

SEAFARERS LOG



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

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No. 48

NMU's Phony Protest Keeps Isthmian Men In Finky Conditions

With nothing else to recommend its case except the willingness to deprive Isthmian seamen of union representation, the NMU continues delay and final accounting of votes in the election to determine a bargaining agent for Isthmian men. Basing their action on wild charges of conspiracy, collusion, and unfair labor practices, the NMU has protested the entire election and is making every effort to have the whole election set aside. While there is little chance that this move will succeed, nevertheless, it proves that the NMU will stoop to any depth to either rule or ruin.

SIU AHEAD

Of the 1745 votes which have already been counted, the SIU garnered 957 while the NMU picked up only 724. This means that only 167 of the 502 votes which the NMU contests must be decided in favor of the SIU to give this Union a majority, and power to bargain for the men who sail Isthmian.

The NMU hopes that the election will be set aside, and that the whole procedure will be gone through again. The SIU can easily weather any such eventuality, but the Isthmian seamen, forced to continue sailing under poor conditions and with lower pay, are the real sufferers.

The arguments put forward by the NMU in its official paper, the *Pilot*, are that the SIU is guilty of collusion with the company in placing SIU crews aboard their ships while NMU crews were refused employment.

This argument falls of its own weight because all waterfront workers know of the difficulty encountered by SIU volunteers in getting on Isthmian ships.

NMU FORGETS

The alleged bias which the Isthmian officials expressed toward NMU men is only an expression of the bias which this company has against any attempt to organize its employees into a Union which can fight for its own rights.

During the war years, the years in which the NMU following the communist party line, collaborated with the shipowners, they forgot how to face the opposition of companies which will not play ball with unions—for their own ends.

The NMU has definitely lost the seamen who sail Isthmian ships. Victory for the SIU is only a matter of time, and the NMU is winning the undying hatred of hundreds of Isthmian seamen who see in that organization a bar against their realizing union wages and conditions—right now.

Next Week, We Hope

The shortage of newsprint still has us down, but we are no worse off than the other newspapers. By next week, however, we hope that the situation will have eased off somewhat and that we will be able to come out with the usual 16 page edition of the *Seafarers Log*.

None of the regular features have been omitted this week, and our coverage of major stories, interesting to seamen, is as complete as possible, under the circumstances.

Four More Companies Sign SIU Contracts Covering Conditions

NEW YORK — Contracts covering working conditions on freight ships have been recently signed with the few companies not parties to the agreement signed on October 23. The most recent additions to the operators who will institute the new SIU working conditions on their ships are the Overlakes Freight Corporation and the New-Tex Steamship Company, both signed on November 25. These followed close on the heels of the contracts signed

between the Union and the Mississippi Steamship Company and the Waterman Steamship Company, both of whom came into the fold on November 7. All four companies involved signed the identical agreement.

Only Working Rules and General Rules for freighters are covered by these contracts. Wages had already been settled in August—the same wages that were turned down by the Wage Stabilization Board and which lead to a General Strike that tied up the entire shipping of the United States.

Passenger ship agreements for the Mississippi Steamship Company were also signed on November 7, and these add up to the best passenger ship contracts in the field.

All of the above contracts were negotiated and signed, for the Union, by John Hawk, Secretary-Treasurer; J. P. Shuler, Assistant Secretary-Treasurer; Paul Hall, Director of Organization; and Robert Matthews, Headquarters' Engine Dept. representative.

Another passenger company still to be negotiated with is the P&O Steamship Company.

Bargaining sessions will start the week of December 2, and there is little doubt that negotiations will move along smoothly.

Provisions for passenger vessels belonging to the Eastern Steamship Company and Alcoa also are on the agenda and this will be done in the very near future.

Last but not least, Isthmian Lines' contract lies ahead. Once the NMU's stalling tactics have been overcome, Isthmian will be another company that will be forced to institute SIU wages and conditions on the many ships in that fleet.

The signing of these contracts winds up many months of intensive negotiating on the part of all top officials of the Union. Interrupted as they were by the strike action taken by the SIU, the bargaining sessions went along as well as could be expected, with the shipowners having the knowledge that the Union held the balance of power.

