

SEAFARERS LOG



Official Organ of the Atlantic and Gulf District, Seafarers International Union of North America

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No. 43

SIU And Operators Come To Agreement On Contract; Called Best Ever For Seamen

MM&P Asks Masters Be Covered By Pact

NEW YORK, October 24—Pointing out that British Masters are members of unions, and that the principle had been in existence for many years in foreign merchant services, the Negotiating Committee for the Masters, Mates, and Pilots have refused to sign a contract which would exclude Skippers from the Union Security clause.

Captain William Ash, who headed the Union's Negotiating Committee, said that in asking for Captains to be covered by Union Security, the Union was not asking for a closed shop or for union hiring hall terms for Masters.

He made it clear that only preference in hiring would be given to the Union, and that the employer would still have the right to hire anyone as Skipper as long as the vacancy was filled by a member of the MM&P, in good standing.

As far as other conditions of the contract are concerned, the Committee would not state whether or not there was a basis for settlement.

They insisted that they would hold out for inclusion of Captains, and that there could be no basis for settlement until this provision has been agreed to. The operators have already signified that lesser deck officers would be included in the preferential hiring clause.

PRESSURE WORKS

The recent talks between the MM&P and the shipowners have been held in the offices of Frank J. Taylor, in the American Merchant Marine Institute. This move from where talks were being held in Washington was made necessary when the Union Committee walked out on the negotiations when it became obvious that the operators were stalling.

That this tactic was successful was proved when the operators frantically tried to bring the Union back to the bargaining sessions, and talks were resumed at the AMMI a few days ago.

Meanwhile, the MEBA has completed negotiations and the contract is now subject to ratification by the membership. Details of the provisions have not been released, but it was expected that they would be made public at the time the result of the MEBA balloting is announced.

New Contract Wins Seafarers Membership The Best Shipboard Working Conditions; Tribute To SIU Solidarity And Militancy

NEW YORK, October 24—The provisions for which the Seafarers International Union have been holding out, and which will give the members the best conditions ever won by any union of merchant seamen, finally became a reality when nine operators signed an agreement late on Wednesday, October 23. The Union Negotiating Committee signed subject to ratification by the membership.

The agreement was concluded between the SIU and the following operators: American Liberty Lines; A. H. Bull Steamship Company, Incorporated; Seas Shipping Company; Smith and Johnson.

South Atlantic Steamship Company; Baltimore Insular Lines; Alcoa Steamship Company; Eastern Steamship Lines; and Seatrains Lines, Incorporated.

Capitulation by the operators came after a long period of negotiating, broken by the SIU Strike against the ruling of the WSB.

All terms of the agreement are the best ever seen along the waterfront, and in so far as General Rules and Departmental Working Rules are concerned, the Union Negotiating Committee received practically everything that had been contained in the Union's original proposed agreement.

Another victory for the Union is in the fact that Standard, ment.

The contract will be printed in full in next week's edition of the Log.

Transportation, Foreign Bauxite, and Coastwise riders, have been inserted right into the body of the contract. This has never been done in the past.

The bonus for crews on vessels
(Continued on Page 6)

ITF Pledges Aid To Mates In Fight Against Operators

NEW YORK—A possibility that the present struggle of the Masters, Mates, and Pilots might take on international aspects, was advanced recently at a meeting between the International Transport workers Federation (ITF), and the AFL Maritime Trades Department.

At the meeting, where the ITF was represented by their Coordinating Committee, the support

Asks AFL Help Foreign Unions

CHICAGO, Ill.—Matthew Woll, second vice president of the American Federation of Labor, has announced that a national campaign among AFL affiliates to raise funds to feed the officers and leaders of the "free trade unions of Germany and Austria" has been launched recently.

Food packages amounting to \$1 each were being sent each month to 500 European labor leaders selected by the AFL, Mr. Woll stated, and that the Executive Council of the AFL had appropriated \$5,000 for the purpose. Other donations of \$5,000 each have come from the International Ladies Garment Workers Union, the Brotherhood of Railway Clerks and the United Mine workers.

Mr. Woll pointed out that "We hope that every affiliate will make a contribution and are soliciting the aid of every state federation and central body to help build up a free trade union movement in Europe."

of the international body was pledged at this time.

In the event, however, that the AFL Maritime Trades Department calls for a general strike of the maritime industry, in an effort to force the shipowners to negotiate honestly with the striking deck officers, the ITF will also recommend a general strike.

Such a strike would completely paralyze shipping in all ports and countries where the Federation has affiliated maritime members. Since the ITF embraces all European marine transport organizations, there is no doubt that a general strike would bring a large percentage of the world's shipping to a standstill.

Present at the meeting were representatives of the SIU and the SUP, which organizations are affiliated with the ITF, and also Federation representatives from Belgium, Denmark, Holland, France, Norway, Sweden, and the National Union of Seamen of Great Britain.

Through the MM&P affiliation with the AFL Maritime Trades Department, the meeting was made possible, and a direct affiliation of the MM&P with the ITF is one of the most important subjects on the agenda of the National Convention.

The action of the ITF in pledging support and cooperation at this time, and with the promise that if necessary, they will set the wheels in motion for an international strike, has heartened the striking licensed deck officers no end, and proves again the solidarity and unity of honest maritime unions, not only in U. S., but throughout the world.

73 Candidates Are Certified For '47 Election

A record total of 73 candidates have been certified as qualified to run for the 39 Union offices that will appear on the ballot, according to a report of the Credentials Committee. 22 were disqualified, in the main because not sufficient sea time was shown.

Fourteen of the candidates are unopposed. Other offices will have as many as six men running for one position.

Voting will commence on November 1 and continue through December 31, 1946.

The candidates, as approved by the Credentials Committee, follow:

CREDENTIAL COMMITTEE REPORT

SECRETARY-TREASURER

JOHN HAWK—2212

ASST. SECRETARY-TREAS.

J. P. SHULER—101

(Continued on Page 14)

Norway Decorates The Surviving Bacon Seafarers For Rare Heroism

The Norwegian Government's War Medal—symbol of heroism—was awarded this week to the surviving Seafarers of the crew of the SS Henry Bacon, sent to the bottom by a Nazi aerial torpedo Feb. 23, 1945.

The decorations were made in recognition of the individual and collective performances of valor displayed by the SIU men in evacuating 19 Norwegians aboard the vessel before she went down. Nine of the crew and six officers sacrificed their lives

when they gave up their places in the lifeboats to the Norwegian refugees.

The Bacon was part of a convoy that left Murmansk carrying approximately 500 Norwegians fleeing the fascist invasion of their country, when a storm separated her from the other vessels. The crew worked frantically to get the engines working so that she might catch up before dark.

Just as the Black Gang had her ready to give the slow ahead, the

(Continued on Page 14)

SEAFARERS LOG

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Atlantic and Gulf District

Affiliated with the American Federation of Labor

At 51 Beaver Street, New York, 4, N. Y.

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

JOHN HAWK - - - - - Secy-Treas.
P. O. Box 25, Station P., New York City

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Out Of Proportion

Having no aim in the labor movement other than to rule it with an iron hand or else disrupt it so that it will become ineffective, the small power groups in unions have a long history of dishonesty, disruption, and have always operated in such a manner as to do more harm than good.

The noise these groups make is out of all proportion to their size of influence. American workers and American trade unions have generally been able to detect the false note in the siren songs with which these labor-fakers try to ensnare the workers. Some unions, have not been able to withstand the invasion, and these unions are the ones having all the trouble.

In every union where the minority groups, following a line dictated by special interests, have gained control of a union, that union has seen the fight for higher wages and better working conditions dropped. This abandonment of labor's fight has always been followed by strict adherence to a "party line" which spreads poison and kills off the honest elements in the union.

There is no objection to union members joining any political party they want to. It is when they attempt to subvert the purposes and ideals of the labor movement to their own dirty ends that it becomes a problem which affects all labor. Therefore, it is obvious that trade unionists who follow the communists party line, or the line of any other narrow power-mad group, are a threat to free American labor.

One instance will serve to point out this threat. When, during the war, President Roosevelt expressed a wish for a law to draft strikers, all labor immediately howled that this was an act leading to fascism. This, however, did not stop certain CIO union officials, charmed by the Moscow line, from going to Washington and supporting the President's stand.

By no stretch of the imagination can such actions be excused as beneficial to labor. The only possible reason these red fascists had was to keep the Soviet Union supplied even at the expense of workers of the United States.

Other cases are much the same, and they bear out the thought that there is no place in the labor movement for those who have a "special interest" axe to grind.

There is only one answer to give to those who would use the American Labor Movement rather than serve it. Tell them that if they don't like it, they can get out. Labor can grow strong and powerful without them, but with them, the path leads only to domination by them, or else to eventual dissolution.

Setting The Pace

American seamen have the best wages and conditions in the world, and members of the Seafarers International Union have the highest wages and best conditions of all American seamen.

This statement has always been true, and it is even more clearly brought out in the new contracts recently signed between the SIU and nine shipping companies. The contracts represent a high water mark in the history of U. S. maritime unions.

Only the solidarity and militancy of the SIU made such agreements possible. The future lies bright before the SIU—the best is yet to come!



Men Now In The Marine Hospitals

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

NEW ORLEANS HOSPITAL

- JOSEPH WALSH
- EDWARD CUSTER
- W. BROCE, Jr.
- LEONARD MELANSON
- LEX FANJOY
- L. LEDINGHAM
- MAX SEJDEL
- A. L. FRENCH
- R. M. NOLAN
- A. P. MORGAN
- NORMAN PALLME
- A. FERRARI
- E. J. BURKE
- E. C. BURTON, Jr.
- CHARLES TILLER
- J. W. DENNIS
- ERNEST ROBERTS
- R. E. NEWTON
- K. PETTERSSSEN
- F. RADGOLIA

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BALTIMORE HOSPITAL

- LESTER KNIKERBOCKER
- GEORGE WHITE
- HENRY WILLET
- ROY HAWES
- RALPH FREY
- SAM COLE
- ROBERT MANGAN

- CLIFFORD BORNE
- PETER LOPEZ
- GEORGE FLETCHER
- ROBERT HUMPHREY
- MOSES MORRIS
- ROBERT PROTHERO
- CHARLES DUNN
- JAMES SCHRODER
- WAYNE TROLLE
- ALFRED PEREIRA

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STATEN ISLAND HOSPITAL

- R. G. MOSSELLER
- C. W. SMITH
- W. G. H. BAUSE
- L. A. CORNWALL
- W. B. MUIR
- T. WADSWORTH
- H. O. BELDE
- J. FIGUEROA
- L. L. MOODY
- H. BELCHER
- M. DODGE
- F. GEMBICKI
- C. L. JACQUES
- J. G. URSTADT
- P. GELPI
- W. F. PARWICZ
- G. F. WALLACE
- S. MERKERSON
- N. JEFFERSON

Hospital Patients

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

Staten Island Hospital

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

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

- G. PECCHIAR
- D. P. ELDEMIRE
- C. G. SMITH
- P. DEADY
- J. J. CRONAN
- P. CHEKLIN
- C. LARSON
- C. KOLSTE

~ ~ ~

NORFOLK HOSPITAL

- LOYD WARDEN
- JOHN ALSTAT
- COLON W. WARD
- H. R. SUMMERLIN
- JOHN E. HARRISON
- LARIE L. OWENS
- JOHN W. CALHOUN
- RICHARD P. McBRIDE
- HUGH McDOWELL

~ ~ ~

BRIGHTON MARINE HOSP.

- H. STONE
- E. MAY
- P. CASALINUOVO
- N. ROBBINS
- E. JOHNSTON
- T. DINEEN
- P. BERGERON
- J. CAREY
- L. WHITNEY

CLEARING THE DECK

By PAUL HALL

If there is one vital lesson that we have learned from all the maritime strikes—past and present—it is the absolute necessity for the joint termination of the contracts of all waterfront unions. The strikes, occurring in a series as they have, have been very costly to us all, regardless of our affiliation. Measured in terms of money, energy, and effort the cost has been terrific. In addition, the membership of each waterfront union has been beached, and necessarily so, while each outfit struck for its demands separately.

The saving of our collective energy, money and effort is something for us to shoot for. If our contracts all terminated at one and the same time, we would not have to go through a whole series of strikes. If a beef arose, every union could throw its resources into the effort to win it as quickly as possible for the benefit of the entire waterfront. Our striking power would be tremendous. Beefs would be short, quick, well-timed and well-aimed. There would be no overlapping of strikes.

The Lesson Learned

So we learned a lesson. What's to be done about it?

The answer might be in a suggestion made by the AFL Maritime Trades Department. That suggestion is that the Department call a conference of all its component unions—the ILA, Teamsters, the SIU and SUP, radio officers, the MM&P, and all the others—to agree on a simultaneous contract termination date. If this suggestion could be put into actual operation it would mark a powerful advance for the waterfront. It would mean a manifold increase in the bargaining and fighting power for all concerned. Confusion, suffering, cost would be reduced to a minimum. Victory for one would truly be victory for all.

Solid Structure

On our own front, it has been fortunate for us that the structure of the Seafarers is as solid as it is. What with the all-out big beef of our own, and those of the other maritime unions, the advance preparations we made for such eventualities have served us well. We were able to strike when our strategy called for it, confident that our machinery was geared for smooth, rapid-fire functioning.

With victory in our hands, we emerged from the big beef none the worse for wear. But we had a little more savvy—more savvy that we'll use if we have to go after another payoff. The strain and pressure put on our resources in our own, and the other waterfront beefs would have had many another outfit creaking at the joints. Not so with us. Our position is solid and secure.

Profits Even Stronger

The other day the government gave out figures showing how much the dollar has shrunk, the buck lost 20 cents between January, 1941 and June 1946 and they haven't put out any figures as what happened to it in the last four months, probably because the value of the dollar won't stand still long enough to be evaluated.

While feeling the dollars shrink in your pockets it gripes a guy to read the financial pages. There the big money boys are gloating over how much money they are making. Here are a few examples taken from the New York Times. "Profits raised 259 percent by National Airlines." "Oil concern shows increase in profit." "Aluminum company declares extra dividend."

Here's a little example of what they really mean when they say they are losing money: The Lion Oil Company sells stock at \$38 a share and they usually declare a dividend of \$2.25 a year. This year, however, business is so bad that they can only declare a dividend of \$4.15 a share. Poor boys, only double, 100 percent higher than last year.

How have the seamen done during the past year? You and I know that seamen's wages haven't increased one small fraction of this amount and these fat boys cry that the workers are causing the high prices by asking for more money. It's a hell of a bitter joke.

Wages and Prices

The need for a sliding wage scale becomes more obvious every day. Even though the Seafarers have just won the highest wages in maritime history the daily rising prices pose a dangerous threat. Our hard-won gains are rapidly wiped out by these skyrocketing prices. If our's and all labor's gains are to be maintained, wage scales must be adjusted periodically to the cost of living. If you don't think our conditions are being cut from beneath us, just walk into any grocery or butcher shop, and try to buy ordinary necessities of daily living. Find out how far your dollar will go. Yesterday's buck is today's fifty-cent piece.

If the wild advance in prices continue it may be necessary for us to demand a review of our wage scales. The Seafarers didn't go into an all-out struggle for better wages just to see their victory cancelled out by a pencil mark on the other side of the ledger.

Somewhere in this dollar-mad dash of the shipowners and bosses there comes a slapping-down point.

Isthmian Skipper Handcuffs SIU Organizer, Cops Pledge Cards

During the recent voyage of the Cape John, Isthmian Lines, that bucko Skipper Ledford lived up to his previous reputation. This bucko individual handcuffed the SIU ships organizer, broke into his locker, took a number of Union pledge cards, and logged the crewmembers for every imaginable wrong under the sun.

Right from the start of the trip, when the Cape John left New York on August 29, Captain Ledford started in to ignore ordinary safety precautions, ran improper fire drills, chiselled on all the overtime possible, and otherwise made life as miserable as possible for all of the crewmembers.

According to Ed Bolehala, AB, the Cape John left New York without being properly secured for the sea, and the crew had a tough time lowering booms, securing jumbo and covering hatches, and trying to keep themselves upright in a very strong wind. Captain Ledford also neglected to set sea watches until the Cape John was six hours at sea.

NO OVERTIME

This Skipper Ledford didn't believe in the word overtime. He had the 4-8 watch working after 5:00 p. m., and from the minute it was daylight until 8 a. m. without any overtime. He even had some of the deck gang chipping and scraping the Deck Dept. shower between 4 a. m. and 6 a. m., until the crew beefed that they couldn't sleep with all of the noise.

Old Man Ledford delighted in having the men sweep the overcrowded decks during a driving rain, and perform other tasks that could easily have waited. What did he care. He was up there in his little wheelhouse, nice and dry while they were soaking wet. Nice guy!

The Cape John had been taken over from the Grace Line, and the NMU certainly lived up to its reputation of maintaining the filthiest ships afloat. The topping lifts, runners, blocks, and deck gear had never been greased or oiled since the ship left the shipyard. About 90 per cent of the blocks were frozen completely.

BIGGEST LOG BOOK

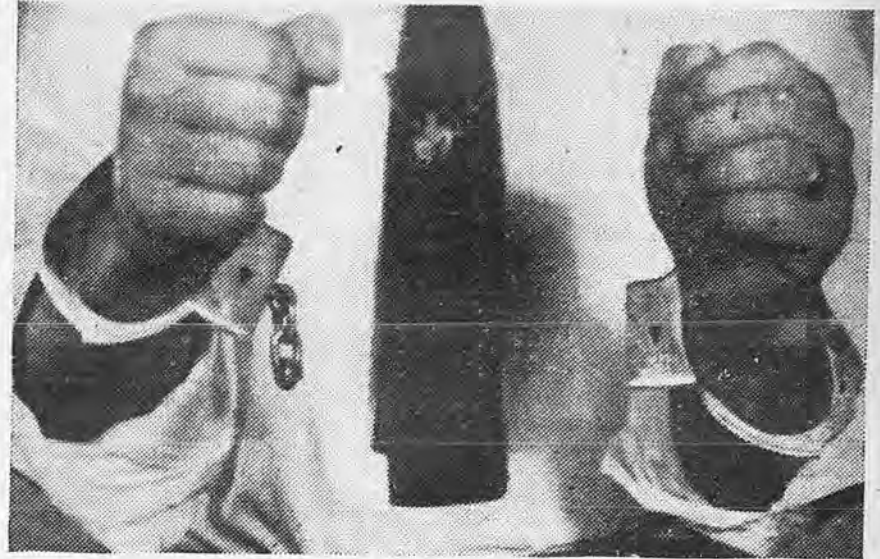
On several occasions, Skipper Ledford openly bragged that he carried the largest log book that ever left the Port of New York and that he planned to use it. True to his word, he did a swell job of logging everybody throughout the trip.

Things go so bad that three crewmembers jumped ship in the islands. Two others went to the hospital, and one boy was locked up for attempting a little purloining on the deck. Several others wanted to jump ship, but Bolehala talked them out of it, and persuaded them to remain on the Cape John until she returned to New York.

One of the Mates preferred charges against Captain Ledford in Honolulu, but after talking matters over with the Shipping Commissioner there, decided to wait until back in this country before pressing the charges. The Commissioner promised to forward a letter to New York for the Mate explaining the complete matter.

On the return trip from Hono-

REWARD FOR MILITANCY?



Here are the handcuffs that Skipper Ledford, the owner of the "biggest log book that ever left the Port of New York," put on Ed Bolehala, SIU volunteer organizer on board the Isthmian Lines' SS Cape John. These cuffs were to have cost Ed \$25.00, but SIU action had the log reduced, and also put the bucko Skipper into plenty of hot water. Isthmian doesn't fare too well in this deal, since the company has made it a practice to place inefficient, anti-union, Masters in charge of their ships. What happened to Bolehala is what has happened, in different ways, to other men on Isthmian ships. That's why Isthmian men want SIU representation—now!

lulu, the Captain had the men pumps, and had the 4-8 Firemen blowing tubes without the bridge and boat deck, chipping the payment of overtime. He also had the Firemen chipping and had the Firemen chipping and scraping floor plates in the fire-fan to secure rags and paint. As room while the ship was under way. For the wheelhouse, the Skipper painted that himself.

ENGINES NEVER TESTED

Engines in the lifeboats were never tested throughout the trip, and never during fire and boat drills. Passengers never reported for drills with their life-jackets, and as a matter of record seldom even reported to their assigned stations during the fire and boat drills.

The Chief Engineer was also a pretty good man at getting work done without the payment of any overtime. He had the Firemen and Oilers painting while on watch, Firemen going out of the fire-room to oil the feed-water

Bolehala stated that with the exception of a couple of anti-union men, the entire crew of the Cape John was a nice bunch of fellows, and that they would be a credit to the SIU after the Isthmian contract is signed and everyone joins the SIU.

While at Cristobal, C. Z. on the return trip, the Skipper handcuffed Ed Bolehala to prevent him from jumping ship, as he stated. Later, after Bolehala had broken out of the handcuffs, and was hiding on the ship, the Captain went in to Bolehala's locker. He went through his personal effects, claiming that he thought Bolehala

(Continued on Page 16)

Texts Of Radiograms Between SIU And Islands Officials

Following is the text of a radiogram received by SIU Secretary-Treasurer John Hawk which should be self explanatory:

"Food shortage extremely acute in Puerto Rico and Virgin Islands. Have only four days of food commodities left. Request you clear Belgium Victory to sail with emergency food and medical supplies only. Ship berthed at Mobile. Nine thousand tons of food on dock and track at Mobile and New Orleans. Have clearance from Winstock, Chairman MEBA New York Strike Committee for MEBA and Master, Mates and Pilots. Winstock will call you. Wire us your clearance immediately as situation is now desperate.

Jesus T. Pinero, Governor of Puerto Rico
Daniel Butts, Agent Seafarers Int. Union of N.A.
Kenneth Washington, NMU Representative, San Juan, P.R."

In answer to this radiogram, the following cable was sent by Secretary-Treasurer John Hawk:

"Received your telegram regarding the Belgium Victory. The Seafarers International Union is not presently on strike, and is not holding up the Belgium Victory. When the Engineers and Mates Organizations supply the Mates and Engineers for this vessel and remove their picketlines, the Seafarers International Union stands ready to supply the unlicensed personnel, members of the crew in the Deck Department. Please convey contents of this message to Daniel Butts, Agent Seafarers.

Seafarers International Union of North America."
John Hawk, Secretary-Treasurer.

MEET THE SEAFARERS



Bernard Roll

"Would you men be interested in hearing how I was initiated into the old ISU in 1916, by Andrew Furuseth in person?"

With this statement, Bernard Roll, Bosun, and deep sea sailor for 51 years, introduced himself to the Log staff. After we had welcomed him, and got him seated in an easy chair, this is the story he told us about his life at sea:

Brother Roll started sailing in 1895 when he was only 18-years-old. First he was on Norwegian ships, but since 1902 he has sailed only on American ships. In the early days of his life, a union for seamen did not mean too much to him, but finally he met Furuseth and had a long talk with him. The upshot of the conversation was that Roll joined the ISU in San Francisco, and was initiated by Andy Furuseth.

His memories of Furuseth are many and varied. He recalls how, after the failure of the 1921 strike, Furuseth explained why the disaster had come about, and then he told the waiting men, "We are beat, but we are not dead."

"He was sure right," says Brother Roll. "We proved that by building an even stronger union for seamen, and then we were able to call a general strike, and win."

STRIKE BROKEN

But right after the 1921 Strike, conditions went from bad to worse. The shipowners, flushed with their own power, cut salaries to the bone, and ABs were paid only \$60.00 per month. A further cut was in the cards, and with three children, Roll felt that he had to make a change in order to bring up his family decently.

Once he left the sea, he moved as far inland as possible, and finally settled in the Rocky Mountain region. For a while, he was happy, but the pull of the sea proved too much for him, and in 1930 he returned to his first love.

But by now things were different. There was a growing movement for a seaman's union. Out of the old corrupt and ineffective organizations had come some men who wanted to organize seamen into honest unions, unions that would fight the battle for merchant mariners.

Roll wanted to be part of this fight, and so when the SIU was formed, he joined immediately.

WAR SERVICE

On December 7, 1941, he was in Minneapolis to attend the baptism of a grandchild. The report that Japan had attacked Pearl Harbor came as the gathering was on its way to the church, and as soon as the ceremony was over, Roll headed directly back to New York for a ship.

Life during the war was dangerous, and Roll was in the middle of things right along. Although the convoys he was with were attacked constantly, his luck held out until the Waterman ship, the SS Hastings, was torpedoed in the North Atlantic on February 23, 1943. The nine survivors drifted in a lifeboat for days until picked up by a Canadian corvette.

For this action, Brother Roll



later received the Mariners Medal from Admiral Land. Another relic of the torpedoing was a crushed left shoulder.

To convalesce, Roll went to Sweet Grass, Montana, where he could rest and take things easy. After two months of inactivity, "I started to get the jimmies," he said, "and I was glad to get a letter from the WSA asking me to report for duty."

BACK IN ACTION

So, at the age of 67, and after suffering an injury that might have permanently incapacitated an even younger man, Brother Roll went back to the war-torn seas. And right into the thick of things again.

By this time the North Atlantic had been pretty well cleared of Nazi submarines, but the skies over the Mediterranean were still full of Nazi airplanes. This was the run that he took when he returned to duty.

From then until the end of the war, ships he was on were under intermittent bombardment. In one action alone, his ship, the William G. Blaine, Eastern Steamship Company, shot down three fascist planes.

PLAIN TALK

Roll ended the interview with advice for younger members of the SIU. "Young fellows today should make up their minds whether or not they intend to make sailing a career," he says.

"Once they have done so, they can really take an interest in their work. We need good men to fight the battles that are facing seamen, and young fellows have the stuff in them to do a good part of the fighting. The future of seamen, and the future of our Union, depends on the younger people who are just coming up now."

Brother Roll missed the General Strike because his ship was still at sea, but when the William B. Giles pulled into Baltimore last week, he made tracks to New York so that he could help out in any way in licensed officers' beef.

With spirit like that, the Union can only go forward. Men like Bernard Roll provide an inspiration to the younger men of the Seafarers International Union.



Isthmian Seamen Deeply Resent Postponement Of Election Count

By EARL SHEPPARD

By this time, most of the SIU members have heard about the latest Isthmian stall. How the ballot counting was scheduled to take place last Friday, October 18, and through the teamwork of the National Maritime Union and the Isthmian Steamship Company the election termination date was postponed until November 18.

Both the NMU and Isthmian apparently have bad cases of bleeding hearts for the two Isthmian ships which have not as yet voted — the Pere Marquette and the Atlanta City—and will move heaven and earth to see that these poor guys have a right to vote for the Union of their choice, or no Union.

The Seafarers International Union is interested in seeing that every eligible Isthmian seaman has a chance to vote. But in the case of these two vessels, one is stuck in the Far East with a low priority cargo and has been laying around for the past seven or eight months waiting to be unloaded. The other ship is scheduled to return to this country sometime within the next three weeks.

MEANS NO CONTRACT

Delay in the termination date of the election mean delay in the start of SIU contract negotiations with the Isthmian SS Company. This the company wants, but not the Isthmian seamen! The company is interested in preventing Isthmian seamen from having an SIU contract for as long as possible. The sooner the election terminates, the sooner Isthmian will have to stop their viciously anti-labor practices, and treat their seamen like human beings — not slaves.

Isthmian unlicensed personnel

are not interested in prolonging the balloting. They want a contract as soon as possible—a contract which will guarantee to them the same wages, overtime rates, working and living conditions as what Seafarers now enjoy under SIU contracts with the shipowners. That's what Isthmian seamen want!

Throughout the Isthmian organizational drive and the election, the NMU has constantly shown up in the sorry role of company stooge. Isthmian seamen have seen this time and again, and have made pointed reference to the NMU's stooge role on numerous occasions.

This latest evidence of their outright collaboration with the Isthmian Company in deliberately stalling the election counting has given Isthmian seamen more food for discussion, and you can bet your bottom dollar that these men blame the NMU much more than the Isthmian SS Company for the delay.

THE RECORD SPEAKS

Take a look at the record. In direct contrast to the NMU's record of company collaboration, dozens of Seafarers have been fired by Isthmian for their organizational efforts in behalf of the Isthmian seamen. Were these men sorry? Did they stop their efforts at organizing Isthmian? Hell, no! This only made the SIU members fight that much harder, and certainly the results speak better than all the words that we can print.

Let's look at the record some more. Didn't the NMU fool around for five years or more trying to organize Isthmian? It took the SIU six months to secure enough pledge cards to petition for an election. Then, the NMU butted into the picture to appear on the ballot as intervenor. If the SIU hadn't secured the

pledge cards, the NMU never could have appeared on the ballot.

Let's take another look. The Seafarers Log over the past several months has carried innumerable stories about company guards keeping Logs off the ships, about Isthmian crews holding SIU style meetings against expressed company wishes, and about the many militant battles put up by SIU representatives and Isthmian departmental delegates against Isthmian tyranny. All of these things helped to sell the average Isthmian seaman on the advantages of being a Seafarer.

It's well to remember that Isthmian ships must still be kept solid, and that those members who have been doing such a swell job within the Isthmian Fleet should continue to work for the same ends. This month's delay means that it will be at least another month before the SIU can force the Isthmian SS Company to sit down across the bargaining table and negotiate an SIU contract.

During this period of delay, the SIU must continue to do the job of making Isthmian an A No. 1 Union outfit. Until Isthmian signs an SIU contract, there must be no letup in the efforts of the SIU.

Lakes Seamen Want Democratic Trade Unions

By E. NORDAAS

DULUTH—Now that the SIU has won a resounding victory over the Midland Company vessels on the Great Lakes it proves that the seamen here on the Lakes want a democratic union, free from political interference.

They rejected the NMU (which withdrew) for that reason, and allied themselves with the only democratic union on the Great Lakes.

Likewise they rejected the company sponsored Lakes Seamen's Union, as that organization is not even a union, but only a front to keep real democratic unions from operating on the Lakes.

They chose the SIU because they know that it is for and by the membership and has none of the political and company taints found in the other two.

STICK TO SHIPS

The Duluth branch of the SIU thanks each and every one of the men on the Midland ships for the cooperation given us in organizing this fleet into the SIU. It is still important that you brothers stick to your ships, hold meetings, discuss proposed working rules, and job security. It is important also to explain to those men not yet members of the SIU the benefits of organization and the security gained by coming under the banner of the SIU.

You men of the Midland fleet do not only have the SIU to fight for you, but the AFL Maritime Trades Councils in the port cities are there to help you. The Maritime Council in Duluth will get under way about November 1 to unite all maritime workers under the AFL into one solid front.

How To Obtain Absentee Ballots

1. Secure a postcard application from your Union Special Services Department, Maritime Commission office, Shipping Commission office, USS clubs, or Seamen's Institutes.

2. Fill in every item on card, printing your name, name of your ship and operator, address to which ballot should be sent, and then sign your full name under oath.

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

4. After receiving State absentee ballot, fill it in in accordance with instructions. Where permitted by State law, as indicated on ballot or instructions, the oath may be taken and attested by Masters, First Officers, Chief Engineers, and Pursers 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 completing 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 completed ballot (and oath if on separate paper) in the return envelope provided, free of U. S. 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 State in which the applicant has his voting residence, or in such other manner as may be prescribed by the law of such state.

Further information may be secured by any member of the Merchant Marine regarding registration, or his eligibility to vote, by writing to the Secretary of State in the State in which he has a voting residence.

ITF -- What It Is And What It Does For Labor

The American representative of the International Transportworkers Federation has his offices in an old historic building at 5 Beekman Street, New York City. The main offices are in another old historic building at 60 Eton Place, SW 1, London. But the locations of the offices are the only things old and stodgy about this organization that has weathered two major world conflicts, and has come forth stronger than ever.

To American seamen, especially those of the Seafarers International Union, the ITF has been known for a long time as an organization of transport workers' unions which has constantly gone to bat for constituent members in particular, and the broader labor movement in general.

When the SIU General Strike against Wage Stabilization Board obstinacy was in full swing, it came as no surprise to the Union when the ITF issued a statement of full support of the action, and the longshoremen of foreign countries, notably Great Britain, stated that they would not work cargo loaded by scab labor in the United States. This was what trade unionists had come to expect of the ITF and its affiliates.

HELP IN TIME

The passengers and crew of the French liner SS Athos II were in dire straits when their vessel reached the U. S. during the same strike. But through the intervention of the SIU and the ITF, the passengers were taken off the boat, and the crew was provided with decent quarters since they refused to sail the ship until the SIU had settled its beef.

And now with the Masters, Mates, and Pilots out on the picketlines, the ITF again has come through with a pledge of full support, including a general strike of all affiliates, if necessary.

What is the ITF? How did it start? What has it accomplished? These answers are well known to the European labor movement, where the ITF had its start, and where it was confined for the first formative years of its life. But here in the United States, where it is liable to play an important part in the years to come, little is known about this organization which is not only the biggest, but the best organized international trade union, and is recognized as having developed by far the greatest activity in trade unions and social problems.

Since there was so much question as to the make-up, history, and function, of the ITF, one day this week a *Log* reporter visited Willy Dorchain, American representative of the ITF, and found out the information which is recounted in the following paragraphs. It is a story well worth telling, and one that proves that free labor can triumph over any obstacle. Th story of the ITF is a milestone in labor's fight for a better world.

BEGINNING

In an effort to bring about closer cooperation between the transport workers of all countries of the world, the ITF was formed in London in 1896. The first unions to join were those in England comprising Dock and Riverside Workers, Seamen, and then Carters, or Teamsters as they are known here in the United



WILLY DORCHAIN
ITF U. S. Representative

States. However, by 1898 Railwaymen's Unions of various European countries had also entered the ranks of the ITF, and by the turn of the century, membership had grown to over 200,000.

It must be remembered that during the early days of the ITF, trade unionism was everywhere still a new growth. Certain European countries, namely Britain and Denmark had flourishingly labor movements, and the unions in those countries gave invaluable aid to the movements emerging in France, Belgium, Holland, Scandinavia, and Germany.

Shortly thereafter the shoe was on the other foot. When the transportworkers unions became firmly established in Germany, it was the German unions which did a great deal to promote the growth of the ITF both in Europe and in other parts of the world.

The purposes of the ITF was in those days twofold. First, to unite transport labor unions in a common struggle to raise conditions. This was undertaken at a time when employers resorted to any means to crush workers' attempts to organize for better conditions and higher wages. Second, it was hoped that the ITF would promote solidarity between countries with firmly established Transport Workers' Unions and countries where such unions were non-existent or were struggling for life.

WAYS TO AN END

These objectives were worked out in a number of ways, and the help took various forms. There was an exchange of information about labor conditions which enabled unions to benefit from one another in the framing of their policies; granting of financial aid to unions involved in struggles to organize; and when needed, offering assistance of a moral and instructive nature where industrial disputes were taking place.

The demands for which unions fought in those early days have in large measure already been achieved. But it was the unquenchable spirit of those early pioneers which helped bring it about within the lifetime of most of the founders of the ITF. To them we owe the universal application of the eight hour day; minimum wage standards in a large percentage of countries enjoying a free labor movement; provisions for security for aged and infirm; and compensation for workers injured on the job.

As the ITF grew, various trade sections were set up to take in the classes of transport workers

which had affiliated. To date, there are sections for Railwaymen; Road Transport Workers, including Street Car and Bus Workers; Longshoremen and Warehousemen; Inland Waterway Workers; Merchant Seamen; and Deep Sea Fishermen. No section has yet been established for Air Transport Workers, but that is now only a question of time.

And in this growth of the ITF the American Federation of Labor, then under the leadership of Samuel Gompers, played a notable part. Very few individual American Unions joined, but the AFL gave unstinted support to the international body.

In 1904 the headquarters was moved to Germany, and up until the outbreak of the first World War, the organization experienced a steady growth, counting close to 1,000,000 members. By this time it was already more active than the other international labor organizations, due to the fact that

strikes in the transport industry usually have international repercussions.

The war stopped further growth and completely paralyzed international trade union activity, but the ITF managed to maintain emergency contacts alive through the establishment of a temporary headquarters in neutral Holland. And in 1919, when the war was finally at an end, the ITF was the first international trade union organization to resume operations.

Amsterdam was the scene of this meeting, and there it was decided to continue the activities of the organization in Amsterdam, and to draft a new set of rules for the body. But the ITF that arose from the ruins of war was far different from the one that existed before. A lesson had been learned which gave a new conception to the task of so important an organization as a trade union international.

Edo Fimmen, who from 1919

until his death in 1942, was the brilliant General Secretary of the ITF, summed up the change in this way. "The ITF immediately upon its reconstruction broke with the view generally held before the war," he said many years later, "that the trade union movement should confine itself to protecting and improving the conditions of its members within the framework of the capitalist society, and should not therefore, concern itself with questions of a general political character. To its activities in connection with matters lying outside the sphere of trade union activities in the narrower sense, the ITF owes in considerable measure the position it now occupies in the International Labor Movement. Its propaganda and efforts against militarism and warmongering, against Fascism and reaction of all kinds, have given the ITF a reputation far beyond the ranks of organized transport workers." (CONCLUDED NEXT WEEK)

RESCUE IN SIGHT



Passengers of the French Lines' SS Athos II waiting to be taken off during SIU Strike

ITF COORDINATORS



The Masters, Mates, and Pilots stepped into the limelight when their strike was discussed by the Coordinating Committee of the International Transportworkers Federation at a meeting held at the SIU Hall, 51 Beaver Street. Around the table, from left to right, are: Morris Weisberger, ITF-USA; Willy Dorchain, ITF-Belgium; John Hawk, ITF-USA; Harry Lundeborg, ITF-USA; N. Roberg, ITF-Sweden; E. Johansen, ITF-Norway; E. C. Mitchell and H. N. Flagler, MM&P; Paul Hall, ITF-USA; J. Scott, ITF-Britain, and F. Clausen, ITF-Denmark.



QUESTION:—What do you think of the SIU Strike Kitchen?

H. J. SWARTJES, AB:

Having a strike kitchen of our own is a wonderful idea. Our kitchen is run well, and the preparation and serving of food is very well organized. Of course, there is some waiting around, but that can't be helped when so many men are being fed at one time. The thing that impresses me most is how clean everything is. Another point that I would like to bring out is that the meals are all well balanced, and there is plenty for all. My only suggestion is to keep it ready for all emergencies.



JOSEPH MALAZINSKY, OS:

I haven't eaten in the strike kitchen because I can eat at home, and I don't think it would be fair to take food unless it is absolutely necessary. There are many mouths to feed, and one less helps out somewhat. I have seen the food, however, and it all looks good and appetizing. The men seem to like it. I can tell that because I have heard no complaints, and they would gripe if they had any reason to. One way of telling is by the coffee, and I can vouch that the coffee is swell.

JOHN MARTIN, OS:

The whole idea is swell, and it makes a fellow feel good to know that he has a place to feed if his funds run low. Food is expensive on the outside, and it cannot compare in quality with what is being served in our own kitchen. Our kitchen is clean, and the dishes and glasses and cups are always spotless. Of course, we have the advantage of having the food prepared by SIU cooks, and they know their business. Our strike kitchen was another reason we won our beef.



EARL B. GOOSLEY, MM:

I am fortunate that my home is in New York so that I can eat most of my meals with my family. But the few times that I have eaten in the strike kitchen, I found that the food was fine. In fact, one plate of stew I had there was the best stew I have ever eaten in my whole life. The apparatus functions very smoothly, and the men who are running the food department deserve a great deal of credit. No other union that I know of has the good set-up we have for feeding men who are on strike, or who are honoring picketlines of striking unions.

Shipowners Pet Magazine Spews Usual Anti-Trade Union Poison

By LOUIS GOFFIN

NEW YORK—I've just finished reading the editorial in the October issue of the Marine News in which his shipowner's yellow sheet goes all out for the curbing of labor and labor unions.

The editors give out the viewpoint that strikes should be taboo and that the President of the United States should be empowered to call out the armed forces to break strikes.

This isn't all they want, however, as they ask for the immediate repeal of the Wagner Act.

There is no doubt who is putting the words into the mouths of these prostituted journalists; their proposals are so ridiculous that they hardly rate an answer. However, I thought that I should express myself on these subjects.

SLAVE LABOR

Using the armed forces to smash strikes is nothing new, and was employed extensively in Germany, Italy and Russia. When the dictators came to power their first act was to smash the unions, thereby being assured of slave labor. Without unions they knew that the workers would be easily controlled.

Fascism in Europe rode to power over the broken ruins of trade unions and unorganized workers, and the shipowners in their magazine Marine News propose the same fate for you and me. They come out and ask for these things, well knowing that the result will be Fascism.

Any Americans who propose such a program are strictly Fascists and 100 percent un-American. There are plenty of such people in this country and they are working overtime to break the labor movement by any means that can be mustered. After all, it was Huey Long, the home-grown fascist, who once said, "Fascism, when it comes to America will be wrapped in the

Contract Wins Seafarers Best Conditions Ever

(Continued from Page 1)

carrying explosives has been jacked up to 10 percent of the base pay, and the pay for working explosives has been upped to \$5.00 per hour. The same terms go for carrying and handling penalty cargoes such as bones, green hides, caustic soda, etc.

Representing the Union in the negotiations with the operators were John Hawk, Secretary-Treasurer; J. P. Shuler, Assistant Secretary-Treasurer; Paul Hall, New York Port Agent and Director of Organization; and Robert Matthews, special delegate for Engine Department problems.

No other union of merchant seamen has ever received the same gains in any one contract. The militancy and solidarity of the Seafarers has paid off again, and this time with a contract that will give other unions a mark to shoot at for some time to come.

Flag and be called pure Americanism."

WE PAID THEM

These people want the Wagner Act repealed because it gives you and me, the average worker, a voice in relations with our employer.

This is a sore spot to the big money boys who wish to run their business in their own way, even if it means trampling underfoot any one who voices a protest. These include the shipowners, who at present are being investigated by Congress for the exorbitant profits chiseled out of the taxpayers during the war.

These tremendous fortunes, amassed from the labor of seamen, were gained without the operators having to sacrifice their soft, comfortable offices. In addition, they did not have to invest a nickel of their own money, as all these profits were handed to them on a silver platter. Who

paid for all this? No one but us workers.

WISHFUL THINKING

The fact that their bankrolls are swelled doesn't mean a thing to these leeches. The fact that the Wagner Act was passed for the benefit of the majority does not matter either, as they believe the monied minority should rule. These people should be classed along with the commies and fascists who have the same ideas.

The Marine News is food for these home-grown fascists. They lap it up and dream wishful dreams of a broken American labor movement.

They will continue to remain dreams as far as the seamen are concerned, for the rights we enjoy today have been too hard-fought for to relinquish; and as long as the majority in this country is for democracy, we will not have to worry about these power-mad bosses running over us.



By JOE VOLPIAN

For the benefit of those who did not have the opportunity of perusing the first note on tuberculosis which was published in the last issue of the Log, let me state briefly that tuberculosis is not inherited. Children may inherit a weakness toward the disease and at times of low resistance the germs become active, increasing rapidly, resulting in T.B.

The body loses its resistance due to inferior economic conditions; meaning small wages, poor food, overcrowded living quarters, overwork, poor working conditions, anxiety, improper clothing and inability to get proper medical attention, dampness, lack of fresh air, dust, extremes of heat and cold and sudden changes of temperature, also burning the candle at both ends.

MANDATORY LAW

In connection with clothing and working conditions as exposing one to T.B., the law has made mandatory upon vessel owners or masters that they carry on any foreign voyage exceeding in length 14 days, at least one suit of woolen clothing for each seaman. Every vessel in the foreign or domestic trade must also provide a safe and warm room for the use of seamen in cold weather.

A penalty is provided for non-compliance with these requirements which incidentally do not apply to fishing or whaling vessels or yachts.

Furthermore, violation of the above provisions regarding a safe and warm room for use of seamen has been held to constitute negligence as a matter of law. On one occasion it was held that evidence that a seaman as furnished with sleeping quarters in which air was so moist because of escaping steam that bunks became damp, showed violation of

this section requiring that the seamen be furnished with a warm and safe room.

COMPANY RESPONSIBILITY

The fact that a man passes a physical examination by the company doctor at the time he signs on articles is not conclusive proof of the company's negligence should he become tubercular on the voyage.

On the other hand it is to be kept in mind that a shipowner is liable to a seaman for aggravation of a pre-existing TB condition, resulting from violation of the shipowners duty to abstain from negligently injuring a sick man; this is true even though the illness might not have resulted but for pre-existing tendencies of the seaman for TB.

Bear in mind that it is a question of fact at all times whether TB contracted by a seaman is the result of sleeping in a fo'c'le in which air was dangerously moist because of shipowners negligence so that bunks became damp.

SEE UNION

In one extreme case, the Court held that the refusal by a Captain to furnish a warm room for the use of seamen in cold weather as required by law after a complaint was properly made to him was such breach of the shipping articles that the seamen were justified in leaving the vessel before the expiration of their term of service.

On the other hand where no complaint was made under similar conditions, leaving the vessel was not condoned.

In conclusion, if you happen to have been stricken with this particular illness, bear in mind that your Union officials are qualified to advise you concerning your claims and rights. Do not hesitate to contact your Special Service Department in New York or your local Union Officials.

AROUND THE PORTS



Seafarers, Mates Strikes Prove Great Education In Unionism

By C. J. BUCK STEPHENS

NEW ORLEANS — Another week has come to and end, and the port still is tied up as tight as a drum. There are 20 SIU and 10 SUP ships tied up in the port of New Orleans because of the strike of the MMP and MEBA.

The membership is taking it like veterans and there is no beefing whatsoever going on in the Hall. The men are being issued meal tickets and tickets for beds, and this satisfies all hands. The younger members have proven their mettle and have not let out any whimper, although they have not been through the mill as often as the older members



who in the hard days, sweated the Hall anywheres from 3 to 6 months looking for a ship.

Our strike helped educate these younger members, so that there is no question in their minds as to the outcome or the ending of the strike, except to back the strikers up 100% in their demands and see the strike ends victorious for the MM&P and MEBA. They feel that if the officers fail in their strike, then surely the day will come when we, too, will fail without the 100% support of all hands. We are all in this together, Brothers.

DOCKSIDE SHIP

Among the ships tied up here in New Orleans is the now famous 'Dockside Ship,' the SS Seatrain New Orleans. The Seatrain N.O. can surely boast of having been alongside the dock more than any ship we have under contract to us. She now looks like a permanent fixture down at Belle Chasse.

I would like to mention her past record briefly. Back in December, 1945, she was tied up over a longshore beef that lasted over 6 months. This beef was settled to the satisfaction of all hands and the ship proceeded on her voyage to Havana, only to be tied up there by the Cuban longshoremen who also wanted a raise. This beef was settled by the granting of a subsidy to the longshoremen to take care of the men unemployed, and all hands felt that she could continue on her weekly N.O. to Havana run. But this was not in the cards.

After two trips the crew was dissatisfied with the rider on the Articles as were the crews on quite a few SIU ships at the time, so alongside the dock again

went the Seatrain N.O. for a few weeks.

The SIU was granted the riders and again the Seatrain, old but proud, again sailed out of N.O. on her regular run. But again it looked like fate would not have her mate over two trips, for on her return from the second trip she was tied up by the SIU strike and remained there until the strike was over.

The old gang went back, and all hands in N.O. and in Cuba felt that at least there would be one regular ship in and out every week. But again after one trip this time she ran smack right into the MM&P and MEBA strike, and so the SS Seatrain N.O. now rests down at Belle Chasse amongst the willows along the banks of the Muddy Mississippi river.

OLDTIMERS GALORE

New Orleans is now witnessing more oldtimers on the beach than ever before. They are coming in from all ports to spend the winter or the sweating period between ships in the balmy climate that New Orleans is so famous for.

Among the oldtimers here are: Frenchy Michelet who is looking for a ship so he can really get on the beam and start canning crabs in full swing, after he returns; Moon Kouns is sweating the beach waiting for the strike to end so he can go back to the SS Dolcalle; Make-a-motion Gilanzia is again smiling, now that he doesn't have to live in the lean-too that Joe Lecke rigged up for him while he was waiting for the people to move out of the house he had bought.

Leroy Clarke is pinch hitting around the Hall while he is waiting for a ship—where too? Frank 'Flat Top' Kendricks is also sweating the beach waiting for the strike to end, as is Joe 'The Brow' Martello, ex-piecard and running mate of Bill Higgs of the MV Manrope Knot. And Pearl River is well represented by the Craddocks, Crawfords and Frierson's.

One of the Brothers turned in the following—

The day is long,
There is no pay at all—
So you stay in the Hall
Awaiting each call.



NO NEWS??

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

- CHARLESTON
- PORT ARTHUR
- PHILADELPHIA
- MOBILE
- TAMPA
- MARCUS HOOK

Port Boston Takes Good Care Of Members Beached By Strike

By JOHN MOGAN

BOSTON—Things are slower than last week—if such a state is possible—with no immediate prospects of an early settlement of the strike. A lot of men are piling up on the beach here, many of them in straitened circumstances.

The pros and cons of opening the soup kitchen and the dormitories were weighted carefully, with a list made of those who would be forced to request assistance. To date, the list does not warrant the expense essential to the reopening of the kitchen; therefore, arrangements have been made with the Seaman's Club to feed and house our members on a mutually satisfactory basis.

Until the list of members requiring maintenance grows larger, the Club will be able to handle the problem at a reasonable cost.

The crew of the SS Henry Bacon, largely from the port of Boston, has been awarded individual War Medals from the Norwegian Government in recognition of their services in connection with the evacuation of 19 Norwegians when the Bacon was destroyed

by the enemy on February 23, 1945.

The boys are quite naturally proud of this recognition, and it is difficult to refrain from mak-



ing the observation that foreign governments are less hesitant than our own to give credit to merchant sailors for their valor and service in war time.

At this writing the World Series is over. St. Louis has copped the flag and the Boston Red Sox have given us nothing to cheer about. So, until we have something to get optimistic over—a return to normal shipping, for example—we'll put the pen in storage.

Striking Masters And Mates Close Port New York, So Seafarers On Beach Rest For Future Action

By JOE ALGINA

NEW YORK—During the war, the Coast Guard spent all its time in disciplining merchant seamen who may or may not have stepped out of line. Now that shipping is at a standstill and they have no seamen to bring before their kangaroo courts, I guess the boys in "blue and brass" are learning how to play gin rummy.

We feel sorry for those men because they have a lot of training behind them in intimidating seamen, setting officers against the unlicensed personnel, and general spying and stoging. Now they can't do their work, and all that training is being wasted. When the strike is over, these guys may have to go back to school to learn all over again.

While the CG takes it easy, the members of the SIU have had to do the same thing. Very few ships are moving because of the effectiveness of the MM&P strike,

and with the SIU behind them 100 percent in their beef, if any company tries to move ships with fink officers on deck, the AFL seamen will really give them a hot time.

IDEAS EXCHANGED

Our strike kitchen is in operation, and is being used also by the MM&P. Lots of times we get the idea that Skippers and Mates are tough guys and not worth the powder to blow them apart. But after eating with a few of them, and talking to them, I found out that they don't like the "chicken" any more than we do.

They feel that when they win Union Security they won't have to resort to bootlicking to get a job, and then they will be able to treat the union men more squarely.

Several Waterman ships are in from China after a three month trip. The men say that the China voyage is a good run, and that the Orient is a fine place to

Seafarers Win First Fleet From The Lakes Carriers Asso.

By HERBERT JANSEN

CHICAGO—It has happened on the Lakes. The first fleet to be organized from the Lake Carriers Association has gone SIU by five to one, gaining for us the first breach in the lines of that organization. This is the opening gun in our drive on the Great Lakes and we won't stop until all the ships plying the Lakes are under the SIU banner.

I wonder what the commies are thinking now after all their dirt slinging and after the NLRB threw out their beef of collusion. Collusion is something they're past masters of, but I never thought they would attempt to pin such charges on someone else.

Well, any way, it's a job done and there is plenty more work to be done by all staunch SIU men, so let's get going.

MARITIME SOLIDARITY

The strength of the Maritime Trades Council was demonstrated here in Chicago last week when Fred Farnum, Secretary-Treasurer of the Great Lakes District, and myself were at the



Fitzsimmons and Connell Dredge and Dock Company's office negotiating for a new contract for their number 6 Dredge, which carries two men in the Stewards Department.

During the negotiations they came out bluntly and stated that they would under no circumstances sign a contract as they felt that they would not require any cooks aboard their dredge, and even went so far as to say that they would tear down the crew quarters.

We immediately returning to the office and called on the Maritime Council for action, which was given at once.

Returning the next day for another meeting the cards were put on the table by the full Maritime Council. When the company saw the full solidarity of the Council they bushwashed around for a little while and came to terms by signing the contract.

REAL SUPPORT

This is the kind of support which will be given to any of the unions involved in any differences with the bosses when they try to tear down any affiliate of the Maritime Trades Council.

As the shipping here in Chicago has slackened down somewhat I am going to take a vacation. Hope I can catch a few big ones. In my absence Henry Chappell, who was up in Duluth doing some swell organizational work, will hold down the fort in my place.

Prices are high in Shanghai, but that is true about every place now. So far I have not been able to collect any information about the Chinese women, but as soon as I do, this important news will appear in the Log.

Men who go to hospitals in foreign ports are still creating something of a problem when they finally get back to the States.

A few times before we have warned men to get a record from the hospital so that they won't be logged for missing duty. This still goes, and you can say yourself a lot of headaches if you just take a little time to keep the records straight.

Some SIU men are sailing on unorganized ships on which there is no organizational campaign going on—yet. Information about these ships should be sent to the New York Hall, care of Paul Hall, so that action can be taken when the correct time comes.

Great Lakes Sec'y-Treas Reports

By FRED J. FARNEN

DETROIT—On August 23, 1946, eight days after the NMU began its Great Lakes shipping tie-up in an organization campaign thinly disguised as a strike, the NMU president, Joe Curran, signed an agreement with the Bethlehem Transportation Company agreeing to end all picketing of the companies vessels and to cease any interference with the operation, loading or unloading of their vessels.

At the time this agreement was signed, the NMU picketlines consisting of NMU members and unorganized seamen were still picketing Lake Carrier ships and halls on the Great Lakes.

At this time the members of the Bethlehem ships were allowed to go back to their ships, as if no strike was in progress, leaving the NMUers and the men who walked off ships in sympathy with this phony organization high and dry on the beach, pounding

NMU officials know more about creating dissention and fomenting new ideas along political lines than they know about true unionism.

Doesn't such a program as I've mentioned above convince you that someone was bought off, and the entire membership of the NMU in the Great Lakes District was sold down the river?

This agreement was agreed to and signed by the so-called union officials who accuse the SIU leadership of collusion with lakes steamship companies, and who labeled men as finks and scabs when they did not walk off their ships on August 15.

When the unorganized seamen read this they can ask the NMU members who pounded the pavements and the seamen who quit their ships in sympathy with the NMU just what the score is on this bit of ham-stringing.

GET THE SCORE

The SIU is inaugurating an organizational campaign on the Lakes this fall and our program is under way now. Before you unorganized seamen decide for or against joining a seamen's union, contact an SIU official at one of our Halls located at Buffalo, Chicago, Cleveland, Detroit and Duluth. Talk it over and get the score.

We are affiliated with the American Federation of Labor and we do not have the backing of any political party, as is the case with the NMU; or the Lake Seamen's Union which is financed and controlled by the Cleveland Cliffs Iron Company.

Our Union is composed of seamen and run by seamen. The entire membership votes on vital issues pertaining to the welfare of the Union, and the officials carry out the decisions of the membership. Such is democratic trade unionism.

Attention Members! Seafarers Sailing As Engineers

All members—retired members and former members—of the Seafarers International Union who are now sailing as licensed Engineers: Please report as soon as possible to the Seafarers Hall at 51 Beaver Street, New York City. Your presence is necessary in a matter of great importance.

Thanks Those Who Made Lakes Victory Possible

By S. R. BOULANGER

SAULT STE MARIE—To all the men who helped organize the Midland Company into the SIU on the Great Lakes I want to say, a good job well done, Brothers.

It took all of us working together to pull down Midland and a great deal of the credit goes to those men who went aboard Midland ships and talked SIU to the crews.

The fact that we represent the best Union in the maritime industry doesn't mean a thing unless the word is passed along to all unorganized seamen every-

where, and that's what these men did so well.

This victory on the Midland ships is only the beginning, as already we have several other lines to organize, and with the already proven ability of you organizers working on these ships they will soon be in the SIU.

THANKS TO ALL

I also wish to extend our thanks to the SUP for their support here on the lakes during our campaign; also a bouquet to the men from New Orleans and New York who gave us support when we needed it. It gives one

Savannah Harbor Packed Tight With Ships Tied Up By Strike

By ARTHUR THOMPSON

SAVANNAH — This past week was a heavy one for the Savannah Branch. On Monday we paid off, and that's all for awhile.

I don't know of any other ships due in. In fact, I won't know where in the hell they'll put them if they come in. There are 26 freighters in port at this writing. The port is not able to handle many more.

As for the payoffs they went along okay. No holdups occurred, and the crew delegates were 100 per cent cooperative. There are a couple of beefs pending and they will be taken care of in a few days.

We had a hearing yesterday on the unfair labor practice charge, and we are awaiting a decision now. It looks good for our side, and I'll give you the score as soon as we get it.

Ewoud Van Vliet, better known as "Dutch," was just released from the hospital. After three months of confinement he's rarin' to go, but it looks as though none of us will be going for awhile longer.

Harry Galphin is in again, out again. He's still being worked on and we hope he'll be okay soon.

W. J. Brantley, who was deck engineer on the SS Bertram Goodhue, was left in the hospital in Glasgow, but we haven't heard anything from him yet. All we

know is what the crew told us and that isn't much.

We had a meeting here last Wednesday to make some provisions for our members who are in a bad way due to the current strike. Hard times are on our members, most of whom were broke when our strike ended. We're hoping this one will end soon. When it does we'll be hard



pressed for crews, but at least the boys will be back at work.

That's about all we can give you for this week, and if something doesn't break soon we'll have less to report next time.

The Patrolman Says: Clarification

NEW YORK—In last week's issue of the Log I pointed out the practice of corporations in Alabama deducting State Unemployment taxes from the wages of seamen shipping out of Mobile. At that time I said that Alabama was the only state practicing this and that I would see just what the score was in this matter.

Well, I got together with our Special Service Department and we looked up the law covering unemployment insurance. We found that the states of Rhode Island, California and New Jersey in addition to Alabama are deducting this tax at the rate of one-tenth of one percent from the wages of all seamen working ships belonging to companies incorporated in those states.

The fact that the amount deducted is so small makes it unnecessary to carry a fight against it, as after all the purpose of the fund is for your benefit while unemployed.

In the case of California and Rhode Island this money can also be used for sick benefits. We are not just dropping this beef be-



cause the sum deducted is so small, but because the advantages of the fund far outweigh its disadvantages.

I hope this will clarify the matter for those brothers who have been complaining about these deductions. Maybe someday you will be in a position to take advantage of the small amount of money deducted today and it will come in handy then.

James Purcell

GOOD ADVICE

Now that Draft Regulations have been liberalized to allow men with 18 months of substantially continuous sea time to leave the sea, many men have taken shoreside jobs. It is a good idea to retire your book if you decide to make a similar move. In that way you can insure yourself against having to pay a whopping amount of back dues if you ever want to ship out again.

You can retire your book in any SIU Hall.

Norfolk Backs Strike To Hilt

By RAY WHITE

NORFOLK—Seafarers in this port are taking a lively interest in the strike of the licensed officers against the shipowners. Aside from the practical support they are giving the men from the bridge, these Seafarers realize how closely bound their interests are with those of their striking brothers.

While the strike proceeds with full effectiveness, the Norfolk SIU Hall's "stew pot" is kept going under steady steam. Satisfied stomachs file off the chow lines daily. Arrangements were made for the feeding of the Masters, Mates and Pilots membership, too; so our chow hall is getting a pretty good play. Provisions have also been made for sleeping facilities for the men who need quarters.

TIED UP

There is a growing number of vessels tied up in the port by the strike, with quite a few ships coming in every day and laying up.

With shipping at a standstill recreation facilities figure more prominently. This week, seafaring billiard enthusiasts got a boost.

Two vessels which had been out about eight months tied up in Norfolk. The men off these ships being ardent cue artists bemoaned the fact that we had but one pool table. Promptly they decided to ease the strain on it. They took up a collection for the purchase of another table for the second floor recreation room.

The table for which they donated should be on the floor ready for operation very shortly.



pavements for a cause that the officials of the NMU knew was already lost and was phony to begin with.

FORFEIT GAINS

In addition to signing this agreement, the NMU agreed to forfeit all previous gains they had made with the company, and set a new all-time low in instigating a voluntary checkoff of dues—something new in Maritime Unions.

By this method of collecting dues, a crewmember, if he wishes may have the Captain deduct from his wages any specified amount of money he sees fit to pay towards the Union each quarter. They did manage, however, to include the point that this authorization may be revoked by the crewmember upon written notice to the Captain.

The NMU also agreed with the company that, as long as they complied to a government agency in all matters pertaining to crewing their ships, accommodations and equipment, everything would be agreeable.

Also agreed to was, employees who lay up their ships for the winter shall be given preference in employment when the fit-out begins in the spring, regardless of whether or not they had decided to sign the blank allowing the company to deduct union dues the previous year.

SOLD OUT

All of this is very interesting, but what kind of protection does an agreement like this provide for a union crewmember? The Bethlehem crews were allowed to sail eight days after the NMU organizational drive began on August 15.

What kind of an outfit would allow one company to operate its ships, when other ships are being picketed at the same time? This proves beyond a doubt that the

Ballad Of The Sea Buzzard, Or The New Flying Dutchman

Now gather around, all you bug-ridden swabs, and I'll spin you a yarn of the sea. About a rusty old scow and a cud-stricken crew like the yarn was unfolded to me. She was a rusty old scow, not fit for a sow, and she boasted as grizzly a crew As were ever shanghai'd after being supplied with mothballs dropped in their brew.

Now the grizzly skipper of this plague-taken tub was a man who was frequently plastered. And his nose was as red as the port running light and he was known to the crew as a bastard. Some barnacles grew on his wooden leg, he was mean and tattooed and disgusting; He was rough and plumb filthy from head to his foot and his bilges with rotgut were rusting.

The Skipper loved to come on deck, when the noon watch work was done To watch the crew keelhaul some guy (all in a spirit of fun). He slept in his boots and he stayed full of hootch and always carried a rod. For well he knew that his jailbird crew would guzzle his booze, by God!

The Steward they hung from the main crossrees; the first cook died of the ich.

The Chief Mate they said was an old sea dog, so they called him a son of a bitch.

The second Cook was an unwashed soak who smelled of stable manure. His cooking stunk, like the stern of a skunk; he looked like he'd crawled from a sewer.

The gyro was swapped for a bottle of booze by the Third Mate (a hell of a guy). Who was known to all hands as "The Flying Scotsman," because he was always high. Tadpoles swam in the drinking casks and scorpions dwelt in the galley. The roaches were big and were fore and aft rigged, and oysters grew in the shaft alley.

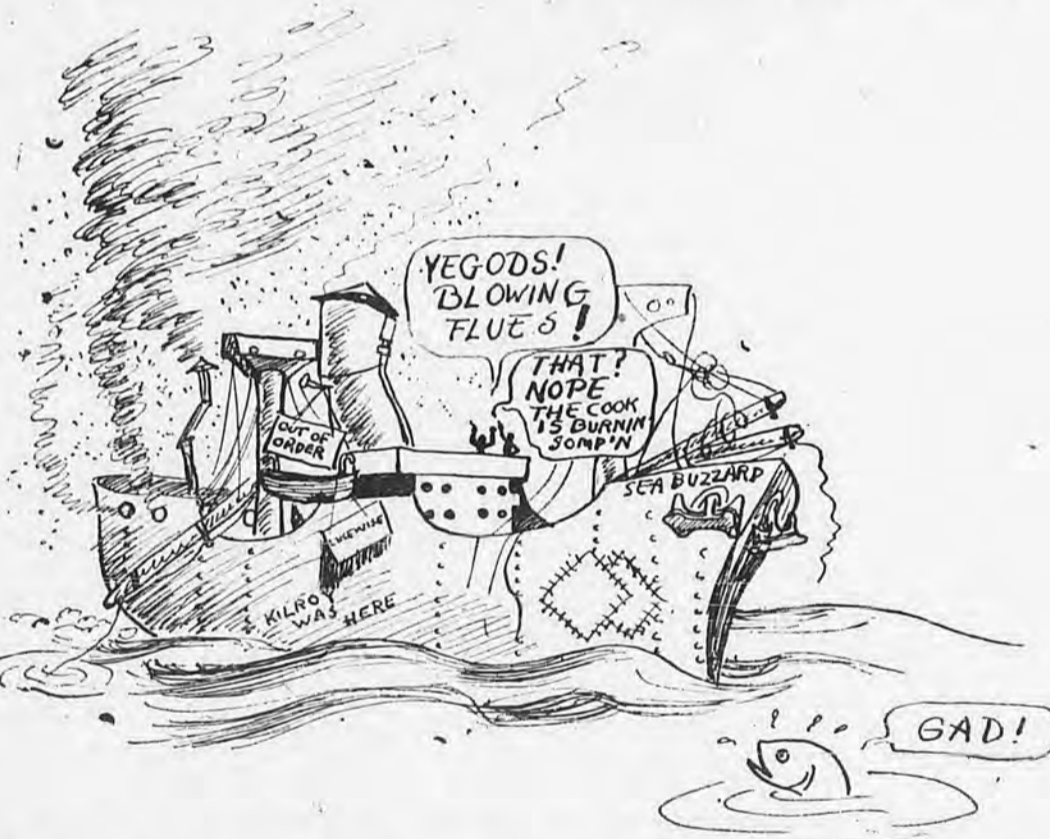
The Bosun was as wild as a turpentine cat and his starboard eye was blind. He loved to hustle his lard-tailed crew with a starter of eight inch line. He wore a ring in his portside ear, and the scurvy his teeth it had taken. His back was scarred with the marks of the "cat," and he was a man god-forsaken.

The grizzly crew was fed each day what looked like raisin bread. But the raisins all of them had legs, and none of them was dead. The scullery hand he bayed at the moon and never came down from the crossrees. He swore he was chased by a purple baboon for he had contracted the DTs.

Chips was a goof who looked like a moose, and seldom a bath he took. He guzzled shellac from the Bosun's stores and lemon extract from the Cook.

For the Deck Engineer had stole all his beer, and he was in a hell of a fix.

Yes, Chips was a jerk who never would work, and he also had sporting ticks.



In the bug-bitten herd, which lurched 'round the deck, it seems that a pair of ABs

Had died of frustration and some dissipation and a touch of a social disease

And the bedroom Steward drowned in the still which was run in number two hold

By the dim-wit three on the twelve to four watch who didn't give a damn, I'm told.

They steered by the sun in the daytime; they steered by the stars at night.

For the compass juice had been drunk by the goof who broke the binnacle light.

The Second Mate tried to navigate, but plotted a zig-zag course.

He suffered with rungut and St. Vitus' Dance, and looked like the stern of a horse.

The Chief Engineer had been drunk for a year, and the First Assistant was dead—

For failing to laugh at the Skipper's jokes the jerk he was knocked in the head.

The Second and Third, very seldom were heard for in the bilges they loved to sport,

Where they swam and played and went slowly insane 'til the crummy old scow made port.

The Black Gang, one and all, were as lousy a bunch as ever mistreated a boiler.

If the coal ran low and they needed more steam the Firemen would throw in an Oiler.

The Wipers were punks and the Firemen were drunks and were usually found in their fleabags.

They were nasty and snotty and hungry and mean and kept dead rats in their seabags.



Now the starngest yarn of this grizzly ship is the way that she disappeared. She left Glasgow with her holds full of scotch and was lost with all hands it is feared.

But the tales they come in from old sailor men of a ship they have seen in the night

Which looms through the fog without signal or hail ad passes with never a light.

She comes so close that collision is nigh and makes no move to avert it. But the midwatch can see the crew on the deck and this is the way that I heard it.

Flying Dutchman-like she comes up like a ghost and with shudders the sailors tell

Of a demon crew which dances over her decks and screaming like mad raise hell.



The reports still come in, now and again, from the Grand Banks to the Horn,

Of a phantom ship and a monster crew and many a lookout has sworn

That the smell of whiskey is born on the wind long before you can see her.

The Sea Buzzard was loaded with a hold full of scotch—I wonder—could the Phantom Ship be her?

E. L. (Fleetfoot) Deal Jr.

Salvation

By ERNEST KAPRALL

They've preached salvation to your soul
Since Adam was a pup,
And all the time they've preached it
They've held the victim up.

They tell you you're a sinner
And that is all that's wrong,
Then they hand you for your dinner—
A prayer book and a song.

They drive a mortal to the wall
And wonder why he steals;
They wonder why he's not a saint
When run down at the heels.

They spout about salvation
To the tramp who steals or begs,
When what the victim really needs
Is good old ham and eggs.

I figure that when food is plenty
And grub adorns the shelves
That salvation will be plenty
And souls will save themselves

And I don't give ainker's damn,
For creeds that claim to save
But let a human freeze and starve
Until he hits the grave.

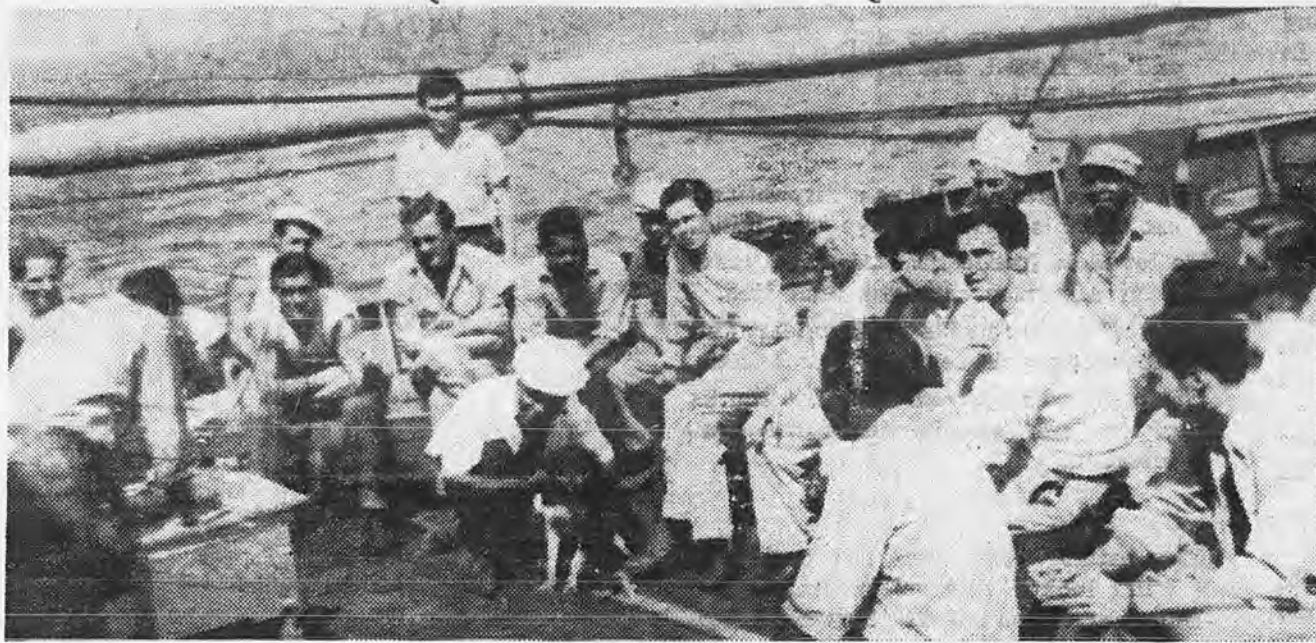
The bye and bye may be all right,
I'm willing to allow
But what we are interested in
Is the right here and now.

And it takes a blooming hypocrite
To swipe your bread and meat,
While he tells you that in Kingdom
Come
You'll live on easy street.



SHIPS' MINUTES AND NEWS

SHIPSHAPE IS THE WORD FOR THE JONATHAN GROUT



Perfect harmony reigned aboard the Grout making its recent voyage to France a model trip. So shipshape were conditions that at the final meeting the Delegates were instructed to make special mention of the fact.

"On the high seas, aboard ship, in port and off duty in the towns of France the crew was a credit to the SIU," says the Delegates report. Every man was a "perfect shipmate."

Early in the voyage a committee was appointed to draw up a list of rules and regulations to govern the members for this trip. The Delegates happily report "a clean sheet at the end of the voyage." The crew parted in Mobile hoping all would meet again.

Joliet Men Offer A Log Delivery Plan

A practicable method to insure regular and adequate delivery of the **Seafarers Log** to SIU crews aboard vessels plying up and down the South and East African coasts has been advanced by the crew members of the SS Joliet Victory. The plan was offered as an improvement over the present system of mailing the **Log** directly to bars and places frequented by Seafarers, which, say the crew, has its failings.

Delivery, says the recommendation, would be made via the vessels making regularly scheduled runs to the ports in question. The suggested plan was evolved after considerable discussion during the return voyage of the Joliet, and was prompted by the crew's desire to remedy a situation wherein Seafarers on the African runs were unable to get their hands on the latest copies of the **Log**.

GREAT POSSIBILITIES

The recommended delivery plan was made in the form of a written statement, attached to a copy of the ship's minutes and signed by Eugene F. Howlett and Leo Stephenson, chairman and secretary, respectively acting for the crew. It was submitted to the **Log** where it was received favorably as offering great possibilities.

The Joliet men would have the Delegates on Robin line ships—one of which leaves New York



weekly for the South and East African ports—carry sufficient bundles of **Logs**. The bundles would be distributed at the various bars and other spots frequented by Seafarers in several of the larger African ports, after receiving approval from the managers or owners of the places. Ports mentioned as among the key ones in which to leave the **Logs** were Capetown, Durbin and Lourenco Marques.

KEEP THEM INFORMED

Then the boys sailing up and down the coast would be able to stop in at these places both on the run down and on the way back, and get the latest **Logs**—thus keeping informed of all up-to-the-minute developments on



ABOVE: Democracy swings into action on the high seas as the men of the Grout hold their Union meeting. Everyone had his say, beefs were ironed out and all hands came away conscious of their personal stake in the SIU. Even Mamie the pup barks his approval.

LEFT: Ellis Crooks, the Gout's 2nd Cook and Baker, stops making dough to pose for this photo.

RIGHT: Always getting into the act is Brooklyn, USA. It's easy to see that Brooklyn looks bigger to the Grout crew than most other places. Posing alongside this signpost at Le Havre's port of embarkation is a crewman and that pup, Mamie.

Pictures are by Stewards Delegate Harold E. Kirton.



matters of direct interest to them in the maritime field.

The plan, discussion of which was precipitated when the crews of three vessels met the Joliet men in Capetown, Durban, and Lourenco Marques and asked for copies of the SIU's publication, could also very well be applied to all the world's ports visited by Seafarers, the Joliet crew believes.

Though the **Log** has repeatedly asked member to submit names and addresses of bars and hangouts in various foreign ports, and it has mailed copies to these places when furnished with this information, it recognizes the superior worth of the Joliet crew's plan. Aside from reducing mailing costs, it would hasten delivery and insure more regular distribution, factors of prime importance.

NEED DELEGATES' HELP

It is hoped that Delegates of Robin line vessels making the run to South and East Africa will realize the value of this improved method of **Log** distribution and will make every effort to see that the plan is put into efficient operation. Realization of their role in carrying out a plan devised to increase the SIU's efficiency and prestige should prove gratifying to these delegates.

Meanwhile, to the men of the Joliet, for their heads-up Union thinking—a pat on the back from the **Log**, and a big "thanks."

Union Booklet Saves Day For Seafarer Stranded Abroad With Broken Shoulder

A little booklet weighing less than three ounces which fits easily into any pocket should be part of a Seafarers gear when he ships out, if he wants to be on the ball.

Chief Steward Thomas De Fazio, at least, will never be found without his copy of this important piece of literature—the booklet containing the agreement between the Seafarers International Union and the various shipping companies with which it has contracts. A series of tribulations experienced while he was beached recently in Antwerp as a result of a broken

shoulder were successfully climaxed only because De Fazio was able to produce evidence of his Union-gained rights in the form of the agreement book at the right moment.

As he related his story to the **Log**, De Fazio urged all Seafarers to "make certain they carry the agreement book with them when leaving the States if they would avoid possible difficulties."

BROKEN SHOULDER

De Fazio's moral-producing experience began aboard the SS Bernard L. Rodman when he sustained a broken shoulder. The vessel's Skipper, F. S. McMurray, cognizant of De Fazio's need for hospitalization, stopped the Rodman at Flushing, Holland, in order to debark the injured Chief Steward. Surmising that the Dutch hospitals were short on coffee, sugar and soap, Captain McMurray foresightedly provided De Fazio with a small supply of each when he left the ship—a gesture greatly appreciated by the Seafarer. In the three weeks he spent at the hospital there was no sign, smell or taste of any of these essentials, De Fazio said.

At the end of three weeks, De Fazio was discharged from the Flushing hospital. He went straight to Antwerp where he reported immediately to the United States Line's agent. The agent sent him to a merchant marine



THOMAS DE FAZIO

center, telling him that he would receive food and shelter there.

But when De Fazio reached the center, there were no beds. Instead he found dormitories with bunks stacked one on top of the other. With a broken shoulder he couldn't sleep in one of these bunks, much less climb into it. A complaint to the director of the center brought results, however.

TO THE LONDRES

He was sent to the Hotel Londres where he was furnished a large bed, so that he could rest without impeding the healing of his shoulder. De Fazio felt fair-

(Continued on Page 11)

The Nordhoff Is Refloated

The Alcoa steamship Charles Nordhoff was refloated early this week after being aground for a week off Trinidad. The vessel is now undergoing inspection in Port-Au, Spain.

The floating operation was performed by the salvage vessel Killrig which was dispatched from New York after two attempts by Army tugs had failed to float the Nordhoff.

The Nordhoff ran aground while on a voyage from British Guiana to Canada with a cargo of bauxite.

Digested Minutes Of SIU Ship Meetings

OUACHITA VICTORY, July 1—Chairman Cohen; Secretary Lerner. Minutes of previous minutes meeting read and accepted. It was suggested that in as much as the cow-hands aboard cattle-carrying vessels enjoy the same privileges as union members aboard, they should be given permit cards issued to them by the Seafarers International Union.



Draw One!— Make It Hot

The lukewarm water situation was warmed up considerably during a heated discussion at an SS Zachary Taylor shipboard meeting.

Boiled down to its simplest terms, the water wasn't hot enough to brew a good cup of coffee, nor was it hot enough to properly wash and rinse the dishes, so the crew members passed a motion calling for the matter to be straightened out.

This dilemma on the Taylor sort of gives rise to the question: Could the guys have been getting the dishwasher in their coffee, and the coffee in their dishwasher? Aw, beans.

HIBBING VICTORY, Sept. 18—Chairman Rockey Benson; Secretary Henry Beckman. New Business: Motion carried to prefer charges against the Chief Steward. Charges read to the Steward. Charges signed by five book members. All to stand-by until each department is ready to payoff. Three Delegates to see Patrolman about two men who deserted the ship at last minute before sailing in



Port of New York while officials of the Union were in negotiations. Repairs requested are: Glass in porthole instead of wartime steel, screen doors for all foc'sles, wind scoops, new double door lockers, a properly supplied medicine chest, repair drain in engine room shower, repair radio, installation of speaker in P.O. mess, clock in P.O. mess, lock on vegetable box, new hot plate, percolaters and master toaster. One minute of silence for Brothers lost at sea.

There's A Hitch Aboard The Hitch

Any day now the boys in the galley of the SS Diamond Hitch expect to hear: "Cook, line those pots up at attention."

It seems that the Chief Steward has told the cooks that he is an officer and wishes to be respected as one, both aboard and ashore, according to the ships minutes.

This "officer" is not getting the respect that he thinks is his due, the minutes say; in fact, the men in all three departments have branded him as a company stiff and think he is overstepping his authority somewhat by pulling such antics. Come on "Stew" take those scrambled eggs off your hat and put them back on the griddle.

DE SOTO, June 25—Secretary K. Morrell; Secretary R. Lipscomb. Minutes of previous meeting read as accepted. Mo-

tions carried: that Delegates inspect and check with Steward for stores and determine if they are sufficient for the voyage; that Delegates check over the medical supplies with Captain. Members were instructed to pick up their cups from messhall tables. One minute of silence observed for Brothers lost at sea.

Don't Get Caught In The Revolving Door

Stay in, and stay out. So say two motions passed at a recent membership meeting aboard the SS Cape Sandy. Confused? Well, just hold on to your soojie. It's all quite simple.

The motions apply to the cook, and to all those who are not cooks or a steward. In other words, one motion carried saying that the cook is to stay in the galley until meals have been served. The second motion says that every one beside the cooks and the steward should keep out of the galley.

The Brothers on the Sandy just don't want the chow machine to break down, so they are taking all precautions to keep it running smoothly. Can ya blame them?

HIBBINGS VICTORY, July 20—Chairman and secretary not noted. Delegates reported that crew has had lousy chow up to the present time. Motions carried: that Chief Steward make out menus instead of Chief Cook preparing meals on his own; that cablegram be sent to Union Hall to learn outcome of contract negotiations; that Delegates call a special meeting whenever they think it necessary.

Union Booklet Saves Day For Seafarer Beached In Europe With Broken Shoulder

(Continued from Page 10)
ly satisfied. The next day he returned to the company agent and reported what had happened the previous night.

The agent sputtered and fumed, insisting that De Fazio live at the merchant marine center. De Fazio fumed right back and was off in a cloud of smoke to the office of the American consul. Just to make sure that De Fazio's claim of injury was a valid one, the consul sent him to an Army doctor. The doctor examined the shoulder, then approved of De Fazio's complaint.

Back again to the company agent went De Fazio, who by this time, in addition to having a bum shoulder, was suffering from a slight case of dizziness induced by the mad merry-go-round. The agent, too, appeared slightly dizzy when he learned that the Army doctor recommended that De Fazio have a larger bed. However, in the face of this order, he agreed to pay the Seafarer \$3.50 a day and take care of the hotel bill.

At this point in his story De Fazio paused to tell how it was next to impossible to sustain himself on \$3.50. Prices were sky-high and there was nothing to buy anyway.

Continuing with the tale of his trials, De Fazio said that after two weeks of trying to keep himself alive on his allowance, he was sent by the agent to Rotter-

dam to catch a ship that was headed for the States.

MORE TROUBLE

"In Rotterdam, the agent's office was miserable, De Fazio said. "They refused to give me money



to support myself until the ship came into port."

He was sent to the Hotel Regina. The agent's office was to pay for his room and food until such time as he was able to leave. But a surprise was in store for the harassed Chief Steward when he got to the hotel and saw his "room."

It couldn't have been more convenient. Hot and cold running water, mirror for shaving. All he had to do was put his hand out and everything needed for his toilet was in reach. In fact, the "room" was right in the washroom; set up there because the hotel people said there was no room available, though a vacancy was expected within a few days.

"Well, I spent my nights in that 'room' until the ship docked," De Fazio said with a sigh.

The daily menu was a beauty, too. "For breakfast I had two slices of bread and a cup of tea. That was my ration for the whole day," De Fazio said.

"These conditions sent me back to the agent's office where I complained again. I asked him for my subsistence money in cash, saying that I would take care of my food and hotel myself.

"What do you think this is—a bank?", the agent hollered back at me."

A LIFESAVER

But here, De Fazio, who avails himself of the protection which his Union provides for him, was prepared. "Lucky for me," he said, "I had a copy of my agreement in my bag, and I showed it to the agent, pointing out where it stated that I must be provided first-class transportation and four dollars a day when travelling.

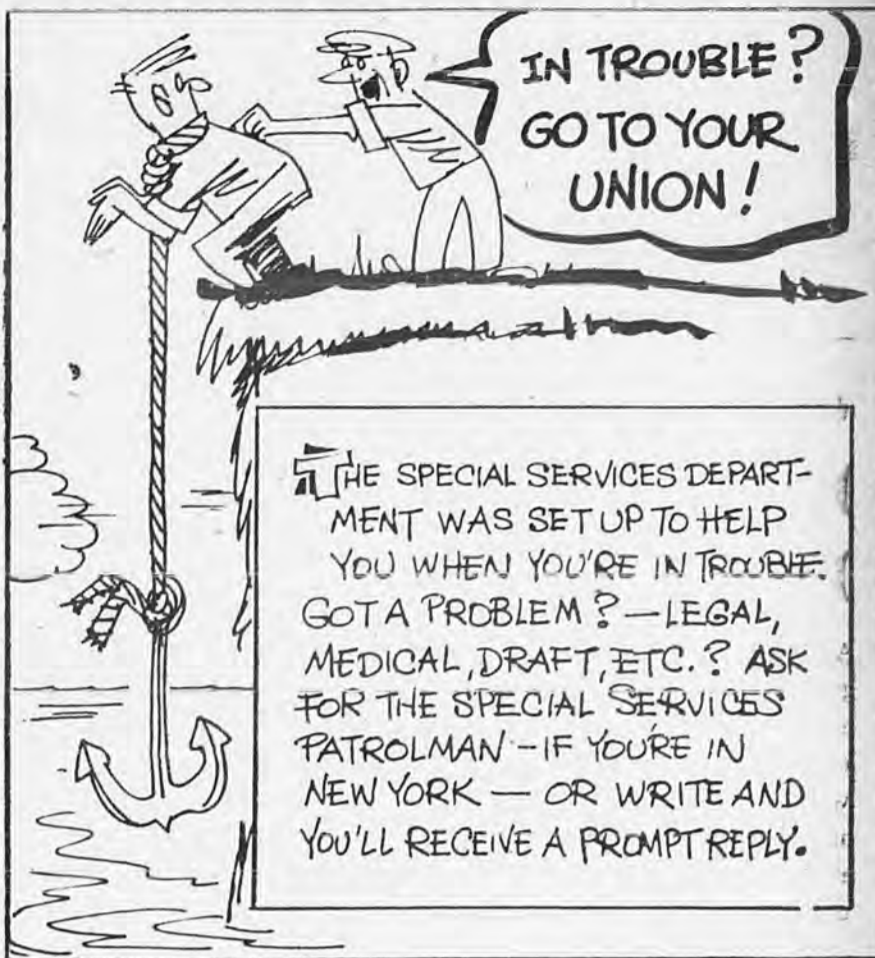
"With that, I convinced him he was wrong. The little book saved the day for me."

The rest came easy enough for De Fazio. He caught the ship and got back to the States with no more trouble.

But he strongly advised "all SIU members when leaving the United States not to forget to carry the copy of the agreement between the company and the Union."

That little book, it appears, is an item to be respected.

SEAFARER SAM SAYS:



THE SPECIAL SERVICES DEPARTMENT WAS SET UP TO HELP YOU WHEN YOU'RE IN TROUBLE. GOT A PROBLEM?—LEGAL, MEDICAL, DRAFT, ETC.? ASK FOR THE SPECIAL SERVICES PATROLMAN—IF YOU'RE IN NEW YORK—OR WRITE AND YOU'LL RECEIVE A PROMPT REPLY.

CUT AND RUN

By HANK

Well, it's better to have the Mates and Esngineers real Union men and thereby closer to us brothers, than have them remain the unhappy and complete slaves of the shipowners. That's why this big beef keeps our American ports frozen and safe for the sake of honestly militant and justified union labor—from topside to down below . . . Well, Johnny Meghrian is sure glad to be in New York after going broke on the West Coast from his three-month trip to Japan. Next trip, Johnny, will be different—but it never is . . . Buddy Gold, one of our Tampa Brothers, just came into town. How's New York's strike chow in comparison?

One of humorous shipmates, Tommy Taylor, who did a fine job organizing Isthmian ships, just came into town from his home town of Tampa. Brother Bill Higgs was glad to see him, too. Anyway, Tommy, we'll take your advice not to ride a bus to Tampa. Not a chance for a cold glass of beer all the way up. Well, Tommy, sailing those taxis every day down there must have got monotonous, anyway—so you're better off up here . . . We won't mention the names of the happily guilty brother who told us—but Bill Thomas has a nickname—and it's Windy. Well, Bill, good luck—if you hit Mobile . . . In this town of tall buildings it's good to see that familiar black mustache and tall frame of "Tex" Morton, who wears coins in his ears and buys roses now and then when he's happy. Where were you, Tex?

Meet Joe Tennent: It seems bad luck hit Joe again after he was beached in that hole called the Persian Gulf, due to a leg injury. When he came home he shipped out on a vessel which sailed with hardly any stores aboard—not enough meat, no razor blades, no cigarettes, etc. But little Joe, who may be old in years but is as lively as anyone, still keeps his sense of humor aboard in the galley or ashore in the crowd. Say, Joe, isn't Russell Saunders, known as Chips the Boxer, lucky? Some bartender of a saloon where Rocky Graziano hangs out, felt sorry for Chips and his pugilistic map—and gave him a ten spot. Gee, why ain't we got a punchy face and those ears. Look all the beers we could buy for our beachy brothers who look at us with those wishful faces.

Woody Lockwood was dreaming about the time he, John Lincoln and Red Morgan were dreaming about the Texas Bar while they were accidentally given a few days sentence. Woody says he wishes Brother Merchant, a youngster who lives in Long Island and is a fine artist, could have drawn a picture of them. Anyway, Woody tells us that Beachie Tom Murray lost his bartenders job and that Blackie Vince Kane should leave San Juan to taste some of this fine New York chow.

Verrill Swearingen and Frank Devlin are in the Great Lakes right now. Fred Flash Fannin, Arthur Arvanites, Valentine Nnnez, Vincent Segesta, Andre Quinones, Charles Stokely and Ernest Reid are down in New Orleans. "Blackie" Daniel Boyce is in Philly, Henry Pruitt and William Jensen are in Norfolk.

THE MEMBERSHIP SPEAKS



SS Montezuma Castle Crew Are Good Will Ambassadors

Dear Editor:

Just a line to let you know that sailing is back to standard and we don't see many of the 40-day wonders. This is the first ship I have sailed since the war with so many full book members. We have six in the Black gang, six in the Deck, and one in the Stewards department.

We have just completed a 70-day voyage that carried us from Baytown to Hull, England. We shuttled from there to Trinidad, loaded for Antwerp and then home.

When the ones who perform the labor are not properly compensated and often exploited to further gains and profits of the privileged few it is time for action. Too frequently the daily press, which, by the way is frequently owned or at least controlled by the privileged class, plays up the loss to the public by the actions of the Unions in demanding and fighting for their rights and blaming them for it. But the reverse is the case.

It is not the Unions which are causing the public inconvenience and annoyance, but the owners who will not agree to grant us what is just. Sometimes the price to be paid seems hard, but the end justifies the means, and I am proud and glad we cooperated and won. Yes, it has been

I know our crewmembers will be welcomed any place we have been. Among them are our Bosun, Jim Hammond, known up and down and all over as a congenial, efficient Seafarer; our Black gang Delegate, Alvin A. VanDeventer, known as Vandy; Chief Cook Milton Theodore (Teddy), an artist in the galley, and a Greek of the finest order.

Then we have the Chief Steward, a West coast man, John E. Cuthrell who has performed the almost impossible task of pleasing the crew as well as the officers. Our Second Cook and Stewards Delegate, Walter Blezer (sh, he's from Brooklyn), has also done a fine job by precept and example.

We were very fortunate in having a First Mate who was a first class seaman. He seemed to sense the other side as well as take care of his own job, but unfortunately he developed an eye trouble that made it imperative that he be left at Antwerp for treatment. We all wish him a speedy recovery. His name is C. E. Daly of Los Angeles.

Duke Himler

MOTHER ANXIOUS OVER LOCATION OF SEAFARER SON

Dear Editor:

Recently I had someone phone you concerning the whereabouts of my son, Chester Skszyski, who is a member of your Union. We were told to write to the hall.

The story is as follows:

My son sailed aboard an Isthmian ship on a trip which took him to San Diego, San Francisco, Portland and Olympia. At Olympia he was to enter a hospital with an injured knee. That was the last time I heard from him.

Due to an illness, I have been confined to my home under doctor's orders. I worry very much about my son's whereabouts, and worrying doesn't help my condition any.

I wish you'd be kind enough to tell how I can learn of the whereabouts of my son, and also please tell him to hurry home when he arrives in New York.

Mrs. Caroline Skszyski



a wonderful object lesson, too, and we have used it fully to indoctrinate our young friends.

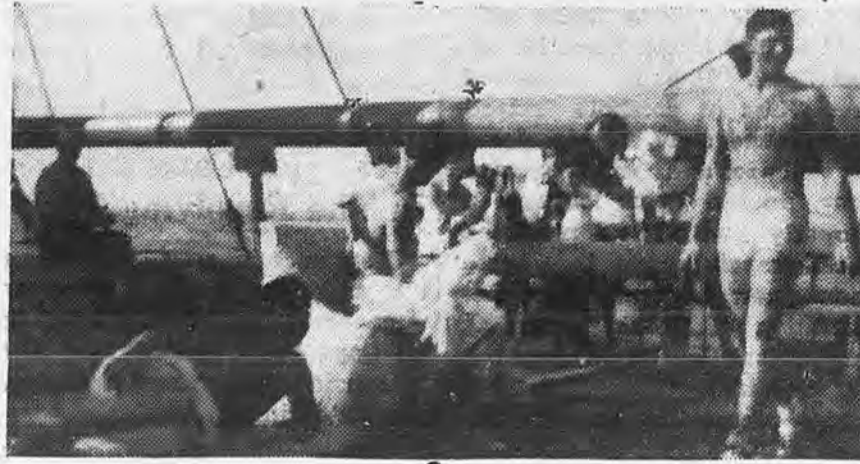
We have several high type and outstanding men in our crew aboard the Montezuma Castle, who by their advice and example have set up a pretty high standard. They have tried to inculcate a high American attitude in their relations with our foreign neighbors, and from their advice

ISTHMIAN MEN



A few of the crewmembers aboard the Isthmian line's recently acquired SS Archer, which is on a run to the Near and Middle East areas.

THE FOC'SLE FROLICS



Hollywood hi-jinks? Could be, but it isn't. This scene is aboard the SS Cuba Victory. Goings-on were part of the Neptune party held as the vessel crossed the Equator.

America Enters Labor Age: 'Steamboat' Warns Big-Wigs

Dear Editor:

I wonder how many of the boys caught Paul Hall's recent column warning of the anti-labor legislation being cooked up for introduction to Congress when they reconvene? His warning should not be glossed over, as any guy with half an eye can see that the "stop strikes" chorus is raising its voice again, and every nut in the country has his own guaranteed, patented plan to stop strikes and padlock labor.

Especially amusing are the different plans put forth by various professors of political science. Although none of these birds have ever done a day's labor in their lives, they are all ready with ingenious schemes to curb labor unions. These professors of political economy are ingenious in finding various theories that prove strikes are unconstitutional.

IVORY TOWER HOT

One of these professors wrote a long letter to the New York Times calling strikes "criminal conspiracies" and demanded the imprisonment of striking union leaders. I never thought an ivory tower could get so excited. This bird's resentment can probably be traced to impatience for a new car.

The most famous labor-baiter, Donald Richberg, offers one of the most common plans. He wants all labor disputes settled by the courts; evidently thinking all strikes are crimes. The formula is very simple; if you don't agree with the judge; you can think it over in the pen.

This is indicative of the new line being taken by the giant corporations. Having failed to crush labor with goon squads, tear gas, and special police, they are now going to try "legal" methods; such as fines and imprisonment.

RIGHT TO STRIKE

Actually there is no way they can stop strikes by "legal" means. The right to stop work when one feels like it is undeniable. Any action to the contrary would constitute slavery and the constitution forbids involuntary servitude. Any attempt to force the coal miners or seamen to work against their will is plain and simple slavery no matter how well they wrap the whole thing in the flag and call it pure Americanism.

We can't be naive enough to believe that a mere constitution will stop the stooges and pimps of the National Association of Manufacturers, the Iron and Steel Institute or any other of the big money coalitions from pushing one of these plans through with the aid of their boys on Capitol Hill.

Too fresh in our memories is the action of the Missouri fink-herder last May when he nearly put such a bill through. Hopping up and down like Hitler with a case of DTs he called for the draft of workers into the Army where they could pull down 50 bucks per while doing their jobs with a bayonet at their throats. Remember how the anti-labor boys applauded his actions and how the House of Representatives almost broke their necks



hurry to pass the thing? They weren't thinking of constitutional rights then.

WE HAVE ANSWER

I've always kind of wished they had passed it. I'd have loved spitting in the General's eye and breaking the Lieutenant's jaw. Then what? A firing squad for "insubordination?" Oh, yeah?

If they ever try one of these plans, American labor can beat it overnight with an idea our strike committee came up with: A general strike of all organized labor in the U.S. with ships, factories, mines, etc., all stopped cold until the phony law is repealed. Victory would be instantaneous.

Like it or not, America has entered the labor age. These political stooges trying to hold down a giant with their paper plans are nuts. They can't do it. Let's hope they don't have to learn it the hard way.

"Steamboat" O'Doyle

Log-A-Rhythms

A Trip To Sea

By VIC COMBS

'Twas the night we were sailing, the crew was all set To start for the islands, but the ship said not yet. It was Wednesday eve, they were raising the boom When the damn thing let loose with a screech and a zoom.

It took three hours to make ready to make everything free To be ready to sail her on our way to the sea, We finally left port, we were on our way. And that was the end of our troubles that day.

The first day was clear, the skies were so blue I sat around mooning, I had nothing to do. The second day brought trouble, the engines conked out. It took fifteen minutes to get back on our route.

This trip spelled trouble, twice more on our way She stopped with a shudder, boy, what a day. We fixed her finally, did those engines hum, Stepped up to full speed, we made up mileage some.

Well, we got in Monday, to San Juan at dawn, I woke up at six, I let out a yawn. I worked like hell for the rest of the day, So I could go ashore for a little play.

I went to the King Bar, the Texas and Don Q To see all the women and how I would do. I met them all, the women of San Juan. Before I left them it was darn near dawn.

This island is beautiful, the sun shines all day But man, give me Brooklyn, where the Dodgers play. Sailing's for me to travel c'er the world, But I'll take home, maybe I'm spoiled.

For home is America, it's the place of my birth Where the girls are priceless, you can't figure their worth.

~ ~ ~

The Old Man To The Mates

By JAMES STEWART

The times are hard, the wages low, We'll leave her mister, leave her, I guess it's time for us to go. We'll leave her mister, leave her.

I just now heard the crew all say, "We've fought our fight and won the day, "Seafarers help us to get our pay;" So - - - her mister, leave her.

Bandwagon Begins To Roll; Orson F. Is Now In A Race

Ropeyarn's Man Proposes Harem For Each Seaman

New York City
Oct. 21

Dear Editor:

Our candidate and fellow citizen, the Honorable Orson Farfufnick is still campaigning in the South. From all of the latest reports, our candidate is making fair progress.

Orson didn't go over so hot Ed with the "Cajun's," but his speech to the seaman was gobbled-up faster than you and I could down-the-hatch with some good Jamaica rum.

He said, "Brothers if I am elected I'll not only see that a seaman will receive \$5 an hour for overtime whether he works it or not; I will have a law passed requiring the Captain to serve a drink to the watch before going on duty."

Ed, this really gave some of the oldtimers something to laugh about. They could just picture the 'old-man,' tripping down the passageway with a tray filled with glasses, knocking on the door and saying "eleven-thirty—would you gentlemen care for Rye or Bourbon?" That would really be the berries . . . Eh Ed?

His next proposal to be incorporated in the deck-boards for seaman gave the boys something to really get excited about. Ed it damned near caused a riot.

Old Orson proposed "that each seaman when signing on be presented with a wife to take along

with him on the voyage, for comfort and satisfaction." He said that "the company would be required to pay for the marriage license in case the seaman had to marry his voyage wife."

Well Ed you know them oldtimers like yourself they have a wife in every port, and that "license and marriage" business didn't size-up very well with them, so they organized themselves a committee to see our friend Orson Farfufnick.

Ed, they proposed that the companies furnish each seaman with six wives and if there was any divorcing required before obtaining more, that the shipping commissioners be authorized to issue it at the pay-off or sign-on. This of course was to give them the chance to get rid of the unwanted ones and I guess to keep a good supply of nice young fresh wives always on hand. The shipping commissioner would really be made the goat as it would be his job to herd all of the old undesirable wives off the ship. Damn Ed, a feller's really got to go some to figure out what a seaman is liable to think up next.

Well Ed, Orson Farfufnick didn't go much for this new "deck-board." He is sorter religious anyway. And to cop it all off, Ed, his wife Melinda was present when this Committee presented their demands. Mrs. Farfufnick is a big worker in the



church and I'll bet she turned all sorts of colors when these fellers made known how they wanted this wife business settled.

Well, I was talking to Blackie Hymes who was Chairman of this Committee on "wives." He grudgingly admitted that Mrs. Farfufnick returned with reinforcements later in the day and made a raid on the Committee. They say them women was armed with mops and brooms and when they went into action it looked like the charge of the "heavy brigade."

I think Blackie's wife was one of the ring leaders in convincing the Committee that one wife was sufficient. Anyway, Blackie says he ain't interested any more and that the Committee on wives is now dissolved.

Ropeyarn

Looks Forward To The Log

Dear Editor:

I would like to have the Log sent to my home so I can keep up on the doings of our Union when I get in from off-shore trips. So please put me on the mailing list and I'll be looking forward to seeing them there when I come in off a ship.

Harry George

Farfy Opponent Emerges From Brew Session

Dear Editor:

I see in the October 11, issue of the Log that Ropeyarn is furthering the campaign of one Orson Farfufnick for President. In this particular issue Farfufnick is pictured on a street corner soap box preaching his doctrine to a crowd of dogs.

I don't have anything personal against this Farfufnick character, but I hardly think he is the type, seamen would back for the presidency of the U. S.

The other night Brothers Larry Woodward, Shorty Wtson, Slick Davis, Red Lewis and myself went deep into this subject. We all work at the same place trying to make a few honest dollars, so when we had finished our days' work we were sitting around discussing the merits of the local brew when someone brought up the subject of politics. After wading through local politics and a case of beer we arrived at the stage where someone suggested digging up a good candidate for president as we had unanimously agreed to oppose Ropeyarn's choice, Mr. Farfufnick.

Along about this time we were down to our last few cabbage leaves and some of us were down on the floor. We were discussing the possibilities of offering someone of local talent our indorsement, when in walks this bird and sits down at our table. This character is not timid you can guess by the fact that he bursts into our nice sociable party, loudly announcing that his name is Filthy McNasty and just call him "Dirty" for short.

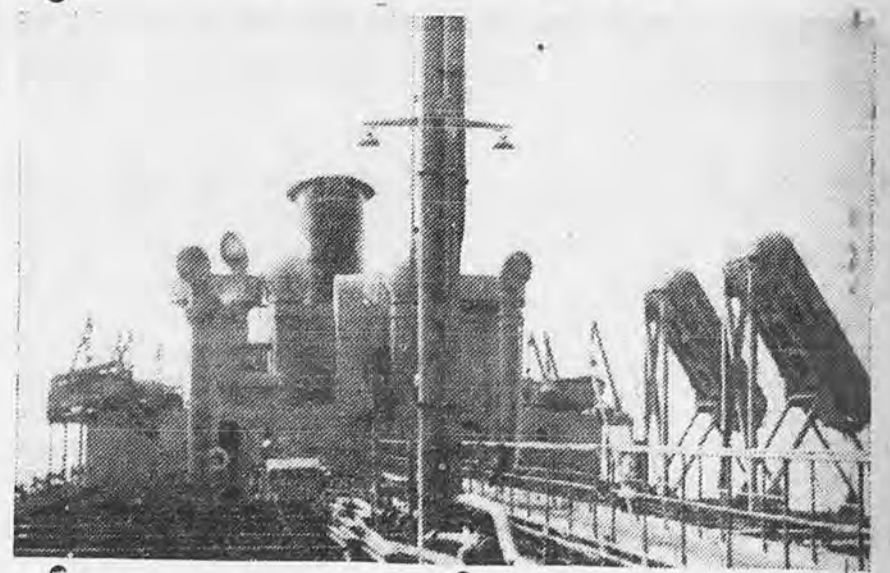
Rusty gives me the eye, and we are getting ready to heave this character into the alley when he digs into his pocket and brings up a load of kale that would make the Statue of Liberty dance a jig, so naturally we begin to see a little logic in the guy, and after he pays for a few rounds of beer his logic becomes plainer and plainer. He says he can speak



any language in Europe except Greek so I ask him to speak a little French. He says French is Greek to him, but I figure he is just a little tipsy and French is hard to pronounce when your tongue feels like a roll of sausage.

A few more times around and he still pays so we ask him if he would like to run for president against this guy Farfufnick. He thinks it's a good idea and accepts the nomination by buying another round. We ask him who he knows in politics and he tells us that he shook hands with Kilroy the last time he was in Washington. This clinches the deal and we call for a bottle of rye.

THE TANKER TONTO



The Pacific Tankers' SS Tonto which tied up at Marcus Hook, Pa., recently before receiving orders to proceed to Baltimore for repairs.



COVERING SHIPS IN NEW YORK A BIG JOB FOR PATROLMEN

Before our ship, the SS Laredo Victory, left New York prior to the recent General Strike, we asked for a Patrolman to be sent down to the vessel. We waited patiently, but the Patrolman never showed up. Perhaps through the Log's Beef Box we can learn why a Patrolman was not dispatched to our ship after his presence was requested.

Crew of the SS Laredo Victory

Answer:—With the large number of ships entering and leaving New York daily, it is a difficult job for the Patrolmen to get to all of them. In fact, it is sometimes impossible for them to cover all ships in one day. If there was a major beef aboard your ship that needed immediate attention, the wise thing would have been to send a delegate to the Hall so that the matter could have been squared away then.

Easy Life Beckons Brother

Dear Editor:

I expect to take some time off from the sea and take things easy for awhile, so to keep in touch with the Union and what is happening I would like to have the Log sent to my home. I do not intend to retire my book, because I know that I won't be able to stand this shore-side life too long and one of these days I'll be back in the Hall looking for a ship. In the meantime keep up the good work, and steady as she goes!

C. R. Bourland
Duquoin, Ill.

'CYCLE MISHAP PUTS SEAFARER IN HOSPITAL

Dear Editor:

I've been following all the developments and happenings of the SIU in the Log and I was very glad to see the strike and negotiations carried out in typical SIU style.

I'm sorry I missed all the fun, but I've been laid up for over five weeks with a fractured leg and internal injuries suffered in a motorcycle accident. It'll be another month before I get my feet back on deck again, but when I do walk out of here I know that I'll be as good as new.

I'm in the Williamsport City Hospital and conditions here are similar to those in the Marine hospitals. The building was built in 1889, and the heating and air-conditioning systems are very poor. There are seven other patients in the same room with me, but they're charging me for a sem-private room. The meals are average—some good and some bad—Some hot and some cold. The treatment is the best considering the shortages of nurses, but when a guy is discharged from here he knows he is cured.

Well, it won't be too long before I'll be dropping in at the New York Hall as good as new, so until that time I remain wholeheartedly SIU.

Edward Kahrs
Augusta, Georgia

Ben Cardinan
Williamsport, Pa.

"Short Circuit"



BULLETIN BOARD

Unclaimed Wages

ILLINOIS-ATLANTIC CORP.
The following men have retro-active wages due them from the SS Colabee. These wages are available at the Paymasters Office, 2nd floor, American-Hawaiian Steamship Co., 90 Broad Street, New York 4, N. Y.

DECK DEPARTMENT

Einer Blakstad, George R. Brown, Theodore D. Cannon, Gerald De Meo, John George Dreisch, Delaware P. Eldemire, William L. Enor, Helge Erikson, Primo F. Fernando, Wallace Gordon, George Haase, Thorleif Johannessen, Kristian Korneliusen, Yrjo Koski, Kenneth H. Kristensen.

Alfred P. Longo, John J. Murphy, Robert J. Murray, Vincent Morreales, Ismael M. Nezario, Roy C. Chester O'Neill, Hugo Palsson, John Petkae, Don Peurala, Joseph F. Rapaskay, Geno. Regni, Henry Sitkowski, Douglas E. Wandree, John R. Wentz, Edward Williams, Frank Wolinski.

ENGINE DEPARTMENT

Henry J. Adamski, Albin H. Anderson, Wiliam R. Cheuvront, Edward F. Gibbs, Joseph Goss, William Hauck, Jerry P. Hill, John Holtzhauer, Hymann Hornreich, Edward Franklin, Howell, Donald P. Huff, Vincent A. Karnuth, Alvin J. Lawton.

Francis Le Jan, William McAuslin, Paul Henry Parsley, Joe C., Rainwater Jr., Merrill H. Robb, Herman Schwartz, Harry R. Sherman, Eugene Sullivan, Thorgil Weber, Dwight E. Yentzer, Patrick Yetman.

STEWARD DEPARTMENT

Frank T. Beard, Anthony Bender, Alexander Berek, Merton Eel Deo Tiska, Richard E. Donovan, Nels Engman, Joseph Ferran, Frank J. Hall, James Keen, Carl John Krebs, Jr., George Lazarisak, Bernard H. Levine, Harve D. Linton.

Fred Paul, Donald M. Pearce, Thomas Pitti, Armand Rioux, Alfred Rogers, Nicolas Romano, Eleuterio Rosa, Donald R. Starr, Donald Stocken, Antonio Tavares, Terodoro V. Urbina, Andrew Vitale, Jack R. Wright.

Names are listed in the department first voyage made on board.

MONEY DUE

SS ALCOA PARTNER

1211 passenger meals now payable to C. R. Haun, R. Woodward, E. Donald, W. C. Patterson and T. M. Wobolis. See Claude Fisher on 5th floor of the New York Hall.

SS ALBION VICTORY

SS BEN ROBERTSON

Pay for the period from April 1, 1946 is now ready to be paid out. This money can be collected by writing to the Bull Line, or by going in person to the Bull Line office, 115 Broad Street, New York City.

—Unclaimed Wages— Mississippi Shipping Company, Inc.

This list comprises unclaimed wages as of December 31, 1945, some of which may have already been paid. If you still have a claim, write to Mississippi Shipping Company, Hibernia Bank Bldg., 13th floor, New Orleans, La., enclosing your z-number, social security number, date and place of birth and present address.

Show, J. H.	2.25	Whalen, J. R.	2.25	Woods, J. J.	2.25
Sims, Joseph	2.25	Whisker, R. A.	2.25	Y	
Sinks, G.	2.25	White, Wm. D.	3.00	Yadanza, P. A.	25.50
Slughter, Arie	2.25	Wickwire, W.	9.00	Young, Francis O.	9.50
Smith, Carl	9.00	Wilcock, J. H.	2.25	Young, Morris S.	2.25
Smith, C. F.	2.25	Williams, Ed. E.	.75	Young, Wm. F.	4.50
Smith, Earl C.	4.50	Willover, John E.	30.00	Youngberg, V. D.	.75
Smith, L. E.	13.50	Wolfish, Julius	4.50	Z	
Snider, W.	4.50	Wolford, E.	6.75	Zimmerman, E. A.	18.75
Somersset, G. J.	2.25				
Spraitz, W. C.	18.75				
Starr, Ronald C.	1.50				
Stewart, G. T.	2.25				
Stewart, Owen S.	11.25				
Stiffler, E. W.	.75				
Still, G. L.	2.25				
Streckland, Barden	28.00				
Strickland, C.	2.25				
Stuart, Wm. A.	2.25				
Swarum, S. M.	18.75				
T					
Tarbet, Roland D.	11.25				
Titus, Geo. A.	6.75				
Tripp, David	2.25				
U					
Urig, L. J.	18.75				
W					
Walters, Elmer A.	1.50				
Wann, Leonard, R.	11.25				
Warsaw, John W.	12.00				
Wasmuth, H. C.	5.40				
Webber, Carl F.	15.75				
Wery, E. J.	6.00				
West, Webb, E.	2.25				

The Patrolmen Say...

Good Officers

NEW YORK—The other day we paid off the Pipe Spring, a Pacific Tanker. You could have knocked us over with a feather when out came a few of the crew to tell us that they have the perfect combination.

We thought that they were talking about the Captain and Chief Engineer. Not only did they praise these two, but also had only the best to say about the Purser. This was almost too much to take and it took us a minute or two to recover.

Lately there has been a lot of praise for the ship's licensed per-

sonnel, and we believe that it stems from the recent cooperation between all groups in winning our beef against the WSB. We were told that the Chief Engineer is the Vice President of the MEBA and the Skipper is a member of the MM&P. If cooperation could only continue between all shipboard unions on SIU ships we would really have something to shout about.

We are not trying to praise ship's officers to the sky as there are plenty of bum eggs still floating around, but when the cooperation we so often call for and strive for is achieved, some mention should be made of it.

Salvador Colls
Johnny Johnston

SIU HALLS

BALTIMORE	14 North Gay St. Calvert 4539
BOSTON	276 State St. Boudoin 4455
BUFFALO	10 Exchange St. Cleveland 7391
CHARLESTON	900 1/2 City St. Phone 3-3880
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	305 1/2 22nd St. 2-8449
HONOLULU	16 Merchant St.
HOUSTON	1515 75th Street Phone Wentworth 3-3809
JACKSONVILLE	920 Main St. Phone 5-5919
MARCUS HOOK	1 1/2 W. 8th St. Chester 5-3110
MOBILE	7 St. Michael St. 2-1754
NEW ORLEANS	339 Chartres St. Magnolia 6112-6113
NEW YORK	51 Beaver St. Hanover 2-2784
NORFOLK	127-129 Bank Street 4-1083
PHILADELPHIA	9 South 7th St. Phone Lombard 3-7651
PORT ARTHUR	445 Austin Ave. Phone: 2-8532
PORTLAND	111 W. Burnside St. Richmond, Calif. 257 5th St.
SAN FRANCISCO	105 Market St. Douglas 5475-8363
SAN JUAN, P. R.	45 Ponce de Leon San Juan 2-5996
SAVANNAH	220 East Bay St. 3-1728
SEATTLE	86 Seneca St. Main 0290
TAMPA	1809-1811 N. Franklin St. M-1323
WILMINGTON	440 Avalon Blvd. Terminal 4-3131
VICTORIA, B. C.	602 Boughton St.
VANCOUVER	144 W. Hastings St.

PERSONALS

O. W. ORR
Please contact H. H. Black, Postal Inspector, Houston 1, Tex.

LOUIS GALVANI
Get in touch with Henry J. McArdle at 25 South Street, N. Y. C.

KENNETH W. WOLFE
A Veteran's Administration check for \$57.50 is being held for you in New York in the office of the Secretary-Treasurer. You can obtain this check by applying in person, or by writing to the Hall, enclosing proper identification.

CECIL CASTILLE
Your trunk from the SS Coast-al Competitor is in New Orleans. Call Franklin 1076.

RICHARD LEIKAS
Your mother is ill and would like very much for you to get in touch with her as soon as possible.

CREW OF LUCIUS Q. C. LAMAR
Crewmembers of the Lucius Q. C. Lamar which sailed from New York August 21, 1944 and discharged January 3, 1945 in Portland, Maine, please write Paul Tansky, 922 W. Courtland Street, Philadelphia 40, Pa. This is in reference to the mail-order skipper.



NEW YORK			les F. Duncan, \$2.00; Joseph Stanwood, \$2.00; Everett Yates, \$2.00; L. A. Rossi, \$2.00; D. Keleman, \$2.00; Robert Walker, \$6.00 M. F. White, \$2.00; E. L. Poe, Jr., \$1.00; G. A. Stanton, \$1.00; R. V. Glove, \$2.00; T. J. Moore, Jr., \$2.00; A. F. Chysna, \$2.00; O. Ommundsen, \$1.00.	J. Coogan, \$2.00; Max Graber, \$2.00; J. R. Lee, \$2.00; D. G. Kimble, \$1.00.
SS WILLIAM MC CLAY			INDIVIDUAL DONATIONS	
Andrew White, Jr., \$2.00; James Walker, \$2.00; Grady Halty, \$2.00; Bennie Cranford, \$2.00; Joe M. Harris, \$2.00; Alfred Dotson, \$2.00; Paul Lamakis, \$1.00; James VanSant, \$3.00; Archie F. Carter, \$1.00; Aug Rodrigues, \$2.00; A. B. Gutterez, \$1.00; C. G. Pedersen, \$2.00; Albert Rinius, \$1.00; J. Bieganowski, \$2.00; A. Dans, \$1.00; Charles Yoker, \$2.00; M. O. Karlsson, \$1.00; Alfredo Medina, \$2.00; Charles W. Magee, \$2.00; Anders S. Kjaer, \$2.00.			J. Maximo, \$1.00; B. Roll, \$2.00; N. A. Fisher, \$1.00; V. Valentino, \$2.00; E. F. Maloney, \$5.00; Richard Husman, \$1.00; Samuel Rosenthal, \$18.00; W. Hoerr, \$2.00.	
SS HAYWARD			HOUSTON	
R. A. Thackwell, \$5.00; J. V. McClantoc and Crew, \$12.00; G. M. Everett, \$1.00.			J. W. Rambo, \$3.00; S. D. Salter, \$5.00; F. W. Lavis, \$1.00; D. M. Cavannah, \$2.00; V. L. Overall, \$1.00; C. R. Denson, \$2.00; Wm. Pelesline, \$2.00; J. B. Irving, \$2.00; R. C. Lumpkin, \$2.00; S. L. Rasco, \$2.00; C. M. Newsum, \$5.00; G. H. Lauter, 2.00; R. M. Oliver, \$2.00; J. A. Brashear, \$2.00; J. K. Parsons, \$5.00; A. T. Dorman, \$2.00; N. H. Newton, \$2.00; A. L. Johnson, \$2.00; J. S. Koziol, \$2.00; L. F. Penland, \$5.00.	
SS FELIX GRUNDY			GALVESTON	
H. R. Nurmi, \$2.00; James Lee, \$2.00; A. Ferrie, \$2.00; F. Ramiller, \$2.00; Max Skop, \$2.00; John Welsh, \$2.00; Fred Shaia, \$2.00; E. C. Johnson, \$1.00; M. F. Bryson, \$2.00; E. Pendzimaz, \$2.00; R. A. Singer, \$1.00; J. M. Pesler, \$1.00; E. Whitwam, \$2.00; S. Gentile, \$1.00; J. L. Mahoney, \$1.00.			R. S. Russak, \$3.00.	
SS ALCOA VOYAGER			NORFOLK	
Jose Lado, \$1.00; Ramon Lado, \$1.00; Billie Brewton, \$2.00; F. A. Mandesa, \$1.00; William Brown, \$2.00; B. E. Reitswitz, \$2.00; R. Martinez, \$1.00; V. Olivea, \$3.00; C. H. Peize, \$2.00.			R. L. Geer, \$11.00; J. T. Morton, \$10.00; H. L. Horton, Jr., \$512.00; A. R. Dupree, \$12.00; C. C. Gillikin, \$20.00; H. S. Winston, \$12.00; B. L. Winston, \$12.00; D. Williams, \$11.00; V. W. Kings, \$10.00; B. Brown, \$6.00; J. B. Gnakaert, \$25.00; L. W. Bruce, \$10.00; E. Owen, \$10.00; J. Royal, \$12.00.	
SS PENDLETON			SS E. ALFARO	
T. F. Shelton, \$2.00; W. Mastine, \$2.00; G. DeLuca, \$2.00; E. Otis, \$2.00; E. White, \$2.00.			H. Spencer, \$2.00; N. V. Erikson, \$2.00; J. W. Gardner, \$1.00; R. T. Harrison, \$1.00; L. E. Bigley, \$1.00; J. Hisko, \$1.00; C. J. Hyrny, \$2.00; J. A. Madden, \$1.00; H. Holloway, \$1.00; A.	
SS DIAMOND HITCH				
R. A. Buckley, \$3.00.				
SS FORT HOSKINS				
Al A. Therrien, \$2.00; Norman White, \$2.00; Jesse D. Lopez, \$2.00; C. L. Pearson, \$2.00; R. Follett, \$2.00; Char-				

NMU-Isthmian Combine To Stall Count

NEW YORK, October 24—SIU Isthmian Organizational Director Earl Sheppard today charged that actions of both the Isthmian Steamship Company and the National Maritime Union, in preventing the counting of Isthmian election ballots in accordance with the NLRB directive of April 18, 1946, give evidence of open and outright collaboration to stall the determination of a Union bargaining agent for all Isthmian unlicensed personnel.

Last Friday, October 18, 1946, was the day scheduled for the start of ballot counting in the Isthmian election. However, as a result of simultaneous applications by both the Isthmian SS Company and the National Maritime Union for the extension of the election time to November 18, 1946, the NLRB granted an extension of the election period until this date. This was supposedly in order to allow two Isthmian ships—the Atlanta City and Pere Marquette—to vote.

It's very evident that neither Isthmian nor the NMU is interested in the two Isthmian ships remaining unvoted. But the company is interested in stalling off the certification of the SIU as the Union bargaining agent for their seamen for as long a period as possible.

Isthmian desires to remain an unorganized outfit, even if their employees wish otherwise, and they are using every method in the book to stall off the inevitable bargaining negotiations with the SIU.

NMU COMPANY'S STOOGES

In the case of the NMU, this outfit is once again playing the company stooge in order to gain its own ends. Naturally, the

NMU knows that the SIU has already won the Isthmian election.

They've conceded as much on several occasions, but they still hope to in some way save their face by using any possible delaying action to forestall the announcement of another SIU victory. That's why the NMU is fighting for further delay on the Isthmian election count.

In the first place, during the past five years the NMU spent many thousands of dollars in attempting to organize Isthmian. But they were never able to garner enough pledge cards to petition for an NLRB election. On the other hand, the SIU had enough pledge cards after only 6 months of organizing Isthmian to petition the NLRB. So, the NMU was forced to accept the secondary position as intervenor rather than the petitioner.

SIU PROTEST

When the SIU heard, a few days prior to the scheduled starting date for vote counting, October 18, that the Company and the NMU were both requesting a month's delay to November 18, they immediately protested to the NLRB in Washington. The following telegram was dispatched on October 15:

"NLRB, Washington, D.C. Protest application of intervenor on following grounds:

1. Not notified of application.
2. The time for voting previously extended to October 18, 1946.
3. 88 of 90 ships have voted which is overwhelming majority of employees and should be enough to determine bargaining agent.
4. SIU has as much to lose by

failure to extend time as intervenor, but are willing to proceed with ships already voted.

5. If extension is granted further applications can be made and thus extend election ad infinitum.
6. If extension granted for SS Atlanta City we want extension to vote remaining ship. Unalterably opposed to application.

Earl Sheppard
Director of
Isthmian Organizing
Seafarers International
Union of N.A."

ISTHMIAN'S REQUEST

Headed "Answer to intervenor's petition for amendments to the amended direction of elections dated April 18, 1946," and dated October 10, 1946, a copy of the Isthmian Steamship Company's petition was forwarded to the SIU. It reads as follows:

"The Isthmian Steamship Company does not now, nor has it ever, sought to deprive any of its employees from having a voice in the selection of a collective bargaining representative. The Company believes, and so stated at the hearing held on January 18, 1946, that all unlicensed seamen in the Deck, Engine, and Stewards Departments who are the employees of the Company should be permitted to vote to determine what representative, if any, they desire to represent them for the purposes of collective bargaining and the Company's position as to eligibility is set forth in the aforesaid record commencing on page 146.

"If any employees of the Company within the unit declared appropriate for the purposes of collective bargaining has not had an opportunity to cast his ballot or has been deprived of the right to cast his ballot, the Company believes that the Board should take the necessary action to assure that each and every employee of the Company in the appropriate collective bargaining unit has an opportunity to cast his secret ballot in the determination of a collective bargaining representative.

A. V. Cherbonnie
Labor Relations
Counsel for Isthmian
Steamship Company"

NLRB ORDER

Despite the protests of the SIU the National Labor Relations Board saw fit to grant the similar requests of the NMU and Isth-

mian Company in extending the election time until November 18, 1946. This was done in the face of the fact that the NMU as intervenor in the matter of the Isthmian Steamship Company and the Seafarers International Union, Case No. 2-R-6030, did not send a copy of their application for an extension to the SIU, as well as the other stated reasons.

Headed "Order further amending direction of elections," the text of the NLRB order follows:

"The Board having on March 19, 1946, issued an Order Directing Elections in the above-entitled proceeding (66-NLRB-930), and an amendment thereto on April 18, 1946, and thereafter, having been advised by the Regional Director that a longer time in which to hold the election is necessary, and the Board having duly considered the matter,

IT IS HEREBY ORDERED that the aforesaid Direction be further amended by striking therefrom the words 'but not later than six (6) months from the date of this order amending' and substituting therefor the words 'but not later than November 18, 1946,' to permit the balloting of the two remaining ships.

Dated, Washington, D.C., this 17th day of October 1946.

By direction of the Board:
John E. Lawyer,
Chief, Order Section."

BATTLE NOT OVER

There, as clearly as possible, is the Isthmian picture today. The SIU by dint of hard work and much time succeeded in cracking the nut that had never before been cracked, the unorganized Isthmian SS Company. All of the ships but one which has been stuck in the Far East with a low priority cargo for several months—the Pere Maquette—and one which is scheduled to return to the Atlantic Coast the second week in November—the Atlanta City—have voted.

The crews of these Isthmian ships have overwhelmingly selected the SIU as their choice for a Union bargaining agent on the basis of unofficial estimates. And it was felt that these men were much more interested in securing a Union contract covering their wages, overtime rates, working and living conditions rather than extending the time of the election for two ships which will not appreciably change the total ballots cast nor the result.

That's why the SIU wants the balloting over. To get down to the business of negotiating a

Union contract with Isthmian, and bringing the unlicensed personnel of this notoriously anti-Union outfit under the benefits of a Union contract.

By hook and crook, and any other unsavory method, both Isthmian and the NMU are fighting to prevent the SIU from bargaining for the Isthmian seamen. In the case of the NMU, it's purely selfish. They lost the election, but don't want to admit it to their membership, and thereby play the company stooge game in order to prolong the day of reckoning.

It's natural for Isthmian to resist to the last against Union organization of their men. This outfit has always been a high and mighty one with little or no regard for their employees. Now, that they see the shadow of an SIU contract hanging heavy over their head, they too, are resisting with all their might.

This stalling is not hurting the SIU. It is hurting the Isthmian seamen who are being prevented from having the benefits which an SIU contract always gives them, and they know it. The longer Isthmian stalls, and the NMU plays their company stooge role, the more determined Isthmian seamen become to win their all out battle to become unionized under an SIU contract. These seamen fight to win, and just like the Seafarers, they win their fights!

Isthmian Skipper 'Cuffs SIU Man

(Continued from Page 3)

had jumped ship, and took approximately 30 SIU pledge cards.

When the Captain found out that Bolehala had broken out of the handcuffs, he promptly logged him \$25 for the cost of the handcuffs, and returned all of his personal belongings to him except the pledge cards which he denied taking from the locker.

CONTACT SIU

Immediately upon their return to New York, several Cape John crewmen contacted the SIU hall and requested assistance in fighting the numerous logs which Captain Ledford had unjustly levied against them. An SIU representative appeared with some of the crewmen before Commissioner Rylander, and was instrumental in having several logs lifted, some cut, and assisting the crew in their battle against the bucko Skipper of the Cape John.

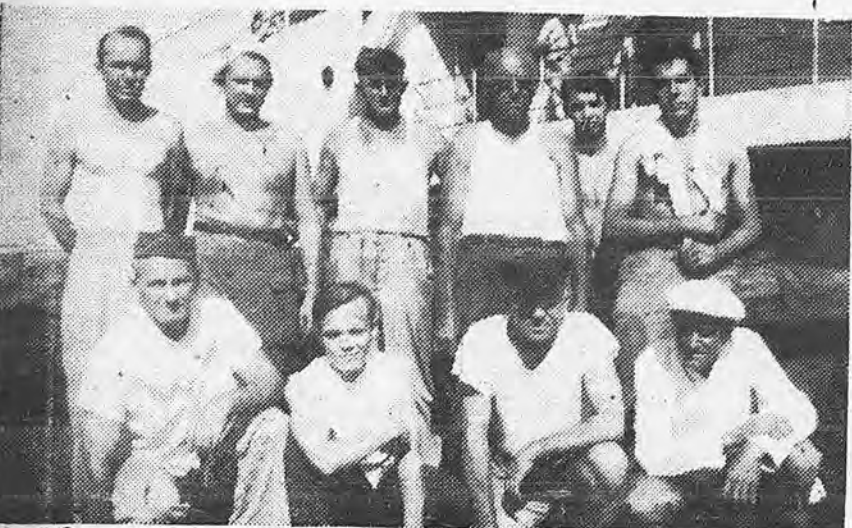
The log against Ed Bolehala was reduced to \$8.50 which was considered to be the rockbottom price for handcuffs. Another log was dropped. Captain Ledford refused to lift or reduce one log against Jordan, and as a result Jordan is instituting suit against the Isthmian SS Company. Commissioner Rylander at the insistence of the SIU representative, Joe Volpian, agreed to send a letter to the court.

It came out in the Shipping Commissioner's office, that the Skipper who bragged of never lifting a log had lifted two logs against a couple of NMU men shortly before the Cape John docked. This Skipper expressed open preference for the NMU time after time, bragging about possessing "an NMU gold picket card," and did his best to do a job on any of the SIU men that he could.

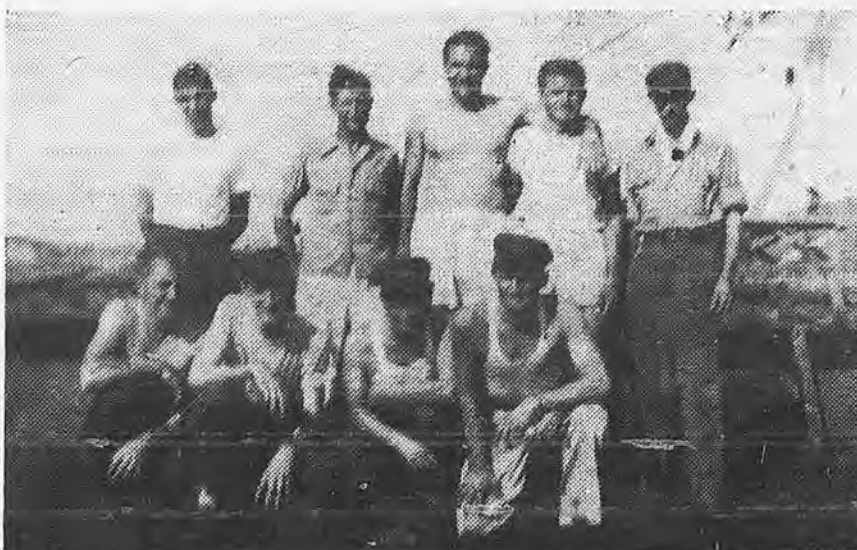
A MILITANT ISTHMIAN SHIP



Here's, the Deck Gang of the good old Cape Friendship. Front (left to right): Bob Cantor, Jack Graelly, W. Khuns, F. Bodden, and "Blackie" Sanchez. Back: Lew Bowen, Carl Pierce, R. N. Ham, "Lefty" McNorton, E. H. Lang, and R. Thompson. Last week a story appeared in the Log concerning the Cape Friendship's militant crew. However, the pictures arrived too late to be processed. So, here we give you—after a week's delay—all three departments of the Cape Friendship.



Part of the militant crew of Isthmian's Cape Friendship. Kneeling (left to right): Clarence Reed, Michael McCarthy, Tom Morgan and J. Stacey. Rear: Bob "Take Five" Pierce, Don Strelow, R. L. Stucky, J. L. "Pop" Buckalew, Frank Fuente, and Jim DiSanto.



This is the Black Gang of the Cape Friendship. Front row (left to right): H. Schwettman, M. Scott, Frank West, and Frank Kaiser. Back row: L. Theriot, George Bishop, B. McNulty, F. Levene, and H. Lewis.