

SEAFARERS LOG



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

VOL. IX.

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No. 14

New Int'l Officers Elected At Biennial Convention

CHICAGO, March 28—Harry Lundeborg, secretary-treasurer of the Sailors Union of the Pacific, was today re-elected president of the Seafarers International Union by the delegates to the international's third biennial convention.

John Hawk, secretary-treasurer of the SIU, Atlantic and Gulf District, was elected secretary-treasurer of the International.

Paul Hall, SIU New York Port Agent and Director of Organization, was elected first vice-president.

Other vice-presidents elected were:

Morris Weisberger, SUP New York Port Agent; Mrs. Andrea U. Gomez, of the Los Angeles Harbor Cannery Workers Union; Patrick McHugh, Atlantic Fishermen's Union, Boston; Lester Ballinger, Cannery Workers and Fishermen Union of San Diego.

Cal Tanner, SIU Mobile Port Agent; Lester Caveny, Fish Cannery Workers Union of the Pacific, and Edward Coester, SUP Seattle Port Agent.

The delegates also unanimously voted to hold the next convention in Baltimore, Md.

Seafarers Testify Before NLRB On Isthmian Election

NEW YORK — Final hearings in the Isthmian Steamship Lines' election case are now in the second week before the National Labor Relations Board.

Testimony by members of the NMU, which is protesting the results of the elected won overwhelmingly by the Seafarers International Union, has been concluded.

Officials and members of the SIU are now testifying before the board.

Upon conclusion of the present hearings, all testimony will be assembled and submitted to NLRB headquarters for a final ruling on the case.

The NMU has been doing everything in its power to prevent Isthmian seamen from enjoying the advantages of the representation they chose by ballot.

When the results of the election to determine a collective bargaining agent for the Isthmian men were first announced, the NMU immediately filed protest to hold up certification of the SIU.

The case then went before the regional office of the NLRB. The NMU's charges and challenges held no water in the opinion of this body, which ruled that the Seafarers had won the election.

The desperate NMU again challenged the NLRB decision and appealed to the national office for further hearing and review of the case. The hearings now being conducted are a result of latest NMU appeal.

With the NMU having shot its last bolt in the way of legal

technicalities to withhold from Isthmian seamen the collective bargaining agent of their own choosing, final judgment now appears in view.

Men who sail the Isthmian vessels should shortly be able to join their Brothers in receiving the best wage and working conditions in maritime under the banner of the SIU.

Testimony of seven Seafarers heard this week by the NLRB appears on page 4.

AFL Maritime Trades Dept Holds Successful Meeting In Chicago

CHICAGO — With representatives from four AFL Maritime Unions, and observers from other AFL and foreign unions present, the AFL Maritime Trades Department held its second national meeting here following the SIU Convention.

The most important item of business taken up by the meeting was the resolution on Panamanian ships adopted by the SIU. Without a dissenting vote, this also became the position of the Department. (See separate story for text of the resolution.)

Delegates from the Masters, Mates, and Pilots, the International Longshoremen's Association, the International Brotherhood of Firemen and Oilers, and the SIU were in attendance, with observers from the Teamsters Brotherhood, and the International Transportworkers Federation also present.

President Lundeborg, Paul Hall, Morris Weisberger, and Ed

SIU Convention Plans Expansion; Calls For End To Panama Transfers

CHICAGO — The third biennial convention of the Seafarers International Union of North America, AFL, came to an end on Saturday, March 29, after having outlined definite plans for the future of the Union. Without dissent, the delegates, representing over 90,000 seamen, fishermen, and fish cannery workers, voted to boycott Panamanian ships, and to ask similar ac-

NLRB To Hold Union Election On Mathiasen

PHILADELPHIA—As a result of SIU action, the unlicensed personnel of the SS Petrolite, a tanker operated by Mathiasen's Tanker Industries, Incorporated, will have a chance to be represented by the Seafarers International Union.

For a period of more than three months the Union has been petitioning the National Labor Relations Board for such an election.

When the Petrolite next arrives in a United States port during the month of April, the election will be held, with the choice lying between the SIU and "no union." It is hoped that the Union will win by a large majority.

tion from the AFL Maritime Trades Department, and the International Transportworkers Federation, if the practice of transferring ships to Panamanian registry is not brought to an immediate halt.

At the meeting of the Maritime Trades Department, which followed the SIU Convention, this resolution was unanimously adopted.

The Convention started off on the wave of the most successful year in the Union's history. Much progress has been made since the last convention, both in organization and in gains for the membership.

With past progress as a basis, the Convention made many plans for expansion, and the organizational work among seamen, fishermen, and fish cannery workers, as well as in allied fields, was assured success by the enthusiasm of the Delegates.

GREAT LAKES

Special emphasis was placed on the present organizing drive on the Great Lakes. Here, it was pointed out, the SIU has a great chance to unionize seamen who have not had the advantages of an organization before.

To bolster the drive on the Lakes, a member of the Log Staff was assigned to work full time with the organizers, and the President of the SIU was instructed to notify all ports and affiliates of the necessity for full support in this campaign.

REPORTS READ

Reports of various committees were read by Brother John Morgan, SIU Atlantic and Gulf District, who was elected reading clerk. These reports, and the actions taken on each one, follow:

The report of the Credentials Committee was accepted as read.

Reports of the two Executive Board meetings of March, 1945, and August, 1945, were tabled with certain sections referred to various committees. Before the convention adjourned, these sections were acted upon.

President Lundeborg's Report was accepted with the amend-

Marine Dept Backs SIU On Panama Ships

CHICAGO — With the certain knowledge that continuation of the shipowners' present practice of transferring ships to Panamanian registry would result in throwing thousands of United States seamen out of work, the Third Biennial Convention of the Seafarers International Union of North America adopted a resolution calling on the Government to halt such transfers.

Meeting in Chicago, after the conclusion of the SIU Convention, the AFL Maritime Trades Department concurred wholeheartedly with the resolution.

In the event that the Government does not take the necessary action, the resolution called for a boycott of the fink halls sending seamen to these ships, and for picketing of Panamanian ships wherever and whenever they touched U. S. ports.

This action, if entered into, is to be brought to the attention of the entire American Federation of Labor and the International Transportworkers Federation.

The text of the SIU and AFL MTD stand on the subject of U. S. ships transferred to Panamanian registry appears on page 6.

Blood Donors

To carry on the work of returning sick and injured merchant seamen to health, the Marine Hospital on Staten Island has put out a call for blood donors of all types.

All men who wish to donate blood to aid their fellow seamen can do so by calling at the offices of the Staten Island Marine Hospital.

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HAnover 2-2784

HARRY LUNDEBERG - President
105 Market Street, San Francisco, Calif.

JOHN HAWK - Secy-Treas., Atlantic & Gulf District
P. O. Box 25, Bowling Green Station, New York, N. Y.

FRED FARNEN - Secy-Treas. Gt. Lakes District
1038 Third Street, Detroit, Michigan

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GEORGE K. NOVICK, Editor

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Setting The Pace

There's every indication that things are going to boom on the American waterfront from now on, and most of that booming will be done by the Seafarers International Union of North America. The SIU Convention, which last week finished its deliberations in Chicago, made plans which will set the maritime industry by its heels.

Of course, the item most under discussion was the question of transferral of American ships to Panamanian registry. This maneuver was seen for what it actually is—a plan by which United States shipowners can thumb their noses at the law, and eventually ruin the living standards of U. S. seamen.

To this the Convention answered with a flat "no." Too long have American seamen fought to come out of the rut into which they have been forced by the grasping bosses. They are resolved never to return to the days of pitiful wages, moldy food, and blue sheets.

And they didn't keep their distaste to themselves, either. They let the people of the United States, and the World, know exactly how they feel about the "phony" transfers, and they called upon the President of the United States and the Congress to take steps to halt any more such illegal deals.

Then they took a position which has to bring action. If Congress and the President don't put a stop to this business "within a reasonable length of time," then the Convention has gone on record to boycott Panamanian ships wherever and whenever they touch U. S. Ports.

The Convention did not confine itself solely to the issue of Panamanian transfers. The Great Lakes Organizing Campaign was thoroughly discussed, and all sections of the International pledged full support to the drive to make the "Great Lakes SIU, too."

Organizational apparatus was tightened, and the enthusiastic Delegates laid down a program for increased activity in this field. From the requests for affiliation which come into the International, the excellent record of the SIU has made its mark on the American labor movement.

It will be two more years until another SIU Convention is held—the next one will be in Baltimore, Maryland. In that period of time the American labor movement faces great trials. We in the Seafarers are prepared to fight to protect the gains won so far, and to press for even greater advantages for the seamen, fishermen, and fish cannery workers who make up our International.

Doing Their Share

This week's edition of the LOG carries more about the fishermen and fish cannery workers than ever before. Not too many members of the SIU know that the International is composed of fishermen and cannery workers as well as seamen.

These other groups in the SIU have done their share in building this Union up to its present high plane. It's a real pleasure to carry news of the activities of our Brothers and Sisters in the International, and it is our hope that they will send us more news, from time to time, to be carried in the columns of the Seafarers LOG.



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

GUS KREZTER
C. MASON
STEVE MOGAN
R. B. "BOB" WRIGHT
N. LONGTINE
ED. DUDEK
J. J. O'NEILL
E. J. NAVARRE
J. N. HULL
C. TYNER
C. J. COMPAN
WM. H. CAO
J. W. DENNIS
ED. CUSTER
WM. BROCE, Jr.
GEO. F. DUFFY
ADAM KARPOWICH
C. LOCIGNO
WM. MEAGHER
D. LAUBERSHEIMER
G. F. HART
H. N. LEAVELLE
S. HAMILTON

BALTIMORE HOSPITAL

JOHN ASHFORD
JOHN APPLE
JOHN ROX
ALBERT HAWKINS
ANTONIO AMARAL
CHARLES SIMMONS

ERNEST SIDNEY
EDWARD CAIN, Jr.
MICHAEL LUCAS
MATHEW CARSON
SAM TOWSON
JOHN LYTUS
JOSE AQUIAR
WILLIAM JOYE
TED BABKOWSKI
JAMES McMAHON (G.L.)
JOHN RILEY (G.L.)

STATEN ISLAND HOSP.

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

Hospital Patients

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

Staten Island Hospital

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

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

GALVESTON HOSPITAL

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

MOBILE HOSPITAL

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

AFL Maritime Trades Dept Holds Confab

(Continued from Page 1)

other than those noted on the eligibility list, have applied for membership in the various Port Councils.

However, it was pointed out that the Department was created solely for the purpose of banding together AFL Maritime Unions for the specific purpose of fighting common problems, and for that reason it was thought best to deny membership to any Local union whose International Body was not affiliated to the Maritime Trades Department.

The Port Councils came in for great praise. In every Port where such a Council has been established, the cooperation of the groups has been of the highest, and this factor has contributed to the success of each individual port undertaking.

Since the department was formed, its cost to the SIU, or to the other Internationals, has been virtually nothing to speak of. Charters for Port Councils cost \$25.00, this charge being made to cover printing and mailing.

Contrast this with the fantastic sums of money expended by the late-but-unlamented Committee for Maritime Unity. While they spent a fortune and accomplished nothing, the AFL Maritime Unions won overwhelming victories without draining the resources of any of the affiliated Unions.

On The Ball



Last week the SUP won the Tankers of Standard Oil of California; a smashing victory. Above is Serge Novak, one of the International Organizers who did the job. White caps off to him, and the others who brought this big company into the SIU camp.

Chief Stewards

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

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

Seafarers Makes Expansion Plans; Calls Halt To Panama Transfers

(Continued from Page 1)

ment to refer parts of it to the various committees for their consideration.

The SIU Delegates Report on the London meeting of the Joint Maritime Commission was accepted as read. The same was true of the Report of the Maritime Section, International Labor Office Conference, held at Seattle, Washington.

In the case of the Report of the International Labor Office meeting of Special Committee on

Continuous Employment, Entry, Training and Promotion, held in London, it was the Delegates wish to refer this report to the Legislative Committee.

In close order, the Reports of the Atlantic and Gulf District, the Pacific District, the Great Lakes District, the Cannery Workers Union of the Pacific, Vice-President Morris Weisberger, and International Representative Earl Sheppard, were read and accepted. Where applicable, certain sections of the reports were referred to specific committees.

ALL SECTIONS

All other sections of the International reported before the end of the Convention.

Besides the resolution on boycott of ships transferred to foreign registry, the Convention also took stands on other issues of interest to the International.

Among these, approval for the International to loan \$40,000 to the Cannery Workers and Fishermens Union of San Diego, California, this money to be used in the purchase of a building in San Diego.

The loan is for the period of four months, which is the time necessary for the collection of an assessment.

Rules regarding reciprocal shipping and hospital benefits between the Atlantic and Gulf

District and the Pacific District, were discussed, and the Committee on Seamen's Organization and Grievances voted to reaffirm the positions taken by the SIU Nation-Wide Seamen's Conference, held in Chicago from March 19 to March 23, 1945.

Before the convention adjourned, elections were held, (see separate story for results) and Baltimore, Maryland, was picked as the site of the next convention.

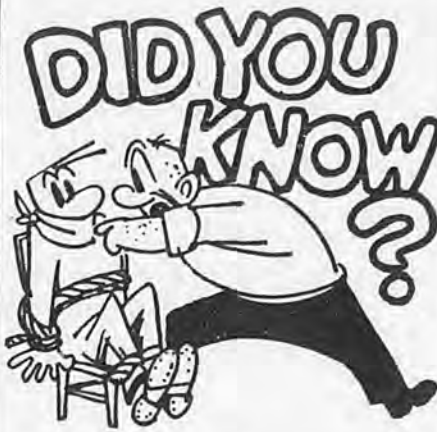
AID MINERS' SURVIVORS

The sum of \$1,000 was donated to the support and maintenance of the dependents of the 111 miners killed in the Centralia, Illinois, catastrophe, and President Lundeberg was empowered to draft a telegram to President Truman, asking for the resignation of Secretary of the Interior Krug.

After six full days of planning, hearing and acting on reports, and holding Committee meetings to implement the interests of the SIU membership, the Convention adjourned Saturday evening, March 29.

All action taken at the Convention is subject to the approval or disapproval of the membership of each component union comprising the International.

A complete transcript of the convention, when prepared, will be placed aboard every SIU-contracted ship.



By JOHNNY JOHNSTON

The luxurious presidential yacht, the Mayflower, has had a strange and varied career. At one time or another, this vessel has been a fleet flagship, a pleasure cruiser, a decommissioned hulk, and an armed escort.

But now the ship whose decks were trod by five presidents, King Edward VII of England, and Kaiser Wilhelm of Germany, has been sold for \$20,000 and will soon see service as a seal hunter.

The gallant old ship was bought by the Navy in 1898 and fought several actions in the Spanish-American War. She was at one time Admiral Dewey's own flagship.

Theodore Roosevelt took her over during his presidency. Following this she saw much service, particularly under Coolidge. President Hoover, however, had her decommissioned as an economy move.

The grand old ship served in any role that was assigned to her, and now she waits patiently at the dock, ready to go to sea again.

The first shipment of crude rubber to Gulf Ports since Pearl Harbor came, into New Orleans on the SS Azalea, which arrived on March 18 from Malaya.

During the past year we have had quite a few members who thought that they had the right to salvage if their ship ran aground and they helped to unload cargo or worked to get the ship afloat. That was incorrect, and led to many misunderstandings.

Here is the law laid down by the Courts of Admiralty concerning salvage.

Salvage is an allowance given to volunteers who assist in saving a ship or cargo or a portion of it. The salvage is based on the extent of the prevailing hazard, and the labor and peril of saving the property. From one tenth to one half the value of the goods is paid. The crew of a ship can claim no salvage for saving their own vessel or her cargo.

No Reforms Yet At Neponsit Despite Ballyhoo In Pilot

Inspired by a self-appointed hospital delegate, Alfred Clausen, whom it is rumored has aspirations of becoming a Patrolman in Corpus Christi, the NMU Pilot last week printed a story claiming that the deplorable food situation at Neponsit Marine Hospital has been corrected and is now satisfactory to the seamen patients.

However, the deluge of phone calls received by the SIU from burned up patients, both SIU and NMU, point to the contrary.

According to the Pilot story, the feeding of the men has been improved through the appropriation of more money. However, the appropriation was only five cents per man and that was made at the beginning of last year.

Since the appropriation of the money, the cost of food has gone up 50 percent and wiped out the small increase in funds.

In fact, the hospital is having difficulty maintaining even the low level of food that has been served the patients.

As chairman of the Neponsit hospital committee, Clausen, who fabricated the story, claimed that the Head Dietician from the Surgeon General's office was called in, studied the situation and made corrections by the addition of three new cooks.

The truth of the matter is that no additional cooks were added, but due to the big turnover in hospital personnel, three

new cooks were hired to fill the positions of cooks who had left. Thus the number of cooks remains the same.

According to the seamen there, the Chief Dietician, during her visit talked to none of the patients, but devoted all her time to conferring with the Hospital staff trying to discover means of pacifying the patients without making any concrete reforms.

The fact that no new cooks were added and the appropriation was insufficient to raise the standard of the diet is proof enough that nothing was done for the seamen.

The NMU, which only became aware of the problems of seamen in the marine hospitals within the past few months after the SIU had been fighting for better conditions all along, has failed miserably in this attempted white wash of conditions at Neponsit.

It is one more case of the NMU trying to pull the wool over the eyes of its membership and make them believe that they are going to bat for their sick brothers.

Seamen at the hospital have now received the crowning blow to the phony Pilot story.

This week NMU Secretary Ferdinand Smith sent a letter to the U. S. Public Health Service thanking them for the reforms brought about.

The seamen at Neponsit are still trying to find out what reforms Smith is talking about.

VOTING RULES FOR SEAMEN

For those seamen who want to vote in the coming elections, here are seven rules that must be followed, otherwise your vote may not be counted. A merchant seaman is eligible to vote in the State in which he has voting residence, but he must first obtain an absentee ballot from the Secretary of State in the capital of the State in which such residence is maintained.

Hold on to the following rules so that there will be no question on procedure when the time comes round to elect new local and national Government officials:

Instructions For Obtaining and Voting A State Absentee Ballot by A Member of the Merchant Marine

1. Obtain a postcard application from any of the sources indicated below:

Office of the United States Maritime Commission
Office of the United States Shipping Commissioner
Local Union Headquarters
United Seamen's Service Clubs
Seamen's Institutes.

2. Fill in every item on the postcard, being careful to print your name, the name of your ship and operator, the address to which the ballot should be sent, and then sign it with your full name under oath.

3. Mail the postcard (airmail postage free in United States mails) to the Secretary of State at the capital of the State in which you have a voting residence.

4. Upon receipt of the State absentee ballot, execute it in accordance with instructions which accompany it. Where permitted by State law, as indicated on the ballot or accompanying instructions, the oath may be taken and attested by a Warrant or Non-Commissioned Officer of the Army or Navy, or by Masters, First Officers, Chief Engineers and Purser of vessels documented under the laws of the United States.

5. If the State ballot material is so firmly stuck together when received that it has to be opened forcibly, open it in the manner least injurious to the material. After executing the ballot, seal the envelope in the most practicable way and write the following statement on the back of the envelope: "Envelope flap was stuck when received, requiring forced opening before voting." This statement should be signed by the voter and the person administering the voter's oath.

6. Mail the executed ballot (and oath if on separate paper) in the return envelope provided therewith, free of United States postage including airmail, to the addressee named on the envelope or in the instructions.

7. An application for a State absentee ballot may also be made by means of a personal letter mailed to the Secretary of the State in which the applicant has his voting residence, or in such other manner as may be prescribed by the law of such State.

If a member of the merchant marine desires further information with respect to registration, or his eligibility to vote, he should write to the Secretary of the State in which he has a voting residence.

No Collusion Shown At Isthmian Hearing

TESTIFIED FOR SEAFARERS BEFORE NLRB

NEW YORK—On Monday the National Maritime Union, CIO, rested its case before the National Labor Relations Board, and with the questioning of its witnesses, it became obvious that the NMU had not substantiated its charges of collusion between the Seafarers and the Isthmian Steamship Company.

Once the NMU had rested, the SIU took the offensive. Attorney Ben Sterling, and Attorneys Henry Kaiser and James A. Glenn, from the office of Joseph Padway, who represents the National AFL, tore the NMU case to shreds with testimony from many witnesses.

The first seven witnesses to be questioned for the SIU were Michael R. Baal, Charles Joseph Dougherty, Joseph A. Torrisi, John Carmello, Raymond Kosch, Homer Leslie Ames, and Roland Julius Strom.

Each was asked specific questions as to whether or not he had been sent to the Isthmian Steamship Company, for a job, by any SIU official, and to a man they refuted the charge.

DIGEST OF TESTIMONY

Here is the way their testimony shaped up:

Michael Baal was asked whether or not he had been given a note by the SIU when he went down to the company office for a job. When he answered "no," he was then asked whether he gave any sign to the hiring officer that he was from the SIU.

Question: (by Mr. Sterling) Did you receive any instructions from anybody at the SIU how to get the job?

Answer: No, I didn't. I happened to be in the Hall and some one asked me there if I wanted to take an Isthmian ship. I needed the money so naturally I took the job.

In questioning Charles Dougherty, it was brought out by Mr. Sterling that the reason Dougherty applied for an Isthmian job was because he saw signs in the SIU Hall asking men to "Ship Isthmian" and he therefore went to the company office to fill out an application.

He took sick soon after being assigned to the Cape Orange, and did not vote on that ship or any other Isthmian vessel.

NO SECRET SIGN

In each case the NMU lawyer tried to force an admission from the witness that he had to give a secret sign to the hiring master of the company before he was assigned to a ship. But each time the maneuver was unfruitful.

The questioning of Joseph A. Torrisi brought out that although he had applied for a job at the Isthmian Company office on several occasions, he had been uniformly unsuccessful.

Question: (by Mr. Sterling) Now, were you ever employed aboard any of the Isthmian Company ships?

Answer: No.

Q. Have you ever made any efforts to try to get a job with Isthmian?

A. Yes, several times.

Cross-examination by Mr. Rosenfeld, the NMU Attorney, only strengthened the fact that repeated visits to the Isthmian office had not ended up in a job for Torrisi.

Testimony by John Carmello



JOHN CARMELLO



LESLIE AMES



CHARLES DOUGHERTY

followed closely on the same lines of those who preceded him. He reiterated that going up to apply for an Isthmian ship was his own idea, and that his many attempts had been unsuccessful.

Question: Did you apply for a job?

Answer: Yes, sir.

Q. Did they ask if you belonged to any union?

A. Yes.

Q. What did you tell them?

A. I told them I did not belong to a union.

Q. Did anybody give you a note to the Isthmian?

A. No.

Q. Did anybody tell you to hold your SIU pin or button in your left hand or in your right hand?

As in all cases when this question was asked, the answer was "no."

NMU CASE COLLAPSED

In cross-examination of this witness, Mr. Rosenfeld went over the testimony several times, but each time it became clearer and clearer that the "pattern of collusion" which the NMU is trying to build up, exists solely in the minds of various NMU officials.

Raymond Kosch, another SIU member who was refused employment by Isthmian was also a witness. He testified that he had gone down to the company office for a job, but had been turned down.

Kosch's reason for trying to ship Isthmian were substantially the same as given by other witnesses. He had seen signs in the SIU Hall "Ship Isthmian," and

so he had gone down, on his own hook, to see whether or not he could land a job.

When questioning Homer Leslie Ames, the NMU Attorney tried to get Ames to state what companies the SIU is organizing at this time. However, Ames and Sterling were too clever for the NMU, and that move was quickly squelched.

Ames also testified to the fact that when he considered shipping Isthmian he had to go down to the company office himself, without any aid from the organizers, and filled out an application.

He was successful in landing a job on the George M. Bibb, but paid off after approximately 11 days to take a job on another ship making a longer run.

CHARGES UNFOUNDED

Again examination proved how unfounded the NMU's charges are.

Question: (by Mr. Sterling) Did they (the SIU) tell you to say that you were from the SIU?

Answer: No.

Q: Did they tell you to wear your pin or hold your pin in either hand?

A. No.

Q: Did they give you any high sign to anybody at the Isthmian?

A: Just told me to go over and ask for a job.

Roland Julius Strom, a veteran of 36 years seetime, disclosed that he was put aboard the Poland Victory, an Isthmian vessels, by the War Shipping Administration. He had registered there in Norfolk on August 23, 1945, and

the same day was assigned to the Poland Victory.

Subsequently he joined the Sea Triton and the Sea Fiddler, and each of those jobs was as the result of applying at the Isthmian office.

PROUD OF RECORD

During the cross-examination of this witness, Mr. Rosenfeld got an admission that Strom organized for the SIU while on board

the Poland Victory, but Strom countered with, "why not? I do not see any crime in that. I have been a union member since 1914, which I have proof of right here."

Further questioning failed to disclose anything that might be remotely considered collusion, and the witness was excused.

There is no doubt in anybody's mind that the NMU case is built on air, and that the present hearings are being employed only as another stalling device to save face for the union.

In an open letter to the NMU membership, printed in the Pilot of March 28, President Joe Curran states that the NMU has lost the Isthmian election, and places the blame for this on the fact the organizers were instructed to organize for the communist party, rather than concentrate on the Isthmian Line. (See story on page 6 for full details.)

The hearings before the National Labor Relations Board will soon draw to a close, but until that happens thousands of Isthmian seamen are deprived of the right to be represented by the Union of their choice, the SIU.

This dog in the manger attitude of the NMU will not be forgotten by working seamen of the United States.



Radio Watches

The wartime practice of continuous radio watch has been suspended in Norway, as it has already in several countries, but the substitute plan being put into operation has brought a storm of protest from the country's seamen's organizations.

Instead of providing sufficient radio officers to set up the three-watch system, Norwegian ships will have one radio officer. In some instances, the duties of the radio officer will be handled by the Chief Officer.

The seamen's protest pointed out that one-and-a-half hours listening watch, which is presently practiced, is insufficient, and poses potentially great dangers. They cited the recent case of the 11 Norwegian seamen who lost their lives in a hurricane.

The disaster could have been averted had there been a continuous wireless watch on board, the seamen's organizations contend.

A continuous radio watch is regarded as an absolute safety measure to which seamen are entitled. The Norwegian unions asked how many more lives would be lost before the necessity of a 24-hour watch was realized and enforced.

Beating The Law

Shipowners who operated their vessels under the Panamanian flag during the war, because the American Neutrality Act prohibited American ships from entering the war zone, are now using that flag as a refuge from the

safety requirements and conditions in force in other countries.

Figures issued by the U. S. Maritime Commission for ships of 1,000 gross tons or over, shows that 164 vessels totalling 868,855 tons were on the register of Panama on June 30 last. Before the war, 130 ships of 719,041 gross tons flew the Panamanian flag.

With the war over, ship operators are not returning to their original registry. It is believed the situation might lead to trouble if action is not taken to cut off this escape for shipping interest seeking to operate under sub-standard conditions.

Continuous Employment

A plan to guarantee continuous employment to France's merchant seamen has been drawn up by a joint committee representing the shipowners and the French Seamen's Federation.

Now being studied by a special sub-committee, the plan, upon final adoption, will become the subject of a collective agreement.

It is expected that the new scheme, which applies to unlicensed personnel only, will be made operative when the existing reserve pool scheme, together with the Government requisition of the merchant fleet, ends on Mar. 1.

Two-fold purpose of the proposals is to deal with:

1. The stability of employment generally.
2. The special problem of seamen who cannot be fully employed until France has brought her merchant marine up to pre-war level, but whom the industry does not want to lose.



JOSEPH TORRISI



RAYMOND KOSCH

SEAFARERS WITNESSES

Scenes Of Activity From Two Gulf Ports



The busiest place in the Port Arthur Hall is the Dispatcher's Desk. Above are two Seafarers inquiring about shipping, and trying to figure out if they want any of the ships listed on the board. With shipping on the upgrade, there are quite a few ships to choose from and these men want to get a ship that's to their taste.



Leon "Blondie" Johnson, Port Arthur Agent, now starting his second year in the post. Under his direction Port Arthur has expanded, and much organizational work has been carried on there. Plenty of tankers hit this spot, and that means work galore for Blondie and his staff. Also, in the past two years, the Port has built up its recreational facilities.



Dispatcher Harvey Jamerson also acts as Patrolman. Here he discusses some problems with Johnny Ward, who is assigned to the Port as an organizer. Between them they'll cook up some solution, and the upshot of it all will be smooth sailing in Port Arthur. Cooperation of this sort is always found in the SIU.



This is the Port Arthur Hall, from the outside. Oh yes, in front of the Hall are the Seafarers who happened to be around when the pictures was being taken. That Texas sun sure makes for good pictures. Although shipping is good in Port Arthur, and the sun is bright and warm, don't make a beeline for there unless you get in touch with the Dispatcher first to find out if there are any jobs available. You can save time and money that way.



There's always something to do in the bright recreation room. No need to hang out in the beer-joints when you can meet your friends at the SIU Hall, and enjoy yourself while waiting for a good ship. Far cry from the old days when a seaman had little choice between ginmills and the can-shaking institutes. It's the Union that did it!



Shift to New Orleans and the Cuba Victory. On the left, the Stewards Department, consisting of left to right, W. T. Malvenan, H. E. Fossett, L. J. Richey, A. Zeringue, M. J. Dwyer, A. Elchuk, J. Kennair, and E. Smith. Picture on the right is of the Deck Department and shows, left to right, kneeling, E. Metros, J. Satalanotto, R. Ferrara, and A. Hatch. Standing, in the usual order, H. Broussard, R. Lapp, J. Gravitt, A. LeFleur, R. Betters, J. Bellino, N. Funken, J. C. Flippo, and J. Barrios.



Complete Text Of Resolution On Panamanian Ship Transfers

WHEREAS the American Merchant Marine, during World War II was built up to approximately 50 million tons by American taxpayers, at a cost to them of approximately 20 billion dollars, and

WHEREAS the American Merchant Marine today is rapidly decreasing and if nothing is done by the Maritime Commission and Congress to stop this decrease of American ships we will find ourselves with an American Merchant Marine of less tonnage than we had prior to the war; and

WHEREAS in 1936 the Merchant Marine Act was passed by Congress, which had for its purpose the building and maintaining of a large and substantial American Merchant Marine to take care of the commerce of this country and to establish national defense, and

WHEREAS in the last few months millions of tonnage of American built ships, built by the American taxpayers money, have been bought for foreign operators and transferred to foreign flags, including the Panamanian flag, and also American capital has transferred a number of U. S. Government bought ships to Panamanian registry; and

WHEREAS today the Republic of Panama has a merchant ma-

rine tonnage twice as large as it had prior to the war; and

WHEREAS the Republic of Panama is not a seafaring nation and does not by any stretch of the imagination need this type of tonnage in connection with the export and import trade of their country; and

WHEREAS American capital and foreign countries who transferred their ships under the Panamanian flag obviously did this for several reasons; namely, to save taxes, to operate ships with cheaper crews, and to avoid regular steamboat inspection services; and

WHEREAS this condition not only weakens the American Merchant Marine and puts thousands of seamen and American shipyard workers and longshoremen out of work, but also weakens the national defense of the United States of America, now—therefore, be it

RESOLVED that the Maritime Trades Department composed of 250,000 American maritime transportation workers affiliated with the American Federation of Labor hereby go on record demanding that the Maritime Commission which is charged by Congress under the Merchant Marine Act of 1936 with promoting and safeguarding and building a first-class American Merchant Marine for economic and National de-

fense reasons, immediately take steps to stop the sale of ships to non-maritime nations, and/or to buyers, either American or foreign, who transfer American built or purchased tonnage, to the Republic of Panama, or other non-maritime nations, and be it

FURTHER RESOLVED that we immediately put this problem before Congress, through the House Committee on Merchant Marine and Fisheries, and the Senate Committee on Interstate and Foreign Commerce, and request that they immediately take legislative steps to plug any loopholes in the Ship Sales Act which creates a condition of disposing of American tonnage belonging to the American taxpayers in such manner that it depletes the American Merchant Marine and allows foreign or American speculators to grow fat at the American taxpayers' expense, and be it

FURTHER RESOLVED that if no action is taken with a reasonable length of time by Congress and the Maritime Commission on this very important and vital subject, that the Maritime Trades Department, affiliated with the American Federation of Labor, take steps to close up all fink shipping halls which are used for shipping seamen to Panamanian vessels, and further to boycott Panamanian flag vessels in all American ports, to wit: That they be picketed until such time as transfers of American vessels to Panamanian flag has ceased, and until such time as the condition meets the approval of the Maritime Trades Department, and be it

FINALLY RESOLVED that we notify the American Federation of Labor of our program and that it be widely publicized.

Marine Accidents Higher Than All Other Industries

Plying the seas in ships is the most hazardous of all ways of making a living. The number of merchant marine accidents is fully 500 per cent above the average of all other industries combined.

This excessive figure is not the claim of a seafaring union—it was revealed by Rear Admiral Edward H. (Iceberg) Smith, commandant of the Third Coast Guard District, speaking before the Greater New York Safety Council.

It should be pointed out that in spite of this excessive percentage of accidents at sea, the men who sail the nation's merchant marine are not compensated on the basis of risks to life and limb.

Proof of the shipowners' refusal to recognize the occupational hazards involved in is their outcry every time an attempt is made to raise wages commensurate with the value of work performed.

In view of the overwhelming greater dangers of making a livelihood at sea, the fight of the Seafarers to win higher wages and better working conditions is more justifiable than ever.

MEET THE SEAFARERS

Volunteer Organizers



There were a few Seafarers standing around near the organizers room in the New York Hall, and one said to the other, "I understand that the National Labor Relations Board has ordered an election on the Mathiasen tanker, the SS Petrolite. Let's try to make that ship, so we can be sure she goes SIU."

Those words were enough to perk up the ears of the Log photographer, and before either of the men could say "Mathiasen, too, will be SIU," they were up in the Log office, having their pictures taken and being interviewed.



EDWARD J. RONAN

Thomas P. O'Sullivan, Bosun, is a veteran of 27 years seafaring. He served for twenty years in the British Navy, achieving the rating of Chief Petty Officer-Torpedo Gunners Mate.

His companion, Edward J. Ronan, AB, is a good bit younger, both in age and service. Ed started sailing four years ago, and all his time has been on SIU-contracted ships. That is, up until now.

FIRST TRY

For both of them, it was their first crack at an unorganized ship.

"Why is that," they were asked? "How come you decided to ship out as volunteer organizers now?"

The answer was quick in coming. "I want to do something for the Union," said Brother O'Sullivan. "The SIU has done a lot for me, and that's the least I can do to reciprocate."

"Same thing goes for me," chimed in Ed Ronan.

READY NOW

They had both heard of the conditions and wages prevailing on unorganized ships. They had also heard the story of how much trouble was encountered in the drive on the Isthmian Steamship Company, and while they were unable to do anything at the time, they were re-

solved to do their share in this election.

O'Sullivan joined the SIU in 1941 mainly because he was fed up with the way seamen were being treated on unorganized ships.

"I believe in the right of a working man to lead a decent life," he explained wrathfully, "and I came to the conclusion that the only way to bring that about would be through a strong union."

That was about the same sentiment expressed by Ronan, who joined the Union as a full book member early in 1944, although he had sailed on a permit previously.

CONFIDENT OF OUTCOME

Although O'Sullivan has never sailed tankers before, Ronan has had a bit of experience aboard them. Both of them expect to bring the ship in heavily pro-SIU.

"The NMU must have realized that they can't organize anything on the waterfront now," said Brother Ronan, "so that's why they withdrew from this election."

"The SIU would have swamped them anyway," was the way O'Sullivan summed up the situation.

Both sailed all through the war. Brother O'Sullivan, who insists by the way that his name means that he is descended from Scottish royalty, was torpedoed twice, each time in the Murmansk run.

Ed Ronan was luckier. Although he had his share of dan-



THOMAS P. O'SULLIVAN

ger, he was never on a vessel that was sunk.

The Mathiasen Tanker Corporation only has one ship at the present time, but is expected to add to its fleet in the near future. Therefore the activities of Brothers Thomas P. O'Sullivan and Edward Ronan, will assist the Union in expanding and staying strong.

"That's what we want to do," they said. "If each man does his part, the SIU will continue to be the strongest, most militant union for seamen."

From the way organizing is going on now, on the Great Lakes and in other areas, the two Brothers are absolutely correct.

Curran Blames Commies For Loss In Isthmian Vote

Ever since the end of the Isthmian election, the SIU has maintained that the only object of the NMU in making its flimsy charges of collusion was to stall and save face.

This is borne out by Joe Curran, President of the NMU, in his column in the Pilot this week. Curran charges that the NMU organizers, who were hired for the Isthmian drive, spent most of their time in assuring that communist party candidates would sweep the NMU elections.

Here is what Curran has to say, word for word:

"The communist party was fortunate in that the Vice President in charge of the Organizational Department of the union was also a member of the national committee of the communist party—Frederick Myers, and at that time had full authority to appoint as many organizers as he needed to organize the Isthmian Line.

"Myers proceeded to appoint only those organizers who were members of the communist party . . . some of whom did not even have the qualifications of two years at sea.

"Dozens of organizers were put on. Thousands of dollars were wasted and as you know by now we lost the Isthmian Line. Myers' instructions to these organizers throughout the country were that the important thing was not to organize Isthmian but to organize the union's election and insure the defeat of non-communists."

NO CHANCE TO WIN

How did the NMU expect to win the Isthmian election, in view of the fact that the union

has a poor record on the waterfront, and with organizers spending most of their time on contract ships, lining up the vote for the commies? Here's what Curran has to say about this:

"Records exist in the union showing that organizers, instead of organizing Isthmian ships, particularly in the Gulf spent much of their time in the union halls, influencing members and going aboard contract ships, smearing and discrediting non-communist officials and advising the members why they had to vote for communist candidates."

The lie which so many communists use that they are good trade unionists is blasted by Curran in his statement that "communist party officials who were officials of the union, whenever it became necessary to attend party functions or committee meetings, never hesitated to leave their jobs in the union to attend these meetings."

CP CONTROL

One more charge by Curran serves to prove conclusively that the NMU is controlled by the commies from top to bottom.

"Within the union," says Curran, "approximately 107 of the 150 elected officials of our union are communists who are more interested in assuring that your union becomes a stooge union of the communist party than they are in keeping it an instrument belonging to the rank-and-file seamen who built it."

That's what the SIU and the Log have always stated. Coming from the President of the NMU, it backs up what honest seamen already know.



Shipping Is Bad On Gold Coast; Try Other Ports

By E. H. TEAGUE

SAN FRANCISCO—Things on the old Gold Coast are beginning to liven up a bit with Agent Red Simmons back in town. All the regulars out here are glad to see Red back on the job as he is somewhat of a landmark out here on the coast.

During his absence things went along smoothly with no difficulties of any size, and so with things in good order the reins of the SIU San Francisco Hall are returned to Brother Simmons.

Shipping, however, had remained slow for the past several weeks with little or no signs of an immediate pick up. What ships have hit the port have been handled in true SIU fashion with all beefs squared away.

DON'T COME

If any of you Seafarers are thinking of coming out to the sunny clime of the Gold Coast, it is my advice that you take into consideration the slow state of shipping before you head west.

We're glad to see the boys from far and wide drop into the Hall, but we don't want to see anyone get stuck with a long stay on the beach while most of the other ports are booming.

As soon as shipping takes a turn for the better, we'll pass the word along through the pages of the *Log*, so until then, those fast and furious ports on the Gulf and East Coast are the place for a man with a hankering for the sea.

And that's the way things are this week on the Gold Coast.

Miami Expects Added P&O Runs During April

By R. W. BIRMINGHAM

MIAMI — Business for the month of April in this port is expected to shape up pretty well. It looks better now than at any previous time, what with the P&O scheduling fifteen trips during the month to Havana in place of the usual twelve.

We expect the first Pan Atlantic vessel to dock here on April 20. This ship will be the first ship connecting Miami with the northern ports since the Clyde Line went out of existence.

The Pan Atlantic Company will be operating this run under a temporary permit, pending final action on its application to make Miami a regular port of call.

As the permit has been granted for six months it will be a little while before we learn whether or not this run will be permanent.

The first vessel on this run, the Grange Victory, will leave Boston April 13, and will call at New York and Philly on the way south.

That's all the dope up to the minute from this winter vacation paradise, where just about everyone looking for a sun tan got it—at a price.



Seamen's Bill Of Rights Needs Backing Of Seamen Everywhere

NORFOLK—The GI Bill of Rights went into effect September, 1940, but today—more than six and a half years later—the Merchant Seamen's Bill of Rights gathers dust in the House Merchant Marine and Fisheries Committee.

According to the Army-Navy Bulletin, action on the bill was postponed to give the Maritime Commission time to prepare evidence for the committee.

Surely, there has been time to prepare evidence—time during which merchant seamen did their part for their country in World War II while being denied benefits enjoyed by others under the GI Bill of Rights.

Certainly, if any body of men risked their lives during the war, it was the merchant seamen. At first the merchant seamen put to sea unarmed, and even at a later date without heavy armament. Too often their ships were sitting ducks.

The chief protection lay not in steel and shot but in favorable weather and the skill of the mariner. The job was not done with false heroics. It was part of the work of winning the war.

Every man in the merchant marine, like every man in the trenches, in the Navy, in the Air Corps, or any other branch of the service was conscious of the risk involved, but did his job.

'DESERVE EQUALITY

Merchant seamen do not begrudge these servicemen their privileges under the GI Bill of Rights, but they do feel that they are entitled to similar privileges. They have won them by the same type of service.

The Merchant Seamen's Bill of Rights will never get out of committee if merchant seamen sit idly by without evidencing any interest in its fate.

If we, the men most concerned by its provisions, do not have sufficient energy to work for its passage, we can't expect others to champion our cause.

We have the opportunity to get this bill out of the committee where it is pigeonholed, if each of us—and our parents, relatives and others—swamp our Congressman with letters asking for passage of the bill. Our request cannot be ignored.

MANY BENEFITS

Many seamen are not aware of the benefits that can be derived from this bill. Under it they would be able to obtain a college education or a loan to start business. The educational benefits are probably the best part of the bill.

This part is important, not only to us, but to our government as well. Spokesmen for the Federal Government say that this nation should have the largest merchant marine in the world, and that each member

of the crew of each ship should be an ambassador to other nations, a real representative of the best in America. A well-educated seaman is the best ambassador.

The Merchant Seamen's Bill of Rights could help make American merchant seamen the best educated in the world. We can get all these benefits if all of the unions will unite in a real all-out drive.

This Union should draft a resolution calling for cooperation in a drive to have the Merchant Seamen's Bill of Rights favorably reported out of committee, and copies of the resolution should be mailed to the policy committee of the SIU.

NO NEWS??

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

BALTIMORE
BOSTON
SAVANNAH
TAMPA
GALVESTON
JACKSONVILLE
HOUSTON

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.

Mobile Shipping Still Booms; Rated Men Are Still In Demand

By CHARLES KIMBALL

MOBILE — The tremendous lead which Mobile took in shipping is still undiminished and the need for all ratings will continue indefinitely.

This can be attributed to the large number of laid-up ships being placed in active service. We are begging for more men to alleviate this condition and members who can, by any means, make this port will spend no idle days after arriving here.

The Dispatcher has been so hard-pressed to crew the ships available that I swear there are a few more grey hairs sprouting around his temples.

A special added attraction to the Seafarers who come to this "City of Five Flags" is the splendor and beauty of the blooming azaleas, which at this time of year are nature's most prolific offering.

Another inducement is our new and spacious Union Hall, so, don't fail to tread our welcome mat which I hereby lay before you.

The officials of the port are so busy at times that they have to sacrifice the sanctity of coffee time. It is not uncommon for them to eat their lunches in the office, so heavy is the pressure of their duties. All they ask is that the boom continues.

Despite the heavy run of traf-

fic in the port, every beef has been taken care of and settled to the satisfaction of all.

Delegates Lewis and Morrison are receiving numerous commendations from the ships' crews for their speedy handling of pay-offs and beefs.

I would like to bring to the attention of the membership, ship's delegates in particular, the necessity of having all overtime sheets, whether approved or disputed, submitted to the shore delegates upon the ship's arrival.

It is the policy of this port to have a Union official meet the ship immediately upon arrival, unless other work is more pressing and requires immediate attention.

If no Union official is at hand upon the ship's arrival, the ship's delegate should call the Hall at



once and determine when the ship will be contacted.

The ship's delegate then must be aboard when the Patrolman makes his contact so as to make his oral and written report.

Under no circumstances should overtime sheets or written reports be locked up in such a manner that would defy a Houdini to produce them in the event the ship's delegate is unable to be present during the Patrolman's visit.

By following this simple and helpful suggestion, settlement of overtime beefs would be facilitated greatly.

Corpus Christi Is Enjoying Good Shipping

By J. S. WILLIAMS

CORPUS CHRISTI—The past week was one of good shipping and business in this port with several ships in for payoffs and replacements.

In addition to the ships in for payoffs, we had quite a few unorganized tankers hit port. All were contacted by the organizers who put our literature and *Logs* aboard.

As a result of the organizers' hard work in contacting these ships, quite a few of the boys aboard saw the light and signed up with the SIU.

We had the Hood River, Pacific Tankers, in for a payoff this week. Myself and Brother Blackie Ellis, the SUP Agent from Galveston, handled the payoff. There were only a few minor beefs aboard and they were all settled on the line.

FORTY-THREE BUCKS

One of the beefs was a hang-over from Europe. It seems that the French Customs found about three cartons of cigarettes hid aboard the ship and they had laid a forty-three dollar fine on the ship.

The bucko Skipper aboard was going to levy a one dollar fine on each crewmember aboard to pay the ship's fine.

As soon as we got the drift of what he was trying to pull we hurriedly straightened him out. As a result, when the ship sailed there was a new skipper aboard and a happy crew.

Another tanker in this week, the Wolf Creek, Los Angeles Tankers, was the opposite of the Hood River. She had no beefs, a good Skipper and a good crew.

Milwaukee Gets Under Way

By ED LARKIN

MILWAUKEE — Organizing in this area is getting well under way. Quite a few boats around Strugeon Bay are still laying idle with fit-outs not being started as yet, but the men are hanging around the town.

I understand that some of these boats work the men a 12 hour day, with no overtime at all. Sure is a nice setup for the bosses.

After being aboard one unorganized ship in this port, and seeing the men, their conditions, and how they live aboard ship, it's a cinch that they really need unionizing.

The crewmembers on some of these ships sure take a beating, and the men in the fireroom really work like horses.

This particular ship is laying a couple of miles from nowhere, and the men are so broke that they have to stay aboard the vessel.

Under an SIU contract, this company would be forced to provide or pay transportation for these men.

These Lakes men in this port are set on an SIU contract giving them the kind of wages, hours and conditions that they should be getting. They know that they can rely on the Seafarers to get them that kind of a contract and that's why they are all for the SIU.

Final Dispatch

DETROIT — Great Lakes Seafarers mourned the passing of Brother Tony Sedtke, G859, at the Marine Hospital last Thursday, March 27, after an illness lasting only one week. He had been ill for several months, apparently recovered his health, resumed sailing once again, and then suffered a brief relapse. Brother Sedtke joined the Seafarers in 1939.

Duluth Area Maritime Trades Council Elects Its Officers

By EINAR NORDAAS

DULUTH — The Duluth, Ashland, and Superior area AFL Waterfront unions were further solidified recently by the election of permanent officials for the Duluth-Superior Maritime Trades Port Council.

Plans were formulated for unified organizational activity spearheaded by the full scale drive of the Seafarers International Union on the Great Lakes.

Elected at the meeting, held in the Superior Labor temple, were the following officers: Matt Anttila, ILA District Council, President; Clarence Erickson, Superior Coal Dock Workers' Local 1343, Vice President; David Gibson, Duluth and Superior Grain Processors' locals, Secretary; Einar Nordaas, Duluth Port Agent SIU, Financial Secretary; and Joseph Tucker, Superior Grain Trimmers' Local 1320, Sergeant-at-Arms.

Others elected were: Trustees: Art Anderson, Superior, 3 year term; Bert Nesgoda, Duluth, 2 years; and Hjalmar Tast, Ashland, 1 year. E. I. Slaughter, AFL Organizer and ILA Vice President, was elected as Legislation Representative and Organizational Advisor.

ACTIVITIES COORDINATED

With the formation of the Port Council, waterfront activities of 22 AFL Unions in the area ranging from Ashland to Two Harbors will be coordinated.

This action supports the current efforts of the AFL to increase membership in these unions. In further actions, the new Council, which represents over 3,000 members in the area, affiliated with the Minnesota and Wisconsin Federation of Labor.

With the permanent organization of this council and the election of such responsible officials, AFL maritime activities should be coordinated in such a manner that the cause of all AFL maritime unions will be improved.

In addition, the current organizational drive of the SIU in the Great Lakes area should be helped considerably, as will the organizational campaign of the Masters, Mates and Pilots.

Recently, the MM&P announced a full scale drive to organize 1,000 eligible men into their or-

ganization. Thomas F. Simpson, temporary president of Local 47, outlined a nine-point program which provides numerous benefits not now enjoyed by unorganized officers on the Lakes.

Assisting with the MM&P organizational drive is ILA Vice President E. L. Slaughter, who stated that the NLRB will be requested to conduct elections for 1,000 eligible bulk freighter officers, not now represented by the union. Petitions requesting these elections will be filed on May 1, according to Slaughter.



Lakes Men Tired Of Old Deal, Want SIU Contract

By BOB DODD
& JERRY LICHTMAN

ASHTABULA — Contacting a number of Wilson Transit ships laid up in the ports of Sandusky, Ashtabula, Huron and Cleveland, we were greeted with a good reception by the men aboard these vessels, most of whom are acquainted with the record and achievements of the SIU.

Unorganized Lakes seamen have been subjected for years to all sorts of intimidation and pressure by the bosses. They have had no job security whatsoever, and were subject to firing at any time to make room for the friends and relatives.

They put in long hours of overtime work with no extra pay, and did all kinds of penalty work between the hours of 8 a.m. and 5 p.m. with no overtime allowed. Now, they want these conditions changed.

They want the protection of an SIU contract which gives them job security, union representation on their beefs, and job seniority with the right to fit-out and ship on the same vessel that they laid up last Fall.

QUESTIONS ANSWERED

SIU organizers are contacting all of the unorganized boats on the Lakes. We're answering their questions, and helping them out with their problems, and we'll continue to do so until all of the unorganized vessels on the Great Lakes are under SIU contracts providing SIU wages, hours and conditions.

These vessels will be contacted consistently, and we'll see that the unorganized men get Seafarers Logs and organizational material that tells them the real facts straight from the shoulder.

ANOTHER PORT COUNCIL FORMED



Above are the officers of the AFL Maritime Trades Council —Duluth, Superior, Ashland Harbors, and vicinity. This Council is composed of 22 AFL Waterfront Unions, with a combined membership of approximately 3,000. Reading left to right, Joseph Tucker, Sergeant at Arms; Einar Nordaas, Treasurer; Clarence Erickson, Vice-President; Matt Anttila, President; David Gibson, Secretary; and Bert Nesgoda, Hjalmer Tast, and Art Anderson, Trustees.

At the left is Einar Nordaas, SIU Agent at the head of the Lakes Area, and also Vice-President of the Council with E. L. Slaughter, ILA Vice-President who organized the Council.

Hurry! Hurry! Hurry! New York Needs Rated Men In Black Gang

By JOE ALGINA

NEW YORK—It's very seldom that shipping continues to be good for as long a time as it has lately. It seems that each week the shipping business in this port gets better and better.

We need rated men in the black gang, and we need them bad. If there are any men doing gin-mill duty in the out-ports because of slow shipping, New York is the port where they can obtain a ship in a hurry.

From the looks of things, this port is going to continue busy for some time to come.

We have a Night Dispatcher now, in fact we have had one for the past few weeks, and so we are shipping men until 9 P.M. at night and on Sundays until 3 in the afternoon.

The Alcoa Cavalier, a new passenger ship, just blew in from the West Coast. She will be here for approximately one month, during which time she will be made ready for service.

The Cavalier is a damn nice ship, and the quarters for the crew are the best I've seen in a long time.

GOODBYE, VOYAGER

Another Alcoa ship, the Voyager, is being sold to the Argentine Government. She is an old vessel, but the crew has been happy aboard her, and they are sorry to see her go.

We've mentioned this before, but some men still haven't gotten it straight. Remember, copies of overtime sheets are to be turned into department heads 72 hours before the ship docks. In that way, there's time to iron out anything that may hold up the payoff.

I see by the newspapers that a certain Captain Conwell, who worked for the American Trading and Production Corporation, told a convention of safety experts that American merchant ships are manned by "untrained, irresponsible personnel, ignorant of, or indifferent to, safety practices."

I don't know who this Captain Conwell is, but if he had the intelligence that a man in his position should have, he would

realize that accidents are caused mainly by two reasons.

One is in the carrying out of hazardous duties at the direction



of an officer, and the second is caused by circumstances beyond the control of the officers or the unlicensed crew.

It is certainly not negligence when an accident takes place because the company wants to save money and refuses to install simple safety measures.

But Captain Conwell refuses to take this into account. Why should he, since he is a company man from the word go?

Seafarers Contract Assures Security, Protection For Seamen

By EDWARD JANASZAK

TOLEDO — In the short time I've been on the Lakes, there's been a good opportunity to get a fairly complete picture of the set up.

Working with a couple of Lakes men has taught me the score, and talking to these unorganized seamen has thoroughly acquainted me with their problems.

So far in our organizational drive, we've been able to sign up all of the men that we've contacted, or definitely interest them in the benefits of SIU unionization.

Our activities in this port have been a little slow due to the fact that only a few ships have been fitting out so far. Now they're all preparing for what promises to be one of the best seasons the Lakes have seen.

All of you Lakes seamen who have been sailing on the unor-

Shoregang Work Is Plentiful In San Juan

By SALVADOR COLLS

SAN JUAN—Well it's back on the Isle of Rum and Coke for me after a busy week in New York at the Agents Conference. During my absence Brother Butts held down the port and everything went along rather smooth.

At the moment we have the Monarch of the Seas, a C-2 docked at the Waterman Terminal.

When I went aboard I found she was shorthanded four men, two ABs, a Fireman and a Wiper. I filled the jobs and got in touch with the ship's delegate, and as usual there were no beefs.

Shoregang work in this port is really booming. We sent out 25 men to work on two ships, the Francis and the Arthur Huddell, and we have three more ships expecting men for shoregangs.

BEEFS SQUARED AWAY

We had the MV Ponce in last week with a few beefs which Brother Butts squared away.

We had a few replacements to put aboard the ship, which was done without any difficulty, in fact there were no difficulties at all on the ships. The crew is a good one, keeping her clean and shipshape.

I have contacted a few unorganized men off the tugs working around the Island, and with the support of the ILA in Puerto Rico, we are going to go ahead to organize them.

The ILA has been organizing the tugmen and, due to the fact that they are unable to crew up the tugs, they are willing to turn them over to the SIU.

SUP Brother George A. Johnson died at sea recently about eight miles off the coast of Aguadilla, P. R., while aboard the Alanson B. Houghton. He was buried at Santurce, P. R.

His family has been notified and we are sending his gear to the Commissioner's Office in San Francisco as requested by his widow. Good sailing Brother Johnson; here's hoping you find good mates up there.

Ashtabula Hall

ASHTABULA — For the convenience of Great Lakes SIU members and for the assistance of the Seafarers organizing campaign on the Lakes, the SIU has opened a new hall in the Port of Ashtabula Harbor, Ohio. The new hall is under the direction of Agent Maurice Dole, who is assisted by Robert Dodd in charge of organizing for the area.

Located at 1027 West Fifth St., Ashtabula Harbor (some five miles from Ashtabula proper), the hall will remain open for the balance of the Lakes sailing season. Telephone number is 5523. All SIU members and unorganized Lakes seamen are invited to visit the new quarters.

ganized boats should drop into your nearest SIU hall.

Talk to the Organizer there, and give him your suggestions for needed improvements in your conditions and on your vessel.

SIGN PLEDGE CARD

Then fill out an SIU pledge card and take out membership in the Seafarers International Union—AFL.

When you've signed a pledge card, and designated the SIU as your representative to bargain collectively with the company, you will be as a group, strong enough to demand and receive recognition.

Then, and then only, you can secure the same contract gains as all SIU members enjoy, and you have the guarantee of SIU job security and job protection.



By JOSEPH VOLPIAN

The Constitution of the United States provides that no person shall be deprived of life, liberty or property without due process of law.

"Due process of law" has been construed to mean that a person shall have the right to cross-examine witnesses who bear testimony against him.

Where a witness testifying against a person in any court in the United States refuses to be cross-examined, his entire testimony is stricken out.

However, in the Merchant Marine Hearing Unit where a seaman's papers (his property) are on trial for an alleged infraction of the shipping laws, we seem to be in a foreign land.

The provisions of the United States Constitution, it seems, are unheard of in this august tribunal.

There, the rules of procedure allow a log entry (or even a copy of a log entry) to be put in evidence against a seaman and without any further evidence or testimony of any witnesses whatsoever, to establish a case against the seaman which deprives him of his certificate.

And even if the seamen testifies to the full facts and, by uncontradicted testimony, overcomes the charges in the log, he has in some cases been convicted.

These are statements of actual occurrences at Hearing Unit "trials."

NO DEFENSE

You cannot cross-examine a log entry. If the captain who made the log entry absents himself from the hearing, because he doesn't want to be cross-examined, the attitude of the Hearing Unit seems to be that "the Captain can do no wrong."

His log entry is final as far as they are concerned, and they will accept it whether or not he testifies as to the facts it contains or the circumstances under which it is entered.

It seems to me that this is a definite violation of a fundamental right that every American citizen has, whether he be a merchant seaman or a bank president.

Under this practice a Captain can make a mountain out of a molehill, and magnify petty infractions of the rules into serious charges, or he can even make entries without any foundation of truth, and in this way put the burden of disproving these charges on the seaman.

The seaman as a general rule can not afford to pay a lawyer to defend himself against these charges.

His guilt is based upon the log entry and he must prove himself innocent. But when the captain who made the charge is not at the hearing to back the charge up, it is very difficult to prove your innocence because you have no one to cross-examine.

Should the Hearing Unit officer take a dislike to you for personal reasons, and decide not to believe you, he can convict you solely upon the unproved statements in the log.

The shipping laws provide regulations requiring log-entries to be made by the Captain for certain offenses.

These laws state how these entries should be made and when they are to be made. However, if the captain who made the entries is not at the hearing to testify, it then becomes impossible to show by cross-examination that the log entries are improper because of the captain's failure to comply with the law as to time of entry or the circumstances surrounding the entry in the log book.

The remedy lies in complete abolition of the Hearing Unit and in giving the powers of subpoena to the Shipping Commissioner to question the skipper on the merits of his loggings.

Whenever the merits are trifling or unjustified, the Commissioner may cancel the log.

At present, Commissioners only rule out logs that are illegal.

Ships In Transit Are Keeping Port Arthur Busy

By LEON N. JOHNSON

PORT ARTHUR—After being away to New York to attend the Agents Conference I have returned to this old Gulf Port to find everything running along pretty smooth.

There have been several ships stop off here in transit, but no payoffs. Among the ships were the Fort Matanzas, American Pacific; Fort Stanwix, Pacific Tankers; and the Milan R. Stefanik, which is taking on a cargo of wheat destined for Portugal.

Also in was the Salvador Brau, Arnold Bernstein Steamship Company, which is loading coal for France. All the ships mentioned were contacted and squared away with all beefs being of a minor nature.

CB & C

When I climbed aboard the Salvador Brau, an unmistakable aroma of corned beefs and cabbage hit my nostrils. There was something different about the odor, so I investigated and found in the galley, the one and only Frenchy Michelet.

He extended me an invitation to stay for dinner, but I had to decline as business called me elsewhere. I sure hated to pass up that invite, but I'll be back in his domain one of these days to take him up on the offer.

I'll close this report with the lowdown on shipping here, which I'm happy to report is so good that we are suffering from a shortage of men. So if you want to ship, come down Texas way.

NEW HOURS

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

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

All Signs Point To SIU Success On Great Lakes

By HENRY CHAPPELL

TOLEDO — If the results we have seen here in the last few days are any criterion, the SIU's current campaign to organize the unorganized Lakes seamen should be very successful.

All indications point to a successful season for the SIU in bringing in new members and contracting new companies as the Lakes seamen become better acquainted with the SIU.

Once in a while we run into some fellow who believes that all of the gains that the sailors have won since sailing days have been given to them by the companies out of the goodness of their hearts.

These guys don't seem to realize that, unless these unorganized outfits were scared stiff of unionism spreading among their employees, the unorganized men would never secure any gains.

Only when the gains are written into a contract, in black and white will all those gains be permanent. Any time an unorganized company gives their men one single thing without it being in a contract, then they can take it away any time their fear of the union lessens.

This temporary gain is just a subterfuge which merely lulls the men into a feeling of false security.

MAJORITY FOR SIU

The vast majority of the Lakes seamen that we have contacted in the short time we have been in action this Spring realize that an SIU contract gives them real security and protection.

That's why they are anxious to get in the SIU, and help us to bring SIU conditions and contracts to all Lakes ships.

Men on the Midland ships expressed this feeling last Fall when they voted overwhelmingly for the SIU.

Although there are around 60 ships in this port, shipping out of here has been slow so far. But the SIU has so many members in this area now that some have managed to get aboard practically all of the open shop boats.

In fact, it's damned hard now to look around any of the sailors' hangouts without seeing several SIU members. That's another indication of the Seafarers rapidly growing strength on the Lakes.

Dan Dwyer, an SIU oldtimer on the Lakes, is working with us now in this port. He was formerly Port Agent in Detroit and has a lot on the ball.

Eddie Janaszak, from the East Coast, is also in this port pitching, and the results of our well-laid organizational plans should begin to show as soon as more of the crews come in to fit out, and we contact them.

Philly ILA Wins Unemployment Pay For Idleness During SIU Strike

By E. S. HIGDON

PHILADELPHIA — Since the end of the 1946 General Strike, the ILA longshoremen in Philly have been trying to collect unemployment compensation for the time they spent in idleness due to our strike. This week they finally won their case.

The Stevedore bosses and the shipowners based their argument on the fact that the men are entitled to collect unemployment money only if they are out of work due to causes beyond their control, and although the seamen were on strike, the longshoremen could have crossed the picketlines and worked if they had wanted to.

We of the SIU appeared at a meeting called by the Pennsylvania Unemployment Compensation Bureau at the request of the ILA, and the upshot of the whole matter was that the case was ruled in favor of the ILA.

The Unemployment division decided that it would have been dangerous for the ILA men to cross the seamen's picketlines.

All longshoremen who did not cross the picketlines are now due to receive about \$40.00 apiece for their time lost during the strike.

DOG'S LIFE

The other day Brother Tilley went aboard the Alfred Moore of the Waterman Line for a sign on. While he was aboard, the Mate spotted the crew's dog and immediately called the gang together to tell them that they could stay aboard but the dog had to go.

To this the crew got together and told Brother Tilley that they would only sail if the dog was aboard.

Brother Tilley asked the Mate, who had ordered the dog put ashore? The Mate replied that it was the Captain's order.

To this Tilley retorted that it was damn funny, for not ten minutes earlier the Captain had informed him that the dog could stay.

It seems in this case the brass got their signals crossed, and was the Mate's face red — the dog sailed.

FIREMAN SAILS

Our other Patrolman, Brother Collins, settled a beef on the Muncie Victory recently concerning the Chief Engineer. The Chief had fired a Fireman because he could not speak English well enough to satisfy him.

The crew immediately called a meeting and politely but firmly told the Chief Engineer that all would not be serene if the Fireman was fired. So, the Muncie sailed and the Fireman is still aboard.

I am still scouting around for a new Hall, but to date I've had no luck. I am beginning to think that there is nothing big enough for us in this town at the price that we are prepared to pay.

Shipping has finally slacked down to a steady flow now, and the Hall seems to be filling up again. For awhile the members were afraid to come into the Hall for fear they would be greeted with shipping cards.

Lakes Seamen, Visit SIU Halls And See Democracy In Action

By FRANK MORAN

BUFFALO — Unorganized Lakes seamen now have an opportunity to see the SIU members and SIU democracy in action through the invitation which has been extended to them to visit the SIU Halls in all Lakes ports.

The Seafarers maintains these Halls for the convenience of their members, providing recreation rooms and their facilities while the boys are waiting to ship.

If you're aboard an unorganized vessel, or have been sailing on one, drop into the nearest Seafarers Hall, see the organizer there, and ask him any questions you may want to regarding SIU contracts, wages, hours and conditions.

He'll be glad to answer your questions and see what he can do about solving your problems for you. Then you can begin to realize the benefits of SIU unionism.

Lakes seamen who have been sailing for a number of years are already well aware of the benefits of real unionism, and are flocking in increasing numbers into the SIU Halls.

You might as well join the parade, and see for yourself how easy it will be to organize your ship under the SIU banner.

BOOM SEASON

This year promises to be a boom season on the Lakes for the shipping interests, but it will only be another season for the men who man the boats,

unless they see the handwriting on the wall.

Investigate for yourself, then join the only union for unlicensed men on the Lakes that can and will do something about bettering your pay and securing better conditions.

There will be other years when shipping isn't so good, and the unlicensed men will be facing the prospect of watching their jobs go to the bosses' friends men while they stand on the docks.

This is nothing new to the Lakes men, as they have seen it happen many times in the past. And they'll see it happen in the future unless they do something!

Block these open shop practices by joining the SIU. Then your company, too, will be under an SIU contract which will prevent such abuses.

Get in the organizing drive today by telling your shipmates about the benefits of unionism—SIU style.

Feel the satisfaction of telling your buddies, after your ship has been organized, "I helped organize that ship under the best union contract ever seen on these Lakes."

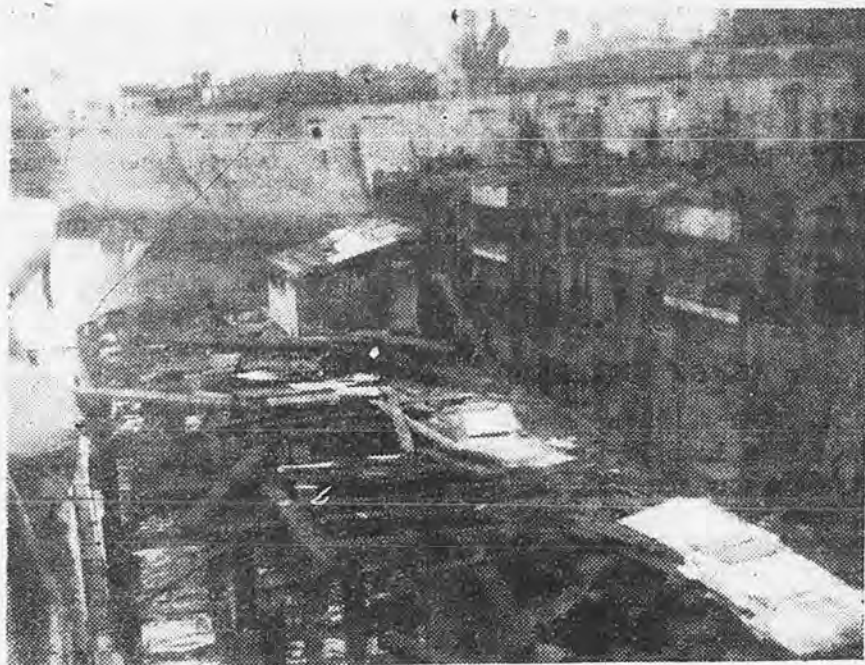
Then reap the benefits of SIU organization.

Don't forget, visit the SIU Hall in your area. Get first hand information from the organizer in charge as to how your ship, too, can be SIU.



SHIPS' MINUTES AND NEWS

MORAN'S 'DOCKING AREA'



This hazardous condition is what the crew of the MV Ancepa had to contend with when they docked at Mobile.

When the lads of the MV Ancepa, a Moran sea-going tug, speak of walking the planks, they're not just kidding. The zig-zag pattern of loose planks pictured above is the "dock" where the Ancepa and another Moran tug, the Sands Point, have been tying up in Mobile, Ala., for the past month, writes the Ancepa's Engine Delegate, Clyde Riddle.

Getting ashore or aboard by means of the dilapidated patch work structure meant risking their necks each time. Exceedingly dangerous was the task of hauling stores aboard. The Mobile Dispatcher managed to get a promise from the company that stores would be brought alongside by boat.

Finally declared unsafe, the "dock" is now being torn down, says Brother Riddle.

Fort Frederica's Bucko Target Of Crew's Blast

There'll be no mourning among the crew of the SS Fort Frederica if the vessel's Third Assistant Engineer one day finds himself landlocked. In fact, the Seafarers aboard the ship are in favor of hastening that day.

Said engineer shot off out of the wrong side of his mouth, and the crew took action in the form of a resolution at the shipboard meeting of March 14 to set him straight. According to the ship's minutes, submitted by Chairman Leroy Clarke and Secretary L. P. Breaux, the guys have had a bellyful of this character's mouthings.

IS A MENACE

He and his kind are a menace now, "and will prove to be a much greater menace to organized seamen in the future," the crew declared.

The resolution grew out of the unsavory remarks uttered by the Third Assistant in regard to his preference of crews. He is reported to have stated before witnesses that he would rather sail with "fink crew or an NMU crew in preference to an SIU crew." Good militant union crews are evidently not to his liking.

Besides his anti-union remarks, the bucko engineer hurled "physical threats and deliberately persecuted certain crewmem-

bers on his watch," the crew charged.

In view of this character's openly stated position, the men



of the Fort Frederica have resolved "that members of the SIU-SUP now employed on this vessel shall henceforth refuse to sail any ship on which this Third Assistant Engineer is employed in any capacity."

The resolution concluded with a recommendation "that a motion be placed before the first possible membership meeting signifying this membership's desire that no SIU-SUP crew shall be furnished any ship on which the aforementioned is employed."

Finds 10 G's, Gets Reward Of 50 Bucks

Seafarer George Wetzler, a bedroom steward aboard the SS Florida is a pretty placid guy. It takes a helluva lot to ruffle him as he goes about his job of smoothing out staterooms. But his eyes nearly popped out of their sockets on a recent morning at a sight he rarely sees in the Florida's beds.

It happened shortly after the ship arrived in Miami from Havana. Brother Wetzler was cleaning one of the passenger staterooms. Neatly wrapped in a handkerchief lying on the mattress was a wad of cash big



enough to stuff the yaps of three blustering bucks. In short, it contained \$10,025 in crispy, crunchy, oh-so-lovely pieces of lettuce.

When Wetzler came to, he grabbed the green stuff and sprinted onto the dock, where the occupants of the richly furnished stateroom—Mr. and Mrs. Anthony Messa, of Havana—were waiting for a taxi. He gave them their \$10,000 caboodle.

He was rewarded with a \$50 bill.

Dick Birmingham, Miami Acting Agent, who reported this rich item to the Log, didn't say who got the handkerchief.

Bourn Men Urge Strike Fund Vote

A proposal that a \$15 special strike fund assessment be placed before the membership of the Seafarers International Union in the form of a referendum was urged at a recent meeting aboard the SS Benjamin Bourn, Mississippi Shipping Co.

Recommending that the matter be decided by secret ballot, the Bourn crew pointed to the cost to the Union of the strike last fall in protest of the War Stabilization Board ruling. The men felt it urgently necessary that the strike fund be built up quickly so that the Union would be prepared for any emergency.

Longfellow Crew Can't Eat Ship's Rolls

A rolling ship gathers no cake. This sea-going maxim emerged from the ship's galley aboard the SS Henry Longfellow. It sums up the defense offered by the Night Cook and Baker to charges intended to get a rise out of his cake-making.

The matter was rolled out at a special meeting held at sea recently to sift the charges.

Specifically, cake was the beef. The crew said they couldn't eat the stuff. "It wasn't baked prop-

well done when it was served.

But the doughty Night Cook and Baker retorted somewhat logically that the fault was not his. The ship had been rolling too much, was his tart reply to the criticism of his tarts.

ROLLING SHIP

Referring to the four or five nights when cake was absent from the menu, he said that the

heavy rolling of the vessel made it impossible to do whatever bakers do when they make cake. When he did make cake the roll of the ship spoiled the rolling of the dough. He couldn't do it properly, he said.

Solomon-like, the crew made a wise and notable decision.

Since the Longfellow was scheduled to make port the next

day, shipmates of the Night Cook and Baker withheld judgment. The ship won't be rolling when we are in port, they said, "and we'll give him a chance to prove himself in baking then."

If while in port the man produces, the whole matter will be forgotten. If not, the crew say they would consider further action.



erly and it was doughy," they claimed.

The crew also brought forth at the meeting that for four or five nights they didn't get any cake at all. When they finally got their teeth into one of the Night Cook and Baker's concoctions, they were disappointed.

WORKED ALONE

The Longfellow men took into consideration the fact that the baker worked alone in the galley from two a. m. until ten a. m. But that was no excuse for not having any cake at all, the crew contended, adding that it was no excuse for the cake not being



This photo was taken in the Copenhagen harbor in late February, after the vessel had spent about a week in the ice. A Danish ice-breaker cut a path through the frozen waters and enabled the Thompson to make port. Chick Fisher, Deck Delegate, submitted the picture following the payoff in New York on March 17.

SIU Ship's Minutes In Brief

CHARLES A. WARFIELD,
Feb. 9—Chairman W. K. Harde-
man; Secretary E. L. De Par-
lier. New Business: Discussion
on signing on and meal sub-
sistence due. Some men have
three days, others less. Stew-
ard said Purser knows about
subsistence and is including it
in payroll. Good and Welfare:
Steward suggested that slop-
chest be looked into, and that
it be seen to that some Camel
cigarettes be placed aboard.
Discussion on misunderstanding
that Officers come first on
mail, and after they are
through, the crew can have
theirs. Suggestion that Union
get onto the Alcoa Company as
to launch service to ships lying
at anchor in Trinidad. It seems
that the 4-8 watch is being
screwed out of shore leave due
to the launch schedule. Motion
carried that company have
steam line or hot water line run
aft to fantail so crew can have
a place to wash clothes. Under
present system crew must lug
water back to laundry.



CHARLES A. WARFIELD,
Jan. 5—Chairman R. N. White;
Secretary H. B. Brown. New
Business: Steward brought up
matter of pillows and mattress-
es. Any members of crew wish-
ing to receive or exchange to
become known as he had some
extras on hand. Also brought
up matter of not receiving some
stores that he ordered. Good
and Welfare: Discussion as to
keeping messroom clean, pick-
ing up dirty dishes, etc. Motion
carried to purchase, with fine
money, books and magazines
and give the remainder of the
money to brothers in hospital.
Motion carried to set up ship's
fund separate from fine money
out of individual donations.
The money to be used for help-
ing shipmates in distress and
balance to be given to Patrol-
man upon arrival for distri-
bution to hospitalized Brothers.



GEORGE WASHINGTON,
March 8—Chairman Crosby;
Secretary Robertson. New Bus-
iness: motion carried for a new
station bill or revise the old
one. Give a number and card
to each man with a number and
place that he is assigned to for
fire and boat drill. Motion car-
ried that scuttle butt be re-
paired and the water pressure
be increased. Motion carried
that forecandle and heads be
painted. Motion carried to re-
pair all broken lockers for all
departments. Motion to repair
all door locks and if impossible
to repair them, then install new
ones. Good and Welfare: Have
Brothers quit tampering with
the clocks. Gave the Steward
a vote of thanks for his coop-
eration. Decision to refrain
from bringing friends and ex-
crewmen aboard.



TWIN FALLS VICTORY,
March 2—Chairman Killman;
Secretary not given. New Bus-
iness: Motion carried that Chief
Cook get keys for storerooms.
Crew laundry should be open-
ed for crew's use and kept
clean by a rotation method by
the Stewards, Deck and Black
Gang Departments. Motion
carried. Good and Welfare:
Black Gang heads and show-
ers should be repaired; every
department told to use own
heads and showers; Shower
nozzle needed for Deck De-
partment shower; Chief Cook
complains on food; More dish-
es needed; Sinks need fixing in
pantry and galley; Linen to be
drawn by one man from each
department every Friday. New
Business: Mention made of
working rules and overtime on
Isthmian ships. Chairman re-
minded each man to keep over-
time sheets.

JOSHUA HENDY, Dec. 30—
Chairman Henry C. McDilda;
Secretary Robert E. Merritt.
Good and Welfare: Crew agreed
to cooperate in keeping door
slamming and noise in general
down to a minimum. Due to
the fact that the trip will be
longer than expected, the Stew-
ard informed the crew that he
may run short on some perish-
able foods. He stated that re-
quisition will be made for these
items and promised that every
effort would be made when the
ship reached Antwerp to obtain
these items.

They're In A Stew Over Erin

Green with rage, the brawny
lads of the SS De Soto burped a
vigorous protest over the alleged
Irish stew served them at a re-
cent meal.

The stew itself was harmless
enough, but—shades of the sham-
rock—the inference that it was
Irish was a masquerade and an
affront to the legion of Ireland's
kings—and to the De Soto men,
too.

The ship's worthies, being
sticklers for pedigree, vehemently
charged that the stew served
them could not lay claim to being
Irish. Only degree of resemblance
was that it talked back to them.

That should just about drive
the snakes out of the De Soto's
stew.



**DEL AIRES, Jan. 19—Chair-
man J. Lecke; Secretary Ste-
vens. Minutes of last meeting
read and accepted. Delegates
gave their reports. Motions
carried: that Engine Delegates
report be turned over to Pa-
trolman and handled as he may
direct; that all hands stick to-
gether and not payoff until
everything is squared away
with Patrolman; that Delegates
of each department make list
of repairs to be handed to heads
of respective departments; that**

two electricians be given suit-
able quarters aboard this ves-
sel; that rationing of clothes
and cigarettes be investigated;
that no one use sinks for soak-
ing clothes—buckets are pro-
vided.

ROSWELL VICTORY, Jan. 18—
Chairman Schevaland; Sec-
retary Sam Kosfeld. Delegates
gave their reports. H. E. Per-
kinson selected Ship's Dele-
gate. Suggested that ship's
delegate see if it is possible to
get galley stove repaired. Stove
in such condition that it is im-
possible to cook complete meal.
If stove is not repaired soon, ship
will have to go on subsistence
until repairs can be made. Sug-
gestion to investigate why man
who has been tripcarder for
three years has been refused
pro book—matter to be brought
to attention of SIU patrolman
on arrival in States. Suggested
that soap be issued with linen
according to union agreement.



**GADSDEN, Jan. 26—Chair-
man M. Shipley; Secretary O.
Rowe. Motions carried: to have
Deck Delegate contact the
master and have meal hours,
settled in New York; to get
foc'sle hangers, wash basin,
plug and new lockers for Stew-
ards department; to install ra-
dio; to have sufficient line on
hand to last for entire trip; to
contest overtime worked by
stowaways painting in the al-
leyways; to have slopchest
checked by crew delegates so
as to get better assortment of
items.**

DEL SANTOS, Jan. 28—
Chairman Clarence Umberger;
Secretary Carl Cruzlic. Dele-
gates reports read and accept-
ed. Motions carried: to elect
new engine delegate—Irving
Ashbrock elected; to open PO
messhall; that each crew mem-
ber be given a key for show-
ers and heads. Suggestion
made to claim overtime for all
work done by shore gang in
Buenos Aires.



**DE SOTO, Feb. 15—Chairman
Archie Korbach; Secretary Al
Stansbury. Motions carried:
To get carpenter aboard ship
in Honolulu to repair screen
doors; to order replacements
for slopchest shortages in Hono-
lulu; that windchutes be or-
dered; install steam line in
laundry; that messroom be
painted white; that halfhooks
be installed on all doors.**

ROBERT R. MCBURNEY,
Jan. 10—Chairman T. A. Lau-
mann; Secretary D. Zappia.
Motions carried: Due to short-
age of inside paint, heads,
showers and messrooms are to
be painted before foc'sles; to
retain same system of fines for
minor infractions as prevailed
on previous voyage; that dirty
linen be placed in front of lock-
er by 6 p. m. Saturday; that
clothes are not to be left in
laundry room overnight.

SEAFARER SAM SAYS:

MAKE IT
EASY FOR
YOURSELF!

TURN YOUR OVERTIME SHEETS
IN TO DEPARTMENT HEADS
72 HOURS BEFORE YOU DOCK
AND KEEP A DUPLICATE COPY
FOR YOURSELF.



CUT and RUN

By HANK

We don't know how many brothers are doing it but we would
like to see some of the crew of every ship in all our ports taking
aboard a few piles of Logs before they sail—to save them for those
favorite bars in foreign ports, for other SIU ships and especially
those unorganized ships. The more the Logs get around, the better
informed our own brothers are with up-to-date union activities
and the better our organizing efforts are helped. How about this,
brothers, before you sail, take a few piles of Logs from two or three
weeks and save them for distribution overseas? You can't break
your back or waste your time doing this little thing for your own
Union, your shipmates and those non-union sailors... The follow-
ing oldtimers came in from a trip on the American Press: Bosun
Luke Collins, who confessed with a smile about gaining five
pounds, or more, of weight; "Whiskey" Bill Thomas, who bought a
new pair of brown walking shoes which are too tight on his dogs for
walking or even standing before the shipping board for those jobs;
and AB Earl Larson, who is going straight out again for another
voyage while he has the urge, the time and the opportunity while
shipping is red hot.

The "Champ" of the SUP, Brother Eggie Worth, just sailed
in from a trip around the world and was merrily and swiftly
shanghaied right out again as Bosun on the Sealrain Texas...
Oldtimer John Campbell probably grabbed a messman's job this
week... Steward Patrick Nash just registered for shipping...
Thomas Murphy, smiling citizen of New York, isn't worrying
with a smile on his face, about not getting the Log he's sup-
posed to be getting. We assured Brother Murphy his Log was
being mailed faithfully every week, indeed... Bosun Ray
Sparrow is in town right now... Oldtimer William Brady just
came in from a trip on a ship which lost her foremast getting
through the iron curtain of North Atlantic stormy weather. The
ship took 18 days without ballast, trying to get to Maine for a
load of potatoes... Verrill Swearingen, Gulfer oldtimer, is
in town right now. Where's your pal, O'Connor, or Brother
McCoskey?

From Italy we received the following letter from our shipmate
and volunteer organizer of non-union ships, Jimmy "Blackie" Saliba,
aboard the SUP ship, William Cushing: "The weather over here is
pretty warm, the sun is always shining and the girls are very so-
ciable. We left Boston and sailed into Trieste. Now we're in Leg-
horn. The trip over was darn good and smooth sailing all the way.
I'm in the best of health, still going strong and I'm thinking of go-
ing native for I'm beginning to talk a little Italian. How are things
back home and how is shipping? Good, I hope! I'll probably be
in New York around the fifth of April. We have a darn good Chief
Mate and a good crew. I'm Bosun on this SUP ship, too. Give my
regards to Joe and your wife."

We have the results of a contest performed (the joke is, the
word should be performed, if the girls were not involved) by the
girls of Baltimore and New York to select the prettiest and the
cutest brothers in our Union. The winners in this harmless fe-
male-clamored male glamor contest are: Pretty Boy Charlie Star-
ling and Cute Jimmy Hanners. Ah, we hope these dames don't
start another contest to select the Funny-Face members...
because we won't print the results... Brother Harvey Hill just
blew into town from his North Atlantic trip... Little Jimmy
Crescitelli will probably sail out of New York without the
million dollars he needs to retire on. With his slightly visible
mustache still faithfully hanging on, Jimmy will no doubt shang-
hai his poker-faced shadow of an alter ego, Brother George
Berry. Well, two can dream better than one, about a million
dollars some day, while out there on the ocean, indeed!

THE MEMBERSHIP SPEAKS



ISTHMIAN MEN DEPLORE LACK OF CONTRACT

To the Editor:

We, the crew of the SS Citadel Victory, celebrated Feb. 12, Lincoln's birthday, by holding a meeting with all other Isthmian vessels which are here in Calcutta at the present time. Throughout the meeting we discussed all beefs which we have had, and are having, in our voyages on these Isthmian scows.

TOOK BEATING

We are quite dissatisfied by not having an agreement as yet with the Isthmian SS Company. Joining with us for this meeting were the crew of the following ships: Steel Artisan, Beaver Victory, Memphis City and Allegheny Victory.

We who have ridden these scows, and who are riding them at the present time, have decided that we have taken enough of a beating on these scows by getting poor food which come from two-pot galleys. We object, too, to getting beat out of a lot of legitimate overtime, which would arouse no question on a union ship because of an agreement between the company and a union.

We want union representation and union working conditions. We resent working under the present conditions, whereby company officers can work us as they please without any consideration for the men or their labor problems. After all, we are skilled workers, and on getting union representation we feel we will be treated as such. Now we are treated no better than mules who are to produce without questioning the working conditions.

Signed by entire crew

MEMBERS MUST DO PART TO MAINTAIN BEST CONDITIONS

To the Editor:

If the officials are expected to beat their brains out to find ways and means to get better conditions and higher wages for SIU seamen, then the Brothers have to get together themselves aboard each ship and live up to their contracts to the letter.

This is necessary now, more than ever, because with the war over the shipowners are taking over. They are dropping all the wartime skippers, mates and engineers, keeping only the old-time company stiff, who are out there trying with everything at their command to break down the fine conditions seamen have ever known.

So Brothers, trip-carders or full books, live up to that contract. Do your work, stay sober, and when the day comes to pay off and you have a "bird-dog captain" and a mate who are hard-timing you, your Agent or Patrolman can handle them in a way they won't forget.

The year of 1946 brought the SIU many victories. Let's make 1947 a greater year!

Ray Pulliam

IN MEMORY OF 'THE EMANCIPATOR OF SEAMEN'



Members of the SIU-SUP gather at memorial to Andrew Furuseth in San Francisco on 93rd anniversary of his birth. Floral tributes to the man whose battles won so much for seamen the world over came from the SIU, SUP and Local 90 of the Masters, Mates and Pilots.

La Semmes Seems A Troublesome Wench Needing Careful Caressing

To the Editor:

Here's a little note to let you in on the ups and downs of the Raphael Semmes. Well, Ed, this Waterman scow left that fair-sized city of New York on a supposedly four month trip to the Far East, with the first stop being Panama.

We left New York on Jan. 31, and things went along swell until sometime on the twelve-to-four watch on the second of February when our jinx caught up with us. The boilers had lost water and cracked the tubes.

So we hauled her around and put into Savannah for repairs. We put in first at one dock and then another until the 16th of February when we left the dock at 3 A. M. We steamed along fine until 7 A. M. when bingo, the fans let go.

We drifted around outside within sight of the lightship for 27 hours before we got a tow. Here we really had to hand it to the cooks. The Deck Maintenance cut up an old oil drum for a stove and we rigged up the forge for a frying stove. Then Tony Bender, our Chief Cook, fried us some of the best southern fried chicken any of us had ever tasted.

I'd send you some pictures of Tony working at his make-shift galley, but I haven't any developed at this time.

REPAIR MADE

We got alongside the dock around 8 P. M. on the 17th, and repairs were made. We were supposed to sail on the 21st when the feed pumps broke down. The old Raphael Semmes sure must like the docks in Savannah.

Well, Ed, we finally got clear of Savannah at 8 A. M. on the 22nd and steamed at full ahead for Panama. But if you think we had enough trouble already,

and were all set for clear sailings for then on out, you're all wrong. We ran at full ahead for two days until they had to cut her down as the fans were acting up again.



So Ed, we limped on into Panama to stay there for two days and then off we went again. So far, we have had clear sailing,

with possibilities of making Honolulu without mishap.

NASTY MASTER

We have a typical Waterman Skipper on here. One of the famous "I-am-God-who-are-you?" type skipper. This would-be Captain Bligh goes under the name of William Patterson, and myself and the rest of the crew feel that there is no reason why members of the Seafarers should have to sail with such a character as this phony happens to be.

The Chief Engineer is an ex-Seafarer. That "ex" means ex-union man as well. Every time I see the Mate and the Captain together they remind me of that song that goes something like "There's a ring around your nose and it grows and grows and grows."

Milton B. Williams

Vet Prefers SIU On Lakes

To the Editor:

The following letter, received from a vet who is now hospitalized at the Milwaukee Veterans' Hospital, indicates how the unorganized seamen on the Great Lakes are going for the SIU's organizational drive. These men now realize that the SIU is the only Union for them on the Lakes, and are joining up in increasing numbers, now that the opening season is just around the corner.

Herb Miller, Patrolman Detroit, Mich.

Dear Friend:

I arrived here back in Milwaukee, and what a trip! I was so lame and sore, but it was the only thing to do—coming back to this town.

Am now in the Veterans Administration Hospital, and get-

ting along fine. I expect to leave this place on, or about, April 1.

Would you be kind enough to do me a favor? Please send me that package which I left in Detroit to the enclosed address. It contains cooks' aprons, and as I now have the sailing fever once again, I certainly would like to hit the ball. And those aprons would come in very handy.

Sometime during the coming Lakes shipping season I'll be dropping in to Detroit. I'll certainly drop in to say "hello" to the gang. I also intend to join the SIU, and get a boat out from Detroit.

With every good wish for the SIU's organizational drives.

Gust A. Melin.

Log-A-Rhythms

Cargo In The Hold

By R. E. D.

Sitting here in a gin mill,
Slowly swallowing beer,
Couple of dollars in my pocket,
Know my time to ship is near;
My time to ship is near—
I can feel it in my soul,
I hear it from the juke box,
I can almost smell the hold.

I can see the hatches
Full of Cargo for the world,
From Trinidad to Timbuctoo,
Marib to Mailburd,
I see the docks in Baltimore,
The piers in Shanghai,
And I hear the juke box saying,
My time is almost nigh.

I've finished up my dollars,
And I hear it plainer still,
The call is getting stronger
And I guess it always will,
The juke box is saying,
In a sweet and sickly song:
"Start heading for the water-front!"

And I know it isn't wrong.

I'm walking along the wharfs,
Smelling the shipping smells,
I see the ripple of the tide
And hear the shipping bells,
And suddenly it comes to me
Like a flash of gold—
My time to ship is here,
For I smell cargo in the hold.

~ ~ ~

The Night Before

'Twas the night before payoff,
And all through his gear
He hunted in vain,
For the price of a beer;

Not a greenback was stirring,
Not even a buck—
The gods were off duty,
That send folks good luck;

So forward, jump forward, oh
Time,
In thy flight—
Make it tomorrow,
Just for tonight.

CANADA BRANCH LAUDED BY EWELL CREW

To the Editor:

We, the sailors of the Richard S. Ewell, wish to extend our appreciation for the maintenance of the Hall in Vancouver, B.C. Brother Murphy, the Port Agent, is a very competent man. He has helped us straighten out several beefs.

We left British Columbia, a much happier crew because of his efforts and good results.

Signed by 10 crewmembers

Brighton Marine Hospital Stamped Okay By Seafarer

To the Editor:

In the March 14 issue of the *Log* there appeared an article of comment on conditions in the U. S. Marine Hospital, Chicago. After having read Brother Maupin's account of conditions there, and since I have been a patient here at the Brighton (Mass.) Marine Hospital, I think it only fair to relate my findings of conditions at this place.

In all fairness to the United States Public Health Service, it is no more than right that credit should be given where and when it is deserved, and in this case I feel it is most deserving.

Here the entire medical staff, as well as all personnel in any way connected with the many functions of the many departments throughout the hospital, are tops. This holds true for each and every department. From the time one enters this hospital, until the day of departure, treatment and personal comfort are accorded each and every one re-

gardless of race, creed or color, and this is as it should be.

When it comes to feeding, I have this to say: I have been a patient in Marine Hospitals in New Orleans, Mobile, and Staten Island at one time or another during the past ten years, and this hospital tops them all when it comes to variety of menu—quality and quantity of well-prepared food, and a system of service that can't be beat. All personnel in this department know their work and do it in a pleasing way.

This could go on for each and every unit throughout the hospital, and no doubt there are many persons responsible for such efficiency. But the fact is that each and every individual deserves a share in the smooth way they make this hospital function.

I agree with Brother Maupin that the meal hours are not divided as many of us would want them to be, but the system in use has proven to be of necessity. To compensate for the long hours between supper and breakfast, milk and fruit juice is served to tide one over, as well as aid in body needs.

MEETS REQUIREMENTS

Years of medical research in nutritional needs have proven the division of meal hours to meet all bodily requirements, and if the diet is properly balanced—as I know it is here—one is very apt to be and feel much better because of it.

The set-ups in all U. S. Marine Hospitals are very much alike but the functioning of the institution is the most important part of the program. We have our x-ray department, the dental, physio-therapy, occupational therapy and many other units, such as the work carried on by the Red Cross and the Social Service division, which furnish entertainment and the usual necessities and it can be said that all these operate in a most satisfactory manner here at Brighton. I'll close in saying that the opinions expressed are not mine alone, as I have talked to many of the patients here and they agree that as hospitals go this is tops.

Edwin D. Johnston
Brighton Marine Hospital

KEEP MEMBERS' WELFARE TOPMOST, SAYS BROTHER

Dear Editor:

I read the article of W. J. Brady and Louis Goffin in regards to politics in the *Log* of Jan. 25. I heartily agree with "Ropeyarn's" answer and I wish to state that our success is due chiefly to a no-party advocacy.

We are strictly interested in the welfare of seamen, in regard to health, wages, and the right to work, and not to mind the other fellows affairs.

I think we have enough to worry about in our own field, without worrying about the politics of the nation.

We all come from different parts of America, and if we look after our jobs, our homes and health, we'll sure have a big enough job on our hands.

We can see the discord in rival unions due to politics—right and left wings, and this will destroy them. Let's not mix in politics or religion, and I think we will come out on top, if we follow the original Preamble of our By-laws. Again, I must agree with "Ropeyarn."

Charles J. Hartman

THE CITY OF ALMA VISITS THE CITY OF ANTWERP



Luis A. Ramirez, FWT, writes that the vessel ran into one of the worst winters experienced in the Belgian port since 1891. A wee drop in temperature would have necessitated use of ice-breakers in river shown at left. Snow and ice impeded land traffic too, but trucks and cars kept rolling onto Antwerp roads from the Ford assembly plant (photo below). Ramirez says things are on the upgrade in Belgium, with her ports among the busiest in Europe. Once scarce items are more in evidence, including gals.

Credit goes to Ship's Delegate Red Sullivan, says Ramirez, for making the Alma a model ship for cleanliness.

MARINE ARROW CREW WAS TOPS, MANLEY SAYS

To the Editor:

I should like to correct a misunderstanding resulting from a story which appeared in the *Log* of Aug. 9, 1946, concerning a trip I made.

In regard to the Marine Arrow crew mentioned in the article, I would like it to be known that these men were one of the finest groups I have had the pleasure to sail with.

It was a real pleasure to sail with them.

Bill Manley

Attention!



WILLIAM J. STEWART

Friends of William James Stewart will please inform him that his father, William L. Stewart of 304 Book Building, Detroit 26, Mich., is extremely anxious to get in touch with him, and is awaiting word at the above address.

Passage Of 'Bill Of Rights' Depends On Seamen Backing

To the Editor:

All merchant seamen who are interested in a Bill of Rights for the men who sailed the ships during the war, should start making knots and write to their Congressmen, urging him to endorse bill HR 476. The bill is now in the House Merchant Marine and Fisheries Committee.

It doesn't take much time, and you don't have to be a fancy-dandy with the fountain pen. Just let him know that you are in favor of early and favorable action on the bill. Explain to him that the merchant marine lost more men proportionately than did any branch of the armed forces.

Merchant seamen's pay (bonus included) was on a par with U.S. Navy pay, and we had to

buy our clothes, got no family allotments, had to pay our dependent's hospital expenses, and had no time off between trips. We had to pay full fare on trains, buses, etc., whereas the service man had the benefit of furlough rates.

Write your Senators and request them to urge early and favorable action on Bill S. 429. This bill will give the seamen who sailed during the war practically the same rights as the GI Bill gives the "veteran."

When and if aboard ship, write to the Chairman of the committees handling these bills, and have every member of the crew sign his name and address to it. Bill S. 429 is in the Senate Committee on Interstate and Foreign Commerce at the present time.

Walter A. Foster

The Stanwix May Not Be Pretty, But Crew Finds Her Good Feeder

To the Editor:

The crew of the Stanwix (it doesn't even resemble Barbara) have requested that I forward an article to the *Log*. So here goes the anchor chain:

She's not a bad rustbucket (Ed note: You mean the ship, not Barbara, we take it. Right?) for most of the crew are homesteading her and the writer wonders whether they like the continual coastwise run or whether they are staying because Johnny Byrd, the Steward—or Bellyrobber—is keeping all hands so fat that when we do hit port we are too obese to get our gear ashore.

BUTTON-BUSTER

She's a feeder, and the Chief Pumpmen has threatened to sue Johnny for some new clothes if he continues to put on weight. A suggestion to the Pumpman: Cease eating one and a half fried chickens with all the trimmings to the meal, and my advice to you is that the ordering of full

houses at each and every meal will most certainly not bring on reduction of the waistline.

A very congenial crew, and so help me St. Paddy, there has not been even the semblance of an argument or fight among the members of the crew. Yours truly has been on board since the early part of February. In other words, Brother Editor, a full belly makes for good feelings among all men. Anyway, isn't that something of a record?

The crew is about half SIU and half SUP. This shows that our two great Unions are not only affiliated with each other, but the membership can and will stick together.

There are no beefs aboard, so far, but on our last visit into Baytown, Texas, we informed the Agent in Houston, Brother "Cotton" Haymond, about a few necessary repairs and the re-adjustment of the watch system on deck. We are positive it will be taken care of soon.

Here's a good one on Ray White, Agent in the Port of Norfolk, Va. (This is supposed to be factual.)

ASPIRIN FOR RAY

It seems there was a young lad that kept bothering Ray continually for about two or three



weeks about getting a tripcard. After that length of time, there being a shortage of messmen in Norfolk, Ray issued a TC to the guy. The Bozo thanked him very nicely, saying:

"Brother White, do you know that I have had a headache ever since I started trying to get an SIU tripcard. Now that I have one, I have lost the headache."

Ray replied: "Lost it hell. Now I have it."

This great city that we're now docked in is as slow and lazy as "Ole Man River" at ebb tide. And to top that off, the natives around the waterfront have developed the same symptoms. When you ask them how to get any certain place, you must wait 15 minutes before they reply in the slowest drawl.

NO NOISE FROM BELOW

You don't hear much growling from the Black Gang at meal time. The reason is they have the tallest messman in the whole SIU-SUP, Sam Vincius. He's 6 feet, 6 inches tall and weighs a mere 247 pounds ringside, and not an ounce of fat on him. You're darned right, Editor, that he and I are buddies. When he dropped 97 simoleons in the dice game a

few nights past, the gang immediately nicknamed him "Old 97." Better luck next time, Old 97.

There are a few crawfish eaters from New Orleans on board this tub, and they all send their regards to the "Chief Crawfish Eater," Joe Volpian. Law and order is what we want, Joe. You dish it out in your column, and we know that your word is your bond.

There are copies of the *Seafarers Log* coming aboard in all ports, but some of the SUP boys are wanting West Coast Sailors also. What do you say Morris Weisberger—can do?

Regards and smooth sailing to all SIU and SUP Brothers, from the crew of the SS Fort Stanwix, and to Brother Editor: Keep the *Log* going as great as in the past.

Bill Utley

Stewards Dept. Delegate

(Editor's note: Thanks, and to you and the rest of the Stanwix crew, continued smooth sailing.)

New Wage Scales Under 6% Pay Increase

NEW FREIGHT SHIP SCALE

DECK DEPARTMENT

Rating	Present Wage	Increase	New Rate
Bosun	\$205.00	\$12.30	\$217.30
Bosun's Mate—Day Work	192.50	11.55	204.05
Bosun's Mate—Watch	180.00	10.80	190.80
Carpenter	205.00	12.30	217.30
Storekeeper	197.50	11.85	209.35
AB Maintenance	187.50	11.25	198.75
Quartermaster	172.50	10.35	182.85
Able Seaman	172.50	10.35	182.85
Watchman	172.50	10.35	182.85
Ordinary Seaman	150.00	9.00	159.00

ENGINE DEPARTMENT

Chief Electrician	\$294.50	\$17.67	\$312.17
Asst. Electrician	227.50	13.65	241.15
Jr. Engineer—Day Work	230.00	13.80	243.80
Jr. Engineer—Watch	205.00	12.30	217.30
Plumber—Machinist	237.00	14.22	251.22
Deck Engineer	205.00	12.30	217.30
Chief Reefer	269.50	16.17	285.67
First Reefer	237.50	14.25	251.75
Second Reefer	218.50	13.11	231.61
Storekeeper	197.50	11.85	209.35
Engine Utility	205.00	12.30	217.30
Evaporator—Maint.	190.00	11.40	201.40
Oiler—Diesel	195.25	11.72	206.97
Oiler—Steam	177.50	10.65	188.15
Watertender	177.50	10.65	188.15
Fireman-Watertender	177.50	10.65	188.15
Fireman	167.50	10.05	177.55
Wiper	175.00	10.50	185.50

STEWARDS DEPARTMENT

Steward	\$220.00	\$13.20	\$233.20
Chief Cook	205.00	12.30	217.30
Night Cook and Baker	205.00	12.30	217.30
Second Cook	185.00	11.10	196.10
Third Cook	175.00	10.50	185.50
Messman	150.00	9.00	159.00
Utilityman	150.00	9.00	159.00

MISSISSIPPI SS COMPANY

Del Norte Type

	Present Wage	Increase	New Rate
DECK DEPARTMENT			
Bosun	\$235.00	\$14.10	\$249.10
Bosun's Mate	205.00	12.30	217.30
Carpenter	225.00	13.50	238.50
ENGINE DEPARTMENT			
Chief Electrician	\$324.00	\$19.44	\$343.44
Second Electrician	271.50	16.29	287.79
Third Electrician	248.50	14.91	263.41
STEWARDS DEPARTMENT			
Chief Steward	\$325.00	\$19.50	\$344.50
Second Steward	220.00	13.20	233.20
Chief-Cook	260.00	15.60	275.60
Second Cook	220.00	13.20	233.20
Third Cook	195.00	11.70	206.70
Fourth Cook	180.00	10.80	190.80
Crew Cook	205.00	12.30	217.30
Night Cook	205.00	12.30	217.30
Chief Baker	250.00	15.00	265.00
Second Baker	211.25	12.68	223.93
Butcher	222.75	13.37	236.12
Galley Utility	150.00	9.00	159.00
Deck Steward	155.00	9.30	164.30
Smoking Room Steward	155.00	9.30	164.30
Saloon Steward	160.00	9.60	169.60
Waiters	150.00	9.00	159.00
Bedroom Steward	150.00	9.00	159.00
Night Steward	155.00	9.30	164.30
Pantryman	195.00	11.70	206.70
Assistant Pantryman	165.00	9.90	174.90
Messman	150.00	9.00	159.00
Bellboy	150.00	9.00	159.00
Printer-Porter	152.50	9.15	161.65
Porter	152.50	9.15	161.65
Bartender	175.00	10.50	185.50
Gloryhole Steward	150.00	9.00	159.00
Storekeeper	195.00	11.70	206.70
Linenkeeper	165.00	9.90	174.90
Laundryman	165.00	9.90	174.90
Officers Room Steward	150.00	9.00	159.00
Stewards Utility	150.00	9.00	159.00
Chief Stewardess	175.00	10.50	185.50
Stewardess	150.00	9.00	159.00

The increased wage, overtime, standby and other rates of pay won by the Seafarers International Union in its drive to offset the increased cost of living resulted in supplementary agreements that are tops on the waterfront.

In addition to an "across-the-board" increase of six per cent in the monthly wage, overtime, standby, longshore and tank-cleaning scales, the Union negotiated increased travel subsistence and meal allowances.

Companies which have so far signed the supplementary agreement granting the increases are: Alcoa Steamship Company, Inc., A. H. Bull Steamship Company, Baltimore Insular Lines, Seas Shipping Company, Inc., Eastern Steamship Lines, Inc., Smith and Johnson, South Atlantic Steamship Lines and the American Liberty Corporation.

Also the Waterman SS Corp., Mississippi Shipping Co., Inc., Overlakes Freight Corp., Newtex Lines, Inc., Arnold Bernstein SS Co., Illinois Atlantic, American Eastern Corp., Calmar SS Co., Ore Line, Peninsular & Occidental SS Co.

The recent negotiations amended the agreements now in effect with the above companies, with the provisions that:

1. The monthly wage scale shall be increased by six per cent.
2. The overtime rate of pay shall be increased by six per cent.
3. The standby rate of pay shall be increased by six per cent.
4. The rate of pay for longshore work shall be increased by six per cent.
5. The tank cleaning rate shall be increased by six per cent.

(The foregoing increases are all retroactive to Jan. 1, 1947. The following increases are retroactive to March 11, 1947):

6. Travel subsistence shall be increased from \$4.00 to \$4.25 per day.

7. Meal allowance shall be increased from \$1.00 to \$1.25 per meal.

The new wage rates for passenger ships, but which are not listed will receive wages as listed under freight ships.

The overtime rate for unlicensed personnel receiving less than \$200.00 per month shall be \$1.06 per hour. For all ratings receiving \$200.00 or more per month, the overtime rate shall be \$1.325 per hour.

SEATRAN LINES

Rating	New Rate
Deck Department	
Bosun	\$224.80
Carpenter	224.80
AB Maintenance	206.25
Quartermaster	190.35
Able Seaman	190.35
AB Cardeckman	190.35
Ordinary Seaman	166.50
Engine Department	
Electrician	\$253.65
Deck Engineer	253.65
Engine Utility	224.80
Oiler—Steam	195.65
Watertender	195.65
Fireman	185.05
Wiper	193.00
Stewards Department	
Chief Steward	\$245.70
Chief Cook	224.80
Night Cook & Baker	224.80
3rd Cook	193.00
Messman	166.50
Utilityman	166.50

EASTERN STEAMSHIP LINES

Passenger Ships — Overnight Service

	Present Wage	Increase	New Rate
DECK DEPARTMENT			
Bosun	\$225.00	\$13.50	\$238.50
Carpenter	225.00	13.50	238.50
Bosun's Mate	205.00	12.30	217.30
STEWARDS DEPARTMENT			
Chief Steward	\$325.00	\$19.50	\$344.50
Asst. Chief Steward	225.00	13.50	238.50
Second Steward	220.00	13.20	233.20
Third Steward	185.00	11.10	196.10
Cashier	175.00	10.50	185.50
Checker	170.00	10.20	180.20
Telephone Operators	150.00	9.00	159.00
Linenkeeper	165.00	9.90	174.90
Head Cafe Man	182.50	10.95	193.45
Service Bar Man	172.50	10.35	182.85
Cafe Waiter	150.00	9.00	159.00
Chief Cook	260.00	15.60	275.60
Second Cook	220.00	13.20	233.20
Third Cook	195.00	11.70	206.70
Fourth Cook	180.44	10.80	190.80
Assistant Cook	175.00	10.50	185.50
Crew Cook	205.00	12.30	217.30
Galley Utility	150.00	9.00	159.00
Butcher	222.75	13.37	236.12
Baker	250.00	15.00	265.00
Head Pantryman	195.00	11.70	206.70
Second Pantryman	180.00	10.80	190.80
Pantry Utility	150.00	9.00	159.00
Messman	150.00	9.00	159.00
Gloryhole Steward	150.00	9.00	159.00
Porters	152.50	9.15	161.65
Stewardess	175.00	10.50	185.50
Deck Steward	155.00	9.30	164.30
Office Man	150.00	9.00	159.00
Bath Steward	150.00	9.00	159.00
Night Bellman	150.00	9.00	159.00
Head Waiter	205.00	12.30	217.30
Captain's Waiter	150.00	9.00	159.00
Dining Room Steward	150.00	9.00	159.00
Waiters—Bedroom Stewards	150.00	9.00	159.00

EASTERN STEAMSHIP LINES

Passenger Ships — Off-Shore

	Present Wage	Increase	New Rate
STEWARDS DEPARTMENT			
Chief Steward	\$325.00	\$19.50	\$344.50
Asst. Chief Steward	225.00	13.50	238.50
Second Steward	220.00	13.20	233.20
Third Steward	185.00	11.10	196.10
Storekeeper	195.00	11.70	206.70
Printer-Porter	152.50	9.15	161.65
Deck Steward	155.00	9.30	164.30
Asst. Deck Steward	150.00	9.00	159.00
Bath Steward	150.00	9.00	159.00
Stewardess	175.00	10.50	185.50
Assistant Stewardess	150.00	9.00	159.00
Gloryhole Steward	150.00	9.00	159.00
Officer's Room Steward	150.00	9.00	159.00
Porter	152.50	9.15	161.65
Linenkeeper	165.00	9.90	174.90
Telephone Operator	150.00	9.00	159.00
Night Bellman	150.00	9.00	159.00
Bellman	150.00	9.00	159.00
Head Cafe Man	182.50	10.95	193.45
Service Barman	172.50	10.35	182.85
Cafe Waiters	150.00	9.00	159.00
Chief Cook	260.00	15.60	275.60
Second Cook	220.00	13.20	233.20
Third Cook	195.00	11.70	206.70
Fourth Cook	180.00	10.80	190.80
Assistant Cooks	175.00	10.50	185.50
Chief Butcher	222.75	13.37	236.12
Second Butcher	190.00	11.40	201.40
Chief Baker	250.00	15.00	265.00
Second Baker	211.25	12.68	223.93
Crew Cook	205.00	12.30	217.30
Galley Utility	150.00	9.00	159.00
Messman	150.00	9.00	159.00
Chief Pantryman	195.00	11.70	206.70
Second Pantryman	180.00	10.80	190.80
Third Pantryman	170.00	10.20	180.20
Pantry Utility	150.00	9.00	159.00
Head Waiter	205.00	12.30	217.30
Captain's Waiter	150.00	9.00	159.00
Dining Room Waiter	150.00	9.00	159.00
Bedroom Stewards	150.00	9.00	159.00

(Continued on Page 15)

Wage Scales Under Recent 6% Increase

ALCOA STEAMSHIP COMPANY

Passenger Ship — George Washington

	Present Wage	Increase	New Rate
DECK DEPARTMENT			
Bosun	\$225.00	\$13.50	\$238.50
Carpenter	225.00	13.50	238.50
STEWARDS DEPARTMENT			
Chief Steward	\$325.00	\$19.50	\$344.50
Second Steward	220.00	13.20	233.20
Storekeeper	195.00	11.70	206.70
Linenkeeper	165.00	9.90	174.90
Bartender	185.00	11.10	196.10
Deck Steward	155.00	9.30	164.30
Lounge Steward	155.00	9.30	164.30
Stewardess	175.00	10.50	185.50
Assistant Stewardess	150.00	9.00	159.00
Captain's Steward	150.00	9.00	159.00
Head Waiter	205.00	12.30	217.30
Waiters	155.00	9.30	164.30
Smoking Room Steward	150.00	9.00	159.00
Dining Room Utility	150.00	9.00	159.00
Bedroom Stewards	150.00	9.00	159.00
Bellman	150.00	9.00	159.00
Night Waiter	150.00	9.00	159.00
Crew Pantryman	162.50	9.75	172.25
Asst. Crew Pantryman	150.00	9.00	159.00
Messman	150.00	9.00	159.00
Officer's Bedroom Steward	150.00	9.00	159.00
Gloryhole Steward	150.00	9.00	159.00
Bath Steward	150.00	9.00	159.00
Chief Cook	260.00	15.60	275.60
Second Cook	220.00	13.20	233.20
Third Cook	195.00	11.70	206.70
Fourth Cook	180.00	10.80	190.80
Fifth Cook	175.00	10.50	185.50
Night Cook	175.00	10.50	185.50
Crew Cook	205.00	12.30	217.30
Chief Butcher	222.75	13.37	236.12
Second Butcher	190.00	11.40	201.40
Chief Baker	250.00	15.00	265.00
Second Baker	211.25	12.68	223.93
Galley Utility	150.00	9.00	159.00
Chief Pantryman	195.00	11.70	206.70
Second Pantryman	180.00	10.80	190.80
Third Pantryman	170.00	10.20	180.20
Night Pantryman	170.00	10.20	180.20
Pantry-Utility	150.00	9.00	159.00
Stewards Utility	150.00	9.00	159.00

ALCOA STEAMSHIP COMPANY

Passenger Ships — Cavalier Type

	Present Wage	Increase	New Rate
DECK DEPARTMENT			
Bosun	\$235.00	\$14.10	\$249.10
Carpenter	225.00	13.50	238.50
ENGINE DEPARTMENT			
Second Electrician	\$271.50	\$16.29	\$287.79
STEWARDS DEPARTMENT			
Chief Steward	\$325.00	\$19.50	\$344.50
Second Steward	220.00	13.20	233.20
Chief Cook	260.00	15.60	275.60
Second Cook	220.00	13.20	233.20
Larder Cook	220.00	13.20	233.20
Third Cook	195.00	11.70	206.70
Crew Cook	205.00	12.30	217.30
Chief Baker	250.00	15.00	265.00
Second Baker	211.25	12.68	223.93
Butcher	222.75	13.37	236.12
Galley Utility	150.00	9.00	159.00
Deck Steward	155.00	9.30	164.30
Lounge & Smoking Rm. Std.	155.00	9.30	164.30
Saloon Steward	160.00	9.60	169.60
Waiter	150.00	9.00	159.00
Room Steward	150.00	9.00	159.00
Night Steward	155.00	9.30	164.30
Chief Pantryman	195.00	11.70	206.70
Ass't Pantryman	165.00	9.90	174.90
Night Pantryman	165.00	9.90	174.90
Dishwasher	150.00	9.00	159.00
Messman	150.00	9.00	159.00
Bellman	150.00	9.00	159.00
Porter	152.50	9.15	161.65
Bartender	175.00	10.50	185.50
Gloryhole Steward	150.00	9.00	159.00
Linen-Storekeeper	195.00	11.70	206.70
Captain's Waiter	150.00	9.00	159.00
Officer's Room Steward	150.00	9.00	159.00
Steward's Utility	150.00	9.00	159.00
Stewardess	175.00	10.50	185.50

SIU HALLS

BALTIMORE	14 North Gay St. Calvert 4539
BOSTON	276 State St. Boudoin 4455
BUFFALO	10 Exchange St. Cleveland 7391
CHARLESTON	424 King St. Phone 3-3680
CHICAGO	24 W. Superior Ave. Superior 5175
CLEVELAND	1014 E. St. Clair Ave. Main 0147
CORPUS CHRISTI	1824 Mesquite St. Corpus Christi 3-1509
DETROIT	1038 Third St. Cadillac 6857
DULUTH	531 W. Michigan St. Melrose 4110
GALVESTON	308 1/2—23rd St. Phone 2-8448
HONOLULU	16 Merchant St. Phone 58777
HOUSTON	1515 75th St. Wentworth 3-3809
JACKSONVILLE	920 Main St. Phone 5-5919
MARCUS HOOK	1 1/2 W. 8th St. Chester 5-3110
MIAMI	1356 N. E. 1st Ave. Phone 2-1754
MOBILE	1 South Lawrence St. Magnolia 6112-6113
NEW ORLEANS	339 Chartres St. Phone 4-1083
NEW YORK	51 Beaver St. HAnover 2-2784
NORFOLK	127-129 Bank St. Phone 4-1083
PHILADELPHIA	9 South 7th St. LOmbard 3-7651
PORT ARTHUR	909 Fort Worth Ave. Phone 2-8532
PORTLAND	111 W. Burnside St. Beacon 4336
RICHMOND, Calif.	257 5th St. Phone 2599
SAN FRANCISCO	105 Market St. Douglas 5475-8363
SAN JUAN, P. R.	252 Ponce de Leon San Juan 2-5996
SAVANNAH	220 East Bay St. Phone 8-1728
SEATTLE	86 Seneca St. Main 0290
TAMPA	1809-1811 N. Franklin St. Phone M-1323
TOLEDO	615 Summit St. and Deck Dept., \$15.00; E. Wentz, \$1.00; B. Hager, \$1.00; P. R. Calabough, \$2.00; W. D. Rinehart, \$1.00; J. L. Simpson, \$1.00; D. Bissett, \$1.00; D. L. White, \$1.00; R. Figueroa, \$2.00.
WILMINGTON	440 Avalon Blvd. Terminal 4-3131
VICTORIA, B. C.	602 Boughton St. Garden 8331
VANCOUVER	144 W. Hastings St. Pacific 7824

NOTICE!

William E. Halby would like to have some of his old shipmates drop him a line. His address is Ward 'B,' Dade County Hospital, Kendall, Fla.



BOSTON

SS BILLINGS VICTORY

R. L. McKenzie, \$2.00; H. C. Michels, \$3.00; A. Martinsen, \$1.00.

SS DAVID B. BURNETT

G. E. Gierczig, \$1.00; W. J. McWaters, \$1.00.

GALVESTON

INDIVIDUAL DONATIONS

Steve Harrison, \$1.00; W. J. McNeil, \$2.00; D. E. McNeil, \$2.00; H. E. Himpkamp, \$2.00.

NEW YORK

SS ROBIN GOODFELLOW

F. E. Parker, \$1.00; J. E. McCranie, \$1.00; G. Cameron, \$2.00; J. Ackerman, \$1.00; C. H. Keckley, \$2.00; H. G. Coroneas, \$1.00; E. M. Bryant, \$2.00; A. B. Lynn, \$1.00; R. Coleji, \$2.00; J. Kite, \$2.00; W. J. Phillips, \$2.00.

SS COASTAL STEVEDORE

J. Luma, \$2.00; J. Rodriguez, \$1.00; M. Santiago, \$1.00.

SS J. FISKE

A. F. Burris, \$1.00; L. C. Harper, \$1.00; J. W. Brackett, \$5.00; C. P. Fletcher, \$1.00; E. M. Felker, \$1.00; V. Rackley, \$1.00; J. H. Emerick, \$1.00; L. Hite, \$1.00; W. F. Hunt, \$1.00; R. P. Gierczig, \$1.00.

SS CAPE HATTERAS

F. Molina, \$1.00; William J. Havens, Jr., \$1.00; J. E. Bonilla, \$1.00.

SS MAYO BROS.

H. Lancour, \$2.00; G. Hudanich, \$2.00; E. Canonizado, \$2.00; F. W. Edgett, \$2.00; G. H. Proctor, \$2.00; T. W. Hill, \$2.00; S. Abraham, \$2.00.

SS KING HATHAWAY

A. C. Simpson, \$2.25; F. P. Fuchs, \$1.00; R. C. Ennis, \$1.00; J. R. Balduc, \$1.00; H. W. Smith, \$2.00; F. Lantieri, \$2.00; S. L. Polizzi, \$1.00; H. Walls, \$1.00; B. Hager, \$1.00; P. R. Calabough, \$2.00; W. D. Rinehart, \$1.00; J. L. Simpson, \$1.00; D. Bissett, \$1.00; D. L. White, \$1.00; R. Figueroa, \$2.00.

SS T. LOUVERTURE

C. L. Southwick, \$1.00.

SS BLUE ISLAND VICTORY

D. Assad, \$15.00; R. L. Rose, \$2.00; C. M. Mass, \$1.00; J. H. Gurganus, \$5.00; E. H. Gates, \$2.00; J. Sheets, \$2.00; D. C. Thompson, \$2.00; John Rushing, \$2.00; A. E. Robertson, \$2.00; J. R. Dixon, \$2.00; W. B. Palmer, \$2.00; K. H. Price, \$2.00; V. W. Kiag, \$2.00; O. Yeates, \$2.00; E. H. Thomas, \$2.00.

son, \$2.00; A. Jensby, \$2.00; L. J. Smith, \$2.00; E. L. Waters, \$2.00; D. O'Connor, \$2.00; T. Wheeler, \$2.00; B. L. Winston, \$2.00; H. S. Winston, \$2.00; C. D. Westman, \$2.00; L. M. Moore, \$2.00; R. C. Beahm, \$2.00; J. C. Gambrell, \$2.00; William H. Lewis, \$2.00; J. C. Casey, \$2.00; N. Okray, \$2.00; J. W. Altstatt, \$2.00; L. L. Siarkowski, \$2.00; T. D. Foster, \$2.00; R. N. Mahone, \$2.00; A. Frudge, \$2.00; J. R. Alsobrook, \$2.00.

PERSONALS

JAMES M. SABELLE

Please write to your family at Silver City, Miss.

DANIEL McNULTY

Get in touch with your sister, Mrs. Katherine Ebsary, 9 Harvard Street, Charleston, Mass.

RAOUL PEPIN

Get in touch with your father, 1826 Govin Blvd. E., Montreal.

JACK (J. O.) SMITH

Get in touch with your sister, Mrs. Billie Odom, P. O. Box 17, Keyes, California.

CLYDE E. SCHMIDT

Get in touch with your father, H. L. Schmidt, Sanger, Texas.

JOSEPH T. GEHRINGER

Get in touch with Margaret C. Gehringer, Capitol Hotel, Mulberry Street and Park Avenue, Baltimore, Md.

JOSEPH F. WELSH

Get in touch with Mrs. Shirley Wessel at the Seamen's Church Institute of New York, 25 South Street, N. Y. 4, New York. She has an important message for you.

WITH THE SIU IN CANADA

By HUGH MURPHY

After many years away from home, the SIU crews who delivered the twin vessels, Prince David and Prince Robert, to their new owners in England were very disappointed and perhaps a little disillusioned by the state of affairs as they existed in Britain today.

The boys found that after two years of peace the "Old Sod" was still a pretty miserable place to be.

Shortages of the bare necessities of life, coupled with the lack of sufficient fuel, light and gas for domestic purposes, as well as the snow and zero temperatures made their homecoming very dull and dismal.

The desire to be on the way home to Canada was heightened by these conditions.

This was graphically illustrated by Brother Bill Ramsay, Chief Steward of the Prince David in cartoons depicting a "Happy Scene in a London Pub" and his arrival home in Glasgow where he shows himself leaving Central Station in "Welcome Home Stupid."

Returning to Canada on the "Aquitania," the boys had a fairly smooth trip in all, but are

glad to be back home and are in no ways anxious for another trip to England.

Pat Sullivan, longtime commie, Secretary-Treasurer of the Trades and Labor Congress of Canada and president of the commie-controlled Canadian Seamen's Union, has followed the usual line laid down by past bigwig stooges of the Stalinist doctrine by double crossing his cohorts in dramatic fashion. His actions have set the party boys back on their heels.

His expose of the role he has played in the labor movement in Canada as a pawn of the party and the death grip the party has on a section of the Labor movement is not news to most bonafide trade unionists.

It should serve, however, as an eye opener to lots of people, particularly those who are dominated by the commies.

Sullivan is weak. That's why he was a communist. The party boys shouldn't be surprised. They knew what he was before, and during his association with them. He did exactly what they expected him to do; he wouldn't have been a good communist if he had done any different.

It is incredible that any honest-thinking and sincere trade union-

ist can be duped by such tripe. Sullivan has gone the way of all commies and will be remembered and despised by all.

The cableship Restorer, after many delays finally got away on her mission of tending and repairing trans-pacific cables.

The Restorer, at present under SIU agreement, is the only ship in Canada paying U.S. wages, overtime, and having conditions on a par with U.S. vessels.

Other agreements must be brought up to this standard. Reports from the ship indicate that everything is running smoothly, with the exception of the Stewards Department.

The quantity and quality of food served the crew is not what it should be. This will have to be rectified when the ship returns.

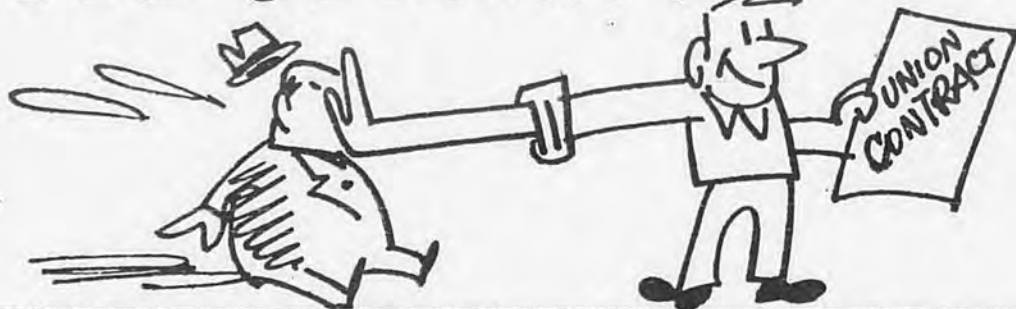
This is the first time this ship has been 100 percent organized and under Union agreement. It may be sometime yet before this vessel returns to Victoria which is her home base. Keep her "steady as she goes," fellows.

(Pictures of the Restorer, which accompanied this article, came in too late to be used in this issue. However, they will be printed next week.)

LAKE SEAMEN!

DO YOU WANT ...

JOB SECURITY



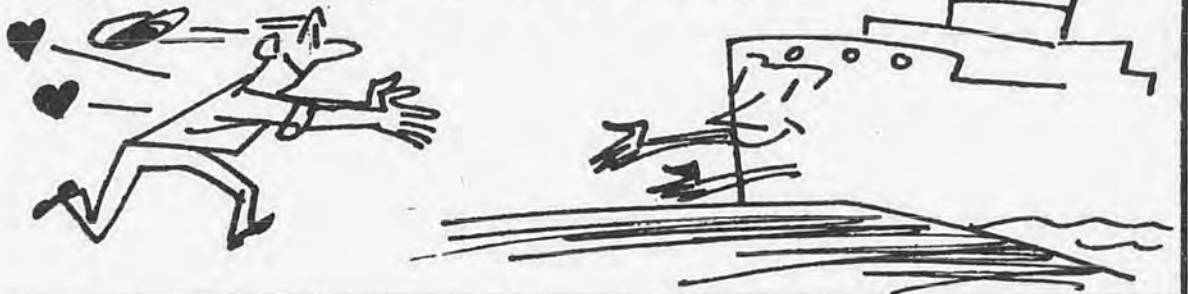
UNION REPRESENTATION



SHIPPING RIGHTS



SENIORITY RIGHTS



JOB PROTECTION



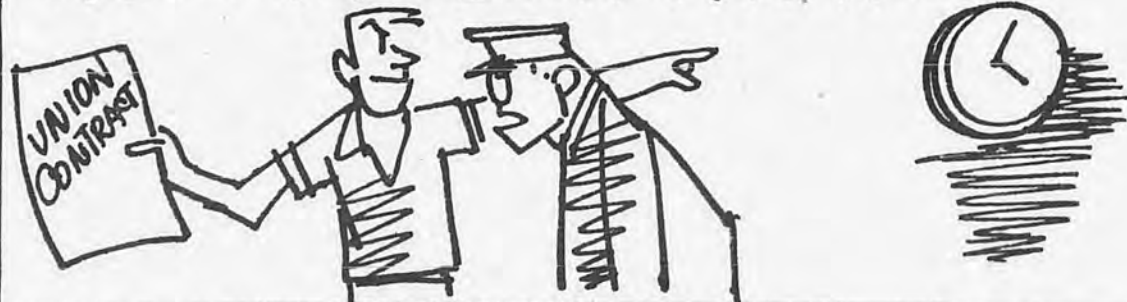
UNION SUPPORT



UNION DEMOCRACY



WORKING CONDITIONS



JOIN THE SIU!

The Seafarers International Union
Great Lakes District