SIU Calls Upon U.S. Public Health Service To Rectify Poor Conditions In Galveston

NEW YORK, Nov. 20 — The Seafarers International Union today, in a letter to Dr. Thomas Parran, Surgeon General, United States Public Health Service, called upon him to rectify complaints of poor food, and lax medical attention in the Galveston Marine Hospital. This action follows complaints of 63 seamen and veteran patients in that hospital transmitted to the SIU by D. L. Parker, Galveston Agent.

Following on the heels of the SIU success in having a new

\$100,000 cooking and baking unit installed in the Neponsit Marine Hospital, Long Island, the letter expressed the appreciation of the Union for those corrections so far made in some Marine Hospitals; but asked that the Surgeon General take steps to alleviate the poor conditions that now exist in the Galveston Marine Hospital.

The letter sent by the SIU Special Services Department is as follows:

Dr. Thomas Parran
Surgeon General
U. S. Public Health Service
Washington, D. C.

Sir:

The Seafarers International Union has for some time been receiving complaints from its members in the various marine hospitals around the country concerning the treatment administered, the food served, and various other conditions existing in those institutions.

We believe that your office has at heart the welfare of the men confined to these hospitals as you have corrected certain faults that have existed in some of these institutions.

We realize that you recently had installed at the Neponsit Marine Hospital a \$100,000 cooking and baking unit which will assure the patients of receiving hot food. Also we appreciate the cooperation given our representatives who have visited these hospitals in correcting minor grievances and making certain changes in the menus, all of which make for a more enjoyable stay and a quicker cure and discharge for the seamen concerned.

However, we feel that we must call upon you and request that steps be taken to remedy the situation that exists at the Galveston, Texas Marine Hospital. For some time we have been receiving complaints from that hospital.

Most of the complaints con-

Seafarers Wins 850 Hours For Hamilton Crew

An overtime dispute involving 850 hours of work performed by the Deck and Engine departments aboard the SS J. B. Hamilton was transformed into cash for Seafarers at the vessel's payoff in New York early this week.

The Hamilton, an American Pacific lines ship, had made its first trip manned by an SIU crew, after having been turned over by the NMU. The dispute arose when the Skipper refused payment, arguing that under the terms of the NMU agreement no overtime would be paid for the work involved.

The payment was made when the Skipper recognized that the vessel was now operating with an SIU agreement.

The Patrolmen also succeeded in cancelling most of the logs made against crew members. They said that the Hamilton men were a "darned good crew."

SIU Patrolmen handling the payoff were Jimmie Drawdy, Bill Hamilton and Lou Goffin. They were assisted by Brother Armstrong of the SUP.

All Labor Backs Lewis Against Govt. Injunction

NEW YORK, Nov. 27 — With the nation's soft coal strike entering its eighth day John L. Lewis, United Mine Workers leader, goes to court to face charges of contempt for violation of the federal injunction filed against him and his 400,000 miners.

In his fight against the injunction leveled against his union by the government, Lewis goes to court with the full backing of AFL and CIO unions.

In this battle against the "gating gun on paper," as it has been called since its first use in 1894, Lewis is fighting a battle against what may be a precedent whereby labor unions can be sued and their leaders imprisoned for calling a strike.

The Norris-LaGuardia Act of 1932 clearly forbids private employers to obtain Federal Court injunctions against unions. Also court decisions have held that it forbids the government to obtain injunctions against unions involv-

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A Dangerous Weapon

All over the United States soft coal miners are refusing to work under the terms of the so-called Lewis-Krug agreement signed on May 29. Their reasons for abstaining from work are simple, and are included in the terms of that agreement. In plain and simple words, that agreement gives both parties the right to ask for changes in terms during the life of the contract, and if negotiations failed to result in satisfactory changes, either party could declare the entire agreement void.

In the face of rising prices, the wage gains made by the miners have been entirely wiped out. As a result, the miners asked that the agreement be reopened so that wages in the mining industry could be increased to a living level. This request was flatly turned down by the government, and that left the miners no alternative other than to consider the contract terminated.

But the Government is used to having all the marbles, and this case is no exception. In contradiction to a law of the land — the Norris-La Guardia Act, passed in 1932 — which prohibits the use of injunctions against unions, the Government has asked for an injunction and has requested that Lewis be held in contempt of court because he refused to compel his union members to stay on the job.

The miners are therefore in the position of obeying the law, while the Government is in the position of changing the rules of the game after play has already started. That sort of action may fool some of the people who don't work with their hands for a living, but the mass of American workers are behind the United Mine Workers in this fight for justice.

The use of injunctions against a labor union in its fight for an equitable share of the wealth they help to produce is a dirty tactic that smacks of fascism. Workers have the right to refuse to labor under conditions that enslave them and for pay that keeps them on a poor economic level. Their labor is the only thing they have to sell and they can abstain from putting it on the market unless the price is reasonable and just.

Government injunction against strikes forces the workers back into the slavery they are trying to escape. It is a dangerous weapon because it can be used to coerce men into doing anything that they honestly oppose.

Totalitarianism comes disguised in just such a harmless sounding move. Now the pressure is for the mining of coal to continue and some people are mistakenly in accord with the Government's move to use the courts as a coercive force.

If we allow this to happen, in the near future we can look forward to injunctions as a rule rather than as an exception.

As always, the labor movement is in the forefront of the defense of our liberties. The man who works for a livelihood is quick to recognize the tactics of those who would make him a slave. In this case we see the well-known symptoms, and that is why labor is united in the defense of the miners right to strike, and in the battle against the use of injunctions in labor disputes.

SOLIDARITY ON BOTH SIDES



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.

STATEN ISLAND HOSPITAL

- C. G. SMITH
- T. WADSWORTH
- S. G. LOPEZ
- R. G. MOSSELLER
- C. W. SMITH
- J. H. HARE
- W. G. H. BAUSE
- W. B. MUIR
- L. A. CORNWALL
- L. L. MOODY
- H. BELCHER
- C. M. LARSEN
- C. L. JACQUES
- L. KAY
- R. J. BLAKE
- J. B. PORTER
- J. H. DANIEL
- S. INTEGRA
- V. RODRIGUEZ
- S. RIVERA
- C. R. POTTER
- J. HALL
- J. M. FORD
- B. F. TROTTIE
- W. R. WELCOME
- P. DOMICA

GALVESTON HOSPITAL

- LONGKEMPT
- PAURGASON—SUP

- ALDERHOLDS
- KING
- MITCHELL
- DOWELL
- DEETRECH
- SWENSON
- CASTAGNERE—B.C.
- MULKE

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BALTIMORE HOSPITAL

- RAYMOND VAN DREELE
- PETER LOPEZ
- WAYNE TROLLE
- MAX FINGERHUT
- RALPH FREY
- BUCK SHERWIN
- MOSES MORRIS
- MANUEL ROMERO
- FRANCES O'BRIAN

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NEW ORLEANS HOSPITAL

- JOE TAYLOR
- M. W. LOMBARD
- MAX SEIDEL
- LEONARD MELANSON
- EDDIE MAHL
- CENTRAL MASON
- E. BROCE JR.
- P. HAWKINS
- J. SNELL
- H. G. DARNELL

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.)

- JAMES CANARD
- ALBERT BOUDREAUX
- W. QUARLES
- CHARLES TILLER
- J. W. DENNIS
- R. M. NOLAN
- FRED GANDARA JR.
- H. C. MERTSCH
- NORMAN PALLME
- DONALD BELL
- J. (SCOTTY) ATKINS
- FRANK GARRETSON
- KARL PETERSSON
- EDWARD CUSTER
- F. J. SOSS
- R. E. FRINK
- ROBERT OGLETREE

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NEPONSIT HOSPITAL

- H. BURKE
- J. S. COMPBELL
- B. BRYDER
- B. LUFLIN
- E. VON TESMAR
- G. F. McCOMB
- E. FERRER
- R. BLAKE
- J. R. HENCHEY
- J. FIGUEROA

Seafarers' Organizing Campaign Must Be Intensified In Future

By STEELY WHITE

NEW ORLEANS—In the past few weeks events have taken place that will go down in Maritime history. Things have taken place that are going to be instrumental in determining the future of our union.

Also events are in the making that are going to influence our future as to whether we, the SIU, are going to remain in the field as a strong economic trade union or whether we are going to be bottled up, and our potentialities as a trade union neutralized to the point that we will be a tool in the hands of a political faction, or a combination of a political faction and shipowner collaboration.

STRUGGLE FOR POWER

At the present time within the maritime industry we are caught in a whirlpool of ideologies that can very easily lead to our destruction as a legitimate trade union and place us under the influence of powers seeking political domination.

Once these groups seeking power gain control they will sacrifice trade union principles and gains to advance their own political programs and ambitions. I don't have to tell you what happened to the NMU, MEBA, ILWU and the MC&S.

COMMIE DRIVE

The commies are at present driving hard on the MM&P and ILA; and the Seafarers International Union cannot ignore these campaigns, by sitting back idly while this commie faction takes control of the waterfront unions. If we do they will turn on our Union next and they will be in a position to squeeze us off the waterfront by their control of the other unions. This maneuver is shown very plainly by their actions fostering the Coos Bay beef, the Steam-schooner beef, the Gulf Oil Tug beef, the Texaco Tanker beef, and now their attempts in the Cities Service fleet.

We must combat these forays on the rank and file seamen with a program of action, and to do it successfully we must contact all unorganized seamen and expose to them the phony programs that the commies are attempting to sell them.

At the same time we must give them a constructive program to follow that will teach them true trade unionism. In addition to this we must get to the rank and file within the unions which the commies control from the top, and make the membership in these unions aware of the activities of their leaders.

The hot spot for all the beefs with the oil companies is going to be the Gulf district and we must be ready for anything that

arises. We will need the aid of all members in the Gulf to assure the success of this drive. We will have plenty of literature available and the patrolmen will be around to the ships at the sign-on to distribute the literature to the ship's delegates.

Make use of it by giving it out in every port you hit to all non-SIU ships and in the places frequented by seamen. This will not entail any great labor and will pay dividends in the end.

NMU Seamen Resent Communism Of Leaders, Read Log For News

Further evidence of rank and file dissatisfaction with communist control of the National Maritime Union came to light this week, with the receipt of a letter to the Log pointing out that NMUers are looking hopefully toward the SIU for waterfront leadership.

The letter, from a member of the NMU, gives support to the Seafarers' contention that the majority of NMUers are not commies, and that the policies of the NMU leadership do not express the will of the membership.

The writer of the letter, who for obvious reasons prefers to remain anonymous, sounds off on the widening breach between the rank and file and the commies points out that democratic rights are denied all those who remain outside the communist party's ranks. Criticism is taboo, even at closed membership meetings.

THEY READ LOG

The NMUer adds that members of his union are reading the Seafarers Log in order to get news pertaining to the welfare of all seamen, and that they would prefer a waterfront solidly united under the banner of the SIU.

The letter follows:

Dear Brother:

I am an NMU member and I wish to thank you very much for telling the membership in your union that we all are not commies within the NMU.

I, like many, many others, read the Seafarers Log. It is a common saying now with the real rank

and file in the NMU: If you want to read the news pertaining to the welfare of seamen, you've got to look in the SIU's Log.

SIU WATERFRONT

I, and the greater part of the NMU, would like to see the waterfront 100 per cent under the leadership of the SIU.

At our meetings at Manhattan Center, only the commies get the deck. When a non-commie does get the deck, the commies boo him down.

I have a lot of friends in the SIU and every time they see me they say, "When are you going to get wise to yourself, and come over to a real union?"

It's true enough that the SIU is a good union, and I would like to be over there, pronto.

COMMIE SHEET

I hope that in the future you will continue to send the Log to the YMCA Seamen's House. When you see an NMU man reading the Pilot at the Seamen's House, he is only looking at the Personals column, and the list of back pay due. When finished with that, he throws it down in disgust. All they print in the Pilot is the usual run of commie propaganda.

Again I thank you for telling the membership in the SIU that we are all not commies in the NMU. I will be looking for this article in the Log.

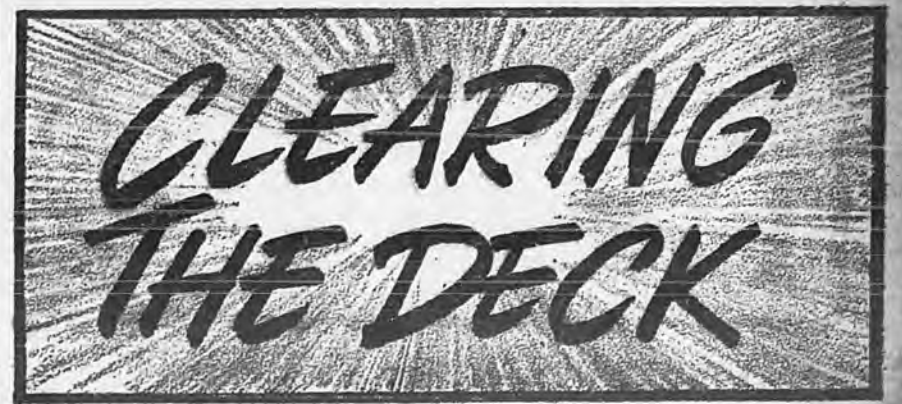
Please do not print my name as there is such a thing as being too brave.

Very sincerely yours,
A Real Union Seamen

THANKS A MILLION



A group of ILA men being thanked by Philadelphia Agent Red Truesdale for their 100 per cent cooperation during the SIU strike. Looks like quite a party.



By PAUL HALL

The Seafarers International Union cannot be accused of not learning from what has happened before. In the organizational jobs which have gone before, we have learned many valuable lessons, lessons which will come in handy in the times which lie ahead of us.

First and foremost, the Union must establish itself on a firm financial basis. Not that we are crying poor mouth now, but we should be prepared for the fact that we will have to retrench, financially and otherwise.

Strikes, and job actions, take money. We have had our share of both and it is now our duty to put the SIU in a good, sound condition so that it can weather any storms that might lie ahead.

From now on, we must be ready for the slow shipping, scarcity of jobs, and months on the beach that go with peacetime operation.

War Babies

It seems a shame that the only time merchant seamen are at a premium and fully employed is when the nation is at war and supplies are needed in foreign lands. During peacetime we could all starve to death and the Government and the people would not give one single damn for us!

The lessons we have learned from our recent beefs must be put to good use. We know now that we are a match for any raiding by the communist-dominated unions, that we can hold our own against the Washington redtape artists, and that we have the strength to battle the shipowners for the finest contracts that ever protected the merchant seamen of any country.

From now on we have the duty to consolidate all the gains we have made during the last year or so, and besides that we must keep our apparatus strong so that we can be on the lookout for any attempts to weaken us—whether it comes from the operators or their stooges, the commie controlled waterfront unions.

Union Solidarity

All of us remember that when the Seafarers International Union and the Sailors Union of the Pacific went on strike against the dictatorial ruling of the Wage Stabilization Board that robbed us of gains we had made in fair negotiations with shipowners, the United Mine Workers and John L. Lewis were among the first to offer us aid.

At the very start of our beef, Lewis wired Harry Lundeberg that the AFL seamen could have any or all of the UMW funds, if needed. That is real union solidarity.

Now the Government and the operators are out after Lewis and the members of his union. They are trying to whip up public sentiment against him, and they are threatening him with jail, and everything else up to and including hanging from his toes.

Lewis only represents the miners who elected him to lead them. If the Government wants to be consistent, then they should bring court action against all UMW members who support Lewis in this attempt to get more wages for them in this period when all prices are going sky-high.

We Are Ready

If John L. and the miners ask us for support, we will go all out to help them. They were ready and willing to come to our aid; we in turn are ready to stand by and assist them.

The miners are fighting the fight for all of us. In the face of Government intimidation, such as we faced in our own strike against the bureaucrats, the UMW men are holding steadfast to their time honored formula, "no contract—no work."

With just reason, they believe that their contract is no longer in effect since the prices which were in effect at the time it was signed have been increased by leaps and bounds. Therefore they have asked for a new contract. A contract that will enable them to earn enough money to keep body and soul together in these trying times.

NMU Stoging

Isthmian Steamship Company is in the limelight, but this time it's not because of anything the company has done. If the company was paying the NMU a flat salary, the NMU could not serve the operators better.

The Isthmian seamen are crying for union representation, and the NMU is playing right into the company's hands by contesting an election which they know was fairly and squarely won by the SIU.

One thing you can be sure of, and that is that the Isthmian seamen don't go for the NMU way of trying to hold up elections when they see that the count is going against them.

Seamen fight fair, and they don't cotton to the NMU dirty fighting. We'll win this one, as we have all the other fights we have participated in. But the NMU is losing more than the Isthmian election. They are losing what little respect they still retained along the waterfront.



QUESTION:—A New York Patrolman says that the characters he has met have made his years at sea enjoyable. What characters have you met that stick in your mind?

GUY WHITEHURST, Elect:

Well, I'm pretty much of a character myself. But I won't talk about me. I've been going to sea for 20 years and I sure have met some peculiar guys. One Bosun was a fellow they called Cyclone because he always hollered. He could be standing right next to you and he would yell at the top of his voice. Before the trip was over the whole crew was wearing cotton in their ears. Another character was a Skipper they called Two for One. Whatever happened, he would log a man two for one. Yelled it in his sleep all night.



R. A. STUART, Oiler:

The screwiest character I ever met was a Wiper on the SS Ventura Hills. He was lazy and careless, but he was such a happy-go-lucky kind of guy that nobody really could stay angry with him. I remember one day he was down below painting, and they told him to throw some trash overboard. He had his paint brush in one hand and the trash in the other. Soon he returned with the trash, but his brush had been thrown over the side. He did the same thing another time when he threw slops, can and all, overboard.



MARCEL MITCHELL, Ch. Cook:

I sailed with one Skipper that I sure thought was whacky. He had five dogs in his stateroom, and almost drove the Bedroom Steward wild on that trip to South America. Even in the middle of the night the Captain would go to the galley to get food for those pooches. The crew was well on the way to going nuts, especially the Stewards Department. We complained, but the Old Man only told us that he knew what he was doing. Acted very mysterious. Well, he was sane and we were nuts because he sold those dogs at a nice profit in S. A.



FREDERICK NEELY, Steward:

A couple of trips ago we had on board an AB who had once been in vaudeville. He was the funniest man I ever sailed with, and he had a way of telling a story that those of us who were on that trip will never forget. But he had one screwy habit. When he was on the wheel, he wouldn't allow anyone of the unlicensed men to come near him. He even wanted the Mate on watch to stay away from the wheel. He was as bad as the OS who used to wake up everybody each night because he couldn't remember who his relief was.



Challenges Will Not Help NMU, Isthmian Seamen Want Seafarers

By EARL SHEPPARD

There is nothing new to report on Isthmian because the NLRB hearing to decide what to do with the 502 ballots challenged by the NMU has not yet been held. However, the SIU is trying its utmost to bring about an immediate decision in this outfit without any more delays. Neither the NMU nor the Isthmian Company is going to succeed much longer in denying Isthmian men the SIU representation that they so well deserve and need.

As revealed in last week's Log, the Seafarers garnered approximately 55 percent of the 1745 valid votes counted. This was 233 votes over what the NMU secured. We also expect to take a large majority of the challenged votes when they are finally counted.

This means that the final results can give the SIU a vote of from 55 to 60 percent of the total ballots cast. Only the NLRB certification and the NMU's stalling tactics prevent the SIU from immediately starting contract negotiations with the Isthmian Company.

Recent reports regarding Isthmian state that they are going to take over some 24 surplus ships from the Maritime Commission for the rebuilding of the Isthmian postwar fleet. At present, Isthmian owns 9 vessels, according to the report, and operates 64 others under charter from the

government. The newest addition is the Sea Phoenix which has been renamed the Steel Artisan, and is now loading for Red Sea and Indian ports.

NMU APOLOGIES

In order to alibi their company stooge tactics to the Isthmian seamen and their own rank-and-file members, the NMU Pilot of last week screamed frantically that the NMU was only challenging the 502 valid ballots because they charged the SIU and the Isthmian Company with collusion, conspiracy and unfair labor practices. They also wildly accused the SIU of making backdoor "deals" with the Company.

These wild charges are not even dignified by the SIU with a denial because they are so fantastic. Remember these charges come from the commy-dominated NMU, an outfit which only recently tried to make a deal with the Texaco Company while the SIU was in the process of organizing it. They didn't get away with the attempted Texaco grab, and they won't get away with their desperate attempts to nullify the Isthmian election.

Isthmian seamen and SIU members know only too well how many SIU volunteer organizers were fired by Isthmian. They also know how SIU ships' organizers were intimidated and hamstrung at every turn by Isthmian stiffs and NMUs working hand in hand. The NMU's Isthmian record is one of all-out duplicity, lying, cheating, and goon squad terrorism. In spite of their conniving, Isthmian men chose the Seafarers. It's plain to see which union they want to represent them.

MINERS' STRIKE

The entire U.S. labor movement is watching the struggle going on between the Washington bureaucrats and the United Mine Workers. More than 400,000 soft coal miners are out and some 60-70,000 hard coal miners are out in sympathy. It all resulted from the miners attempts to open