waiting for? Does he consider himself an active seaman?

WHO CAN AFFORD IT?

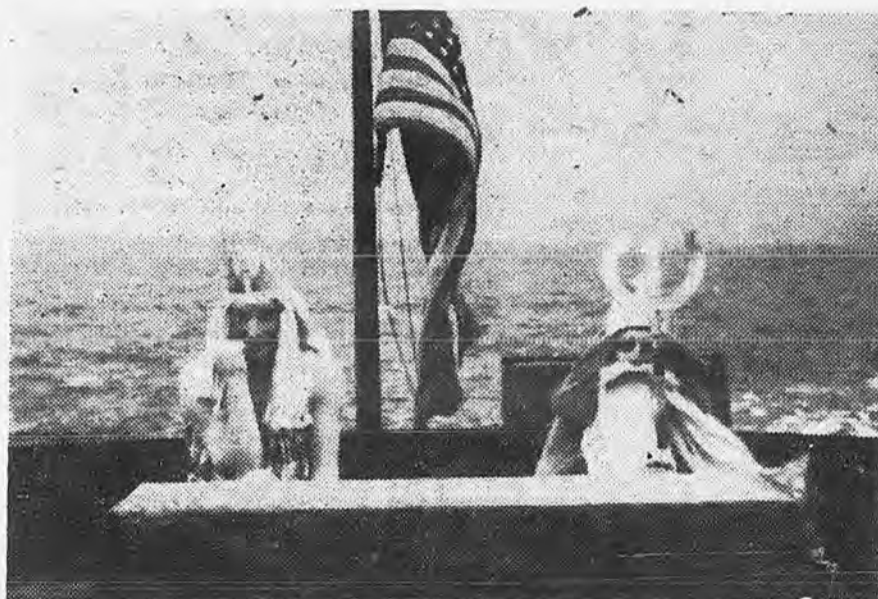
He must either have a good shoreside job or be a millionaire. Any man who can afford to stay ashore indefinitely should, in all fairness to the rest of his poor unfortunate brother members, be agreeable to have the shipping rules at New York changed by regular headquarters meeting to expire after 30 days.

About two weeks on the beach is all I'm good for if I'm careful, and I'm not by myself.

If shipping is so tough that a man has to stay on the beach three months to ship in his rating, then the time has come for some of us to go home and eat gater tails and swamp cabbage or scratch up a few grits and grunts.

Dutchy Moore

ASSEMBLING HIS MAJESTY'S COURT



Here King Neptune and his queen aboard the Samuel Grif-fin call forth all pollywogs to begin their initiation into the ranks of loyal shellbacks.

The stately looking King is Second Mate A. Samuels and his coy finger nail chewing queen is Messman James Mitchell. The king's summons produced twelve passengers and thirteen crewmembers all of whom passed the rigid test of admission.

The queen's gown and the King's robe and staff were designed by an obliging passenger. Credit for the excellent snapshot goes to Steward Alfred Baer.

Crewmembers Of SS Leacock Draw Tribute From Master

To the Editor:

I take pleasure, at this moment, to congratulate the Seafarers International Union for the manner in which they crewed this vessel for the past voyage. For the first time since before the war, I noticed a marked increase in ability and attention to duties.

This is, indeed, a healthy sign, and I am sure that in the future I can look forward to still greater improvements, although that is asking a lot as they are at present tops.

During the past voyage, I had the extreme good fortune of having as boatswain, one of the bet-

ter known SIU bosuns: Windy Walsh.

He and his gang, a deck crew really and truly representative of the SIU-SUP, transformed this vessel, which was laid up in the James River for a long time, into a ship resembling a yacht. All of this in the course of a six-weeks trip to Germany and return to Baltimore.

As long as the Union can man the ships with men such as these, they have nothing to fear from any source. So, for a still stronger Seafarers Union, I remain,

S. Weinstein
Master
SS Stephen Leacock

Log-A-Rhythms

Dear Editor:

According to the July 25th issue of the LOG, you are asking for any literary efforts that might have been "mixed" by Seafarers. The following is what I hope can be termed a poem. I'll leave the final judgement of that up to you, along with any changes you see fit to make. Please withhold my name.

I wonder if there is a sailor's heaven,
And if it's open to guys like me,
If the tale of the wee petrel is only legend,
More of the old salts' lore of the sea?

I've heard of lands beyond the rainbow,
Where castles, like clouds float in the sky,
But I'll take the song of the sailors
Where your soul wings on, free to fly.

I sort of hate to give up sensual pleasure,
And scenes I sure love and will miss,
But maybe the way angels sing and gesture
Will cause these same scenes to persist.

For all of God's great glories,
The one that is grandest to me
Is the tropic sun, slow sinking
In a flame lit rolling sea.

With the swooping gull hanging suspended,
While the whole world stands hushed beneath.

When The Last Watch Is Over

And the waves lapping slow and languid,
Causing your heart to swell out with peace.

But the sunset is more than an ending,
It's nature reminding—lest we forget;
An omen, visible and clear in meaning,
Showing us all—our one great debt.

Yes, for the diety in glory and spendor,
No mortal aspects can even be classed
With the sea day's end and the still wonder,
Or the carress you felt as it passed.

For to me the sea is alive, a woman,
Restful, soothing and oh so fair;
Yet changing, scornful and wanton,
Always a challenge, forever a dare.

So if there is going to be a haven,
And they'll settle for guys such as me,
I'm hoping it's the old salts' version;
Then like a petrel—my soul will soar free.



BRINGING THE HULBERT INTO BALTIMORE

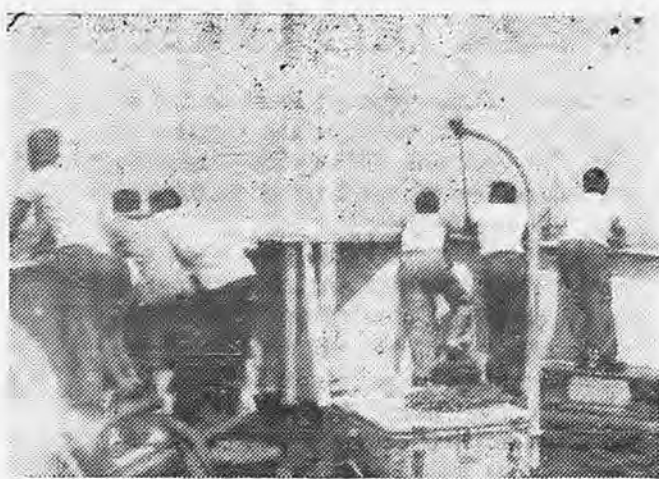
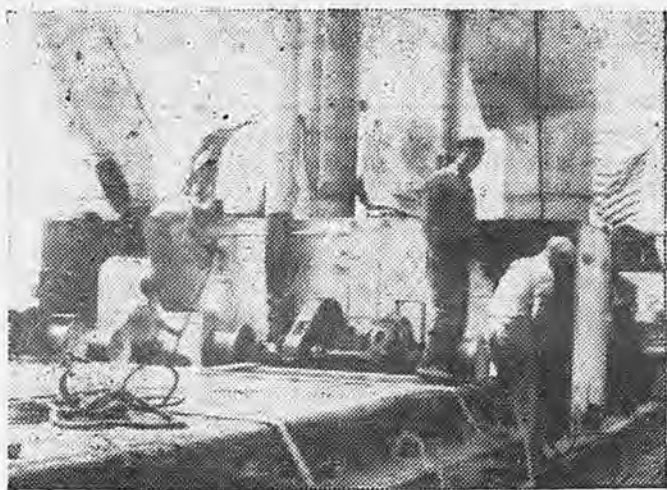


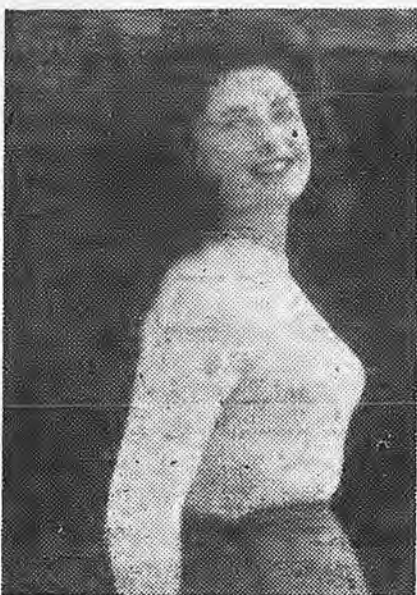
Photo at left shows the Bosun and deck gang of the Arthur M. Hulbert topping booms as she entered the port of Baltimore early this month. On the right, members of the crew, their work completed, take up positions in the bow to watch the ship's approach into Baltimore Harbor. The Hulbert put into Baltimore to pick up general cargo and passengers for a trip to Venezuela. Photos were submitted to the LOG by Eldon "Bill" Ray.

Dutchy Puts Up Bait To Bring Pal North

(Ed note: The following is a letter from Dutchy Moore to Keith Winsley, a brother Seafarer in New Orleans. His account of what is taking place in the Port of New York might be of interest to other Seafarers.)

Hello Keith and all the rest of that swell crew off the MV Hawser Eye. Are you fellows still chasing the chickens in the park in Trinidad?

Keith, I am on the bricks in New York helping the guys do a job on the Isthmian Line. Boy, we don't even let the alley cats



DUTCHY'S FRIEND

chase a rat through the line without a special letter from the Hall.

These docks are graveyards without grass. I'm hoping things will liven up a little soon. Pulling this picket watch is a pleasure, having made a tough trip on the Minot Victory, Isthmian, in 1946; and did that Electrician aboard give us a hard time. Ask Bosun Smyley about that guy sometime.

Speaking of Bosuns, that little Canadian off the Hawser Eye is up here. Asked me where you were. In fact, a hell of a lot of the guys ask about you.

BOYS ARE ALL HERE

Ed Gillen is here, Frankie, Chico, and a hell of a lot more I can't remember at the moment. You'd better send your address as some of them want to write you. Why, I don't know, "cause you're an ugly man," as Bob Flarrady used to say.

Keith, you remember that bar here in New York on 78th St. and Broadway that we, pardon me, you were going to take apart one night because the bartender

was slow in setting them up?

I went back there and he is sure one swell guy. He wants you to come back so he can get you good and stiff.

Confidentially there are more pretty girls in that place now than ever before, and I should know. Lou, the bartender, even steers me clear of the dead heads.

NEW YORK BELLE

I am enclosing a photograph of what I mean by pretty girls, that is, if the LOG will print it. I took it myself and she looks even better from other angles. No, you don't get her name, but if you come to New York I'll introduce you.

If you get itchy feet and head for this big city stop in at the Pali Bar, 236 W. 78th Street and ask for me. If I'm not there the bartender will give you my address. So long for now.

Dutchy Moore.

PUNK CONDITIONS RAMPANT ON LAKES UNORGANIZED SHIP

To the Editor:

Well, I shipped on the SS Sonora out here on the Great Lakes about two weeks ago and believe me this is some outfit.

No contract and you have to get your overtime at the company's office. They hold back your overtime from the day you ship until the next pay day. You don't get any overtime for Saturday afternoon unless you are at the dock. That means a 48-hour per week job. No wonder they can't get anybody to ride the scows.

HAYWIRE WAGON

The company calls up the Lakes Carriers or the NMU for men. However, we have but three men on board who haven't signed pledge cards. And this wagon sure is haywire. No cold water to drink and the wash water is so hot you've got to wait until it cools off.

The icebox was so warm yesterday, the Steward said that if they didn't fix it he was going to hit the bricks, and believe me, we all would do the same.

The Firemen were getting drinking water from over the side in a can. This Browning Company is the cheapest outfit I have seen in a long time. Guess I'll sign off for this time and hope to see you all in October. Best wishes for the success of the SIU and SUP.

"Baldy" McAdoo

Send 'Em In

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

FORMER SEAFARERS TAKE TO AIRWAYS AS PARATROOPERS

To the Editor:

The following Union Brothers have finished the parachute training course at Fort Benning, Georgia: James E. Lamb, Ernest La F. Deal, and Lawrence R. Dean. We all jumped together in a class of 118 men, making five day jumps at 1200 feet and one at night.

One NMU man and one Standard Oil seaman were also part of our class.

The Union Brothers were all greatly interested in the two copies of the LOG that were sent some time ago as it seemed to bring us close once more to the good old SIU.

All of us now are under orders for the 82nd Airborne Division. Good luck and best wishes to the SIU.

**Pfc E. LaF Deal,
Fort Benning, Ga.**

Brother Sees Advances For Midland Seafarers

To the Editor:

Sometime ago I took a two months run on the Great Lakes and to say the least, I had one of the bitterest experiences of my life.

The ship was the W. G. Pollock, an ore carrier owned by the Midland Steamship Company. It is an old tub of 1906 vintage with the quarters fitted out according to that year's style and plumbing.

We were very crowded with two men bunking together in one very small room. There was no ventilation of any kind, and on warm days it was so stuffy and hot that it was very difficult to stay awake, let alone sleep.

A fan was put on the wall, but it only churned around the foul air. All ship regulations and maintenance were also of an earlier day.

ORIGINAL COURSES

What attracted my attention most was the way the deck crew was bullied by the First Mate, who devised some of the most insulting expressions that I have ever heard in all the years I have sailed.

I guess the Lakes is trying to be original in producing specimens so therefore not to be confused with those of the deep sea.

Working conditions of the Pollock were more to be pitied than condemned, because of the sheer ignorance on the part of the company as to how much men can endure before they reach the point where, from physical exhaustion and lack of sleep, they render themselves inefficient and dangerous at their tasks.

With the deck hands it was no exception. After long hard arduous work for a couple of months,

I was ready to throw in the sponge and cry "Uncle."

Our runs were between Duluth and Lake Erie ports with a trip averaging nine days. We had some time in Duluth to get off between watches, but as for Erie ports there was not time off because of one continuous watch with standby. All without compensation.

Sometimes I think we should have a law preventing cruelty to employees by employers. Many would say, why work if you are badly treated? This is a free country and you can always quit. But I say would it help matters any?

THE UNION IS THERE

That's where legitimate labor unions come in on the part of the working man. The Union is the unit to deal with the unscrupulous employers and the Union for the men on the Lakes is already hard at work.



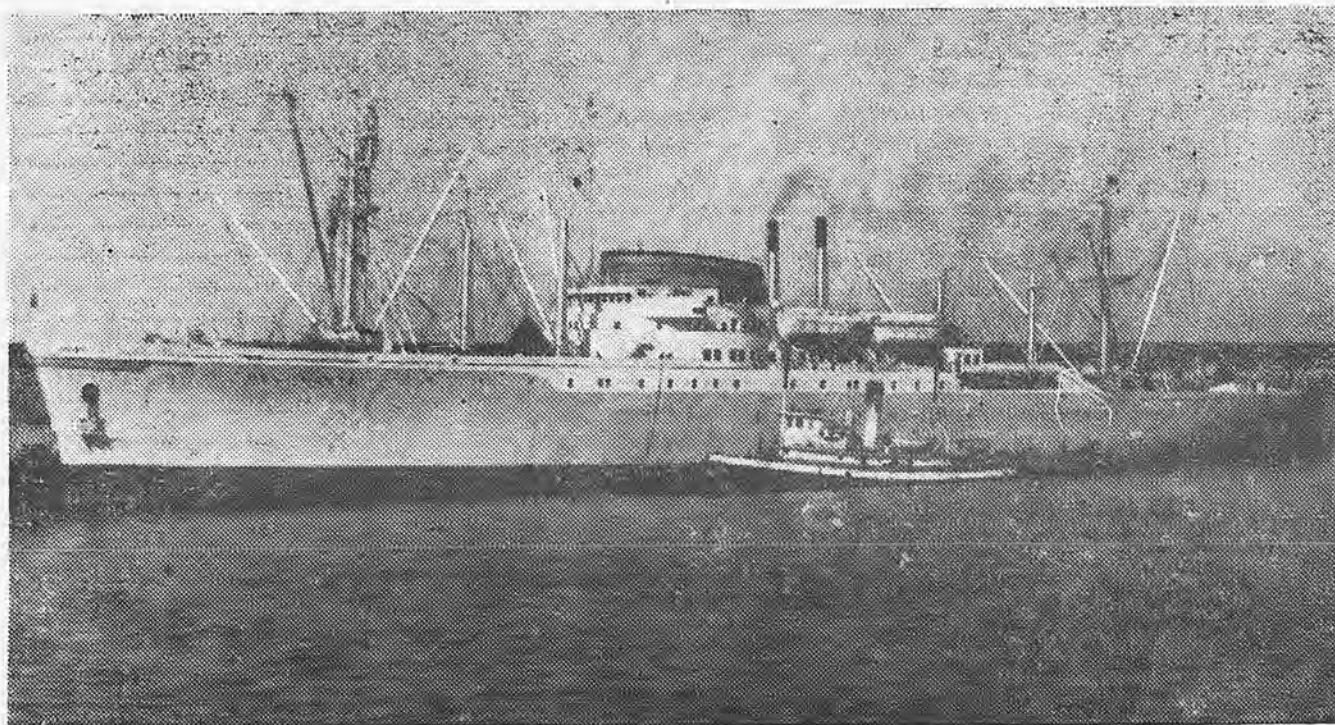
That organization is the Seafarers International Union, and no other equals it. The SIU is doing a bang-up job for the working stiff on the Great Lakes and no other.

Witness the fact that the SIU now has a contract with Midland. Witness, also, the fact that better pay and better conditions are rapidly becoming the order of the day to men aboard ships like the Pollock.

Many things are yet to come, but don't worry about the SIU—it'll come through with everything that is lacking aboard Midland ships and before very long, too.

John Stefanik

DEL NORTE COMPLETES ANOTHER TRIP



One of Mississippi Steamship Company's deluxe cruise ships, the Del Norte, as she ties up in New Orleans after a trip through southern waters. For interested shutterbugs, the shot was taken with a Voiglander at F 11-125th second. Photographer was Robert L. Johnston, New Orleans Seafarer.

Agreement Between Isthmian, Seafarers

AGREEMENT made this 21st day of August, 1947, by and between ISTHMIAN STEAMSHIP COMPANY (hereinafter referred to as "Company"), and SEAFARERS INTERNATIONAL UNION of NORTH AMERICA, affiliated with the American Federation of Labor, (hereinafter referred to as "Union"), on behalf of the Unlicensed Personnel employed on the American Flag seagoing vessels manned by the Company,

WITNESSETH:

The Company, being satisfied that the Union represents a majority of its Unlicensed Personnel, hereby recognizes the Union as the exclusive representative of all the Unlicensed Personnel employed on the American Flag seagoing vessels manned by it for the purposes of collective bargaining.

NOW, THEREFORE, it is agreed as follows:

**ARTICLE I
EMPLOYMENT**

Section 1. To assure qualified employees and maximum harmonious relations between members of the crews, the Company agrees that when vacancies occur necessitating the employment of unlicensed personnel, to give preference of employment to members of the Union in good standing when the Union has available and is able to supply unlicensed seamen who are, in the opinion of the Company, qualified to fill such vacancies.

Section 2. The Union agrees to furnish the Company with capable, competent and physically fit persons who are so qualified to fill the vacancies.

Section 3. If members of the Union in good standing of the ratings needed and of such qualifications cannot join the vessel in ample time to prevent a delay in her scheduled departure, then members of the Union in good standing shall be deemed not available, the Company will then hire members of the unlicensed personnel without any regard to Union affiliation.

Section 4. The Union agrees that the Company shall have the right to reject any applicant for employment whom the Company considers unsatisfactory or unsuitable for the vacancy; provided, however, that if the Union considers such rejection discriminatory, it shall be dealt with under the grievance procedure and the Union agrees that such rejection shall not cause any vessel to be delayed in her scheduled departure.

Section 5. Unlicensed personnel, when applying for employment shall submit to the physical examination prescribed by the Company, and shall submit from time to time thereafter to such physical examination as may be required by the Company. Failure to pass such physical examination shall be sufficient cause to prevent employment or to cause termination of employment; provided, that if the Union feels that the Company doctor has unfairly discriminated against a member of the Union, it shall be dealt with as a grievance; and, provided further, that the Union will not interfere with or delay the dispatch of any vessel on her scheduled departure from any port because of such grievance.

Section 6. Nothing contained in this agreement shall be construed to prevent the discharge of any member of the Unlicensed Personnel who, in the opinion of the Company, is not satisfactory; provided, however, that if the Union feels that any such discharge is discriminatory, it shall be dealt with as a grievance; and, provided further, that the Union will not interfere with or delay in the dispatch of any vessel on her scheduled departure from any port because of such discharge.

Section 7. The term "Unlicensed Personnel," as used in this Agreement, shall not include super cargoes, doctors, female employees, cadets, pursers, concessionaires, barbers, musicians, and livestock tenders.

Section 8. Discrimination. The Company agrees not to discriminate against any member of the Unlicensed Personnel for legitimate Union activity.

ARTICLE II

SETTLEMENT OF DISPUTES

Section 1. All grievances, disputes, or "beefs" shall be settled as soon as possible on the vessel upon the completion of each voyage.

Section 2. If a satisfactory settlement is not reached on the vessel, the matter shall, at the request of either party, be referred to a Port Committee which shall have authority to settle the controversy. The Port Committee shall meet in New York City or such other place as may be mutually agreed upon, and shall consist of not more than three representatives from the Union and not more than three representatives from the Company; provided, however, that the Company and the Union shall have an equal number of representatives on any Port Committee.

Section 3. Any matter referred to the Port Committee shall be in writing and any decision or award of the Port Committee shall be in writing.

Section 4. It is mutually agreed that any dispute regarding the interpretation or application of any clause or provision of this agreement shall be dealt with only between representatives of the Company and the Union duly appointed for such purposes.

The hottest news of the year, at least as far as the maritime world is concerned, is the signing of a contract with the Isthmian Steamship Company containing provisions for Union Hiring Halls and Rotary Shipping off the boards.

So far, the entire contract has not yet been negotiated. Employment, Settlement of Disputes, Union Security, Passes for Union Officials on Union Business, Wages, and Vacations and Holidays have been settled, but Working Rules are still under discussion. The Union Negotiating Committee is confident that the standard SIU contract will be adopted.

Section 5. In the event the Port Committee is unable to reach a satisfactory settlement, or agreement is not reached between the Union and the Company, the matter may by written notice, registered mail, be referred to an arbitrator within one week after the Port Committee or representatives of the Company and the Union are unable to reach a satisfactory settlement.

Section 6. If the Company and the Union cannot mutually agree on the selection of an arbitrator within one week, then application shall be made for the appointment of an arbitrator to a Judge of the U. S. District Court in a Federal District where the Port Committee or representatives of the Company and the Union met to settle the controversy. All questions submitted to arbitration shall be in writing and the decision of the arbitrator shall be in writing and shall be final and binding on all parties and persons concerned. The Company and the Union shall share equally the expenses of the arbitrator and all other agreed upon expenses.

ARTICLE III

SECURITY OF EMPLOYMENT AND OPERATIONS

Section 1. Since this Agreement adequately provides for an orderly settlement of any and all grievances and disputes, it is mutually agreed that during the life of this Agreement and during any period of negotiations for its renewal there shall be no lock-outs, strikes or any other work stoppage or refusal to sign on or off Shipping Articles for any cause, including an attempt to force Agreement to any demand.

ARTICLE IV

PASSES

Section 1. The Company agrees to issue passes to representatives of the Union mutually agreed upon for the purpose of contacting its members aboard vessels covered by this Agreement in home ports and ports of call in Continental United States and where the Union has a recognized office and in Honolulu, T. H.; in consideration of which the Union hereby agrees to hold the Company harmless from any claim, loss, damage, or liability, for loss of life or injury occurring to, or caused by a representative of the Union while such representative is on the property of or while on board a vessel owned or bareboat chartered or controlled by the Company.

Section 2. The Union agrees that its representatives shall not at any time interfere with the Company's employees while at work.

ARTICLE V

MONETARY

Section 1. The wage scale for the Unlicensed Personnel shall be as follows:

Deck Department	
Rating	Monthly Rate of Pay
Boatswain	\$228.17
Boatswain's Mate—Day Work	214.25
Boatswain's Mate—Watch	200.34
*Carpenter	228.17
Storekeeper	219.82
AB Maintenance	208.69
Quartermaster	191.99
Able Seaman	191.99
Watchman	191.99
Ordinary Seaman	166.95

*When the Carpenter is required to furnish his own tools, he shall be paid \$7.50 per month in addition to his basic wage per month.

Engine Department	
Rating	Monthly Rate of Pay
Chief Electrician	\$327.78
Assist. Electrician	253.21
Unlicensed Jr. Engineer—Day Work	255.99
Unlicensed Jr. Engineer—Watch	228.17
Plumber—Machinist	263.78
Deck Engineer	228.17
Chief Refrigerating Engineer	299.95
First Refrigerating Engineer	264.34
Second Refrigerating Engineer	243.19
Engine Storekeeper	219.82
Engine Utility	228.17
Evaporator—Maintenance	211.47
Oiler—Diesel	217.32

Oiler—Steam	197.56
Watertender	197.56
Fireman-Watertender	197.56
Fireman	186.43
Wiper	194.78

Stewards' Department

Rating	Monthly Rate of Pay
Steward	\$244.86
Chief Cook	228.17
Night Cook and Baker	228.17
Second Cook	205.91
Third Cook	194.78
Messman	166.95
Utilityman	166.95

Section 2. The overtime rate for the Unlicensed Personnel receiving \$210.00 or less per month shall be \$1.06 per hour, and for those rates receiving more than \$210.00 per month, the overtime rate shall be \$1.32½ per hour.

Section 3. When meals are not furnished members of the Unlicensed Personnel shall receive an allowance of \$1.05 per meal.

Section 4. When members of the Unlicensed Personnel are required to sleep ashore, they shall be allowed \$3.00 per night for lodging.

ARTICLE VI

VACATIONS AND HOLIDAYS

Section 1. When a member of the Unlicensed Personnel has completed one year of continuous service on the vessels of the Company, he shall be entitled to receive a vacation of seven (7) consecutive days with full pay, and in each subsequent year of continuous service on the vessels of the Company, he shall be entitled to receive a vacation of fourteen (14) consecutive days with full pay. Vacations shall be cumulative to the extent mutually agreed upon and shall be allowed at such times as may be convenient to the operating necessities of the Company. No cash allowance in lieu of vacations shall be made. If after six (6) months of continuous service the Company terminates the employment of a member of the Unlicensed Personnel through no fault of his, he shall be entitled to such vacation as has been accrued on the basis of 1/12 of the annual period per month. If employment is terminated for any reason within six (6) months of continuous service on vessels of the Company, no vacation shall be allowed. Continuous service shall not be deemed broken by leaves of absence on account of illness, accident, vacations, lay-off for lack of work, or leaves or absence granted in writing, provided, however, that no vacation shall accrue during such periods of absence.

Section 2. The following days shall be recognized as holidays:

New Year's Day	Independence Day
Lincoln's Birthday	Labor Day
Washington's Birthday	Armistice Day
Memorial Day	Thanksgiving Day
	Christmas Day

ARTICLE VII

WORK IN PORT AND AT SEA

Section 1. Overtime shall be paid for all work performed by Unlicensed Personnel in port or at sea on any of the nine (9) holidays specified in this Agreement; provided, however, that in the case of holidays at sea falling on Sunday the following Monday shall not be deemed a holiday, and no double overtime shall be paid on holidays falling on Sunday.

Section 2. The work week in port shall be forty (40) hours per week. It is understood for the purpose of this paragraph all work performed in port on Saturdays, Sundays and recognized holidays shall be paid for at the overtime rate.

Section 3. At sea the hours of work shall be forty-eight (48) hours per week for men standing watches. It is understood that for the purpose of this paragraph Sunday at sea shall be considered the overtime day, that is to say, all work performed on Sunday at sea shall be paid for at the overtime rate.

Section 4. Engine and Deck Day Men at Sea. The work for the Unlicensed Deck and Engine Personnel who do not stand watches shall be forty-four (44) hours per week (8 A.M. to 5 P.M. weekdays and 8 A.M. to 12 noon Saturdays.)

ARTICLE VIII

SAFE WORKING CONDITIONS

Section 1. The Company shall furnish safe gear and working equipment.

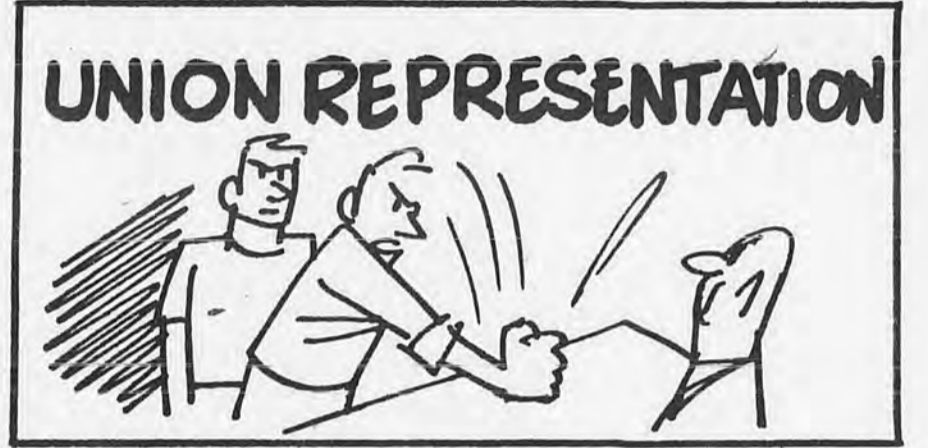
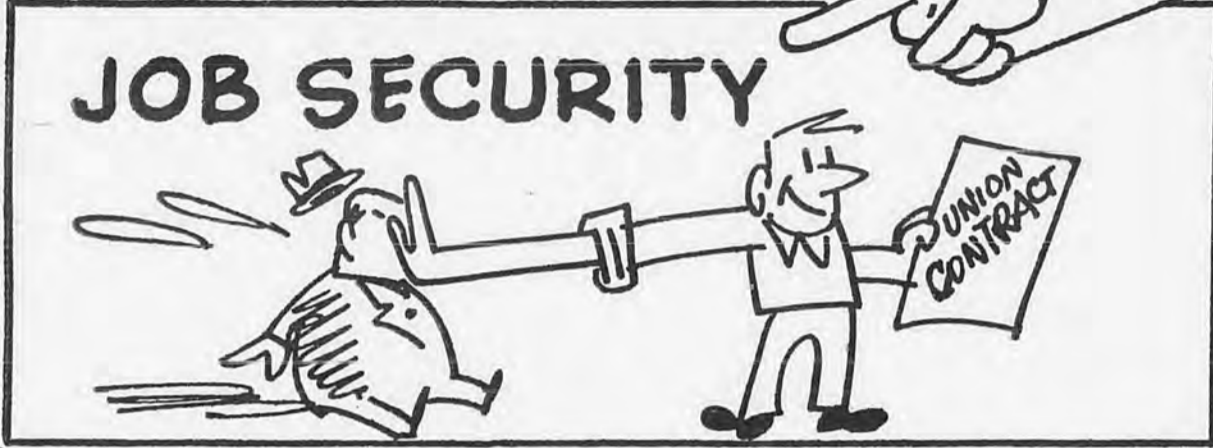
ARTICLE IX

TERM

Section 1. It is specifically understood and agreed that the Company and Union will continue negotiations upon two (2) days' notice in writing by one party or the other regarding general rules and working rules for each of the three departments and that the working rules and working conditions now prescribed by the Company which are not contained in this agree-

(Continued on Page 15)

LAKE SEAMEN!



JOIN THE SIU!

The Seafarers International Union
Great Lakes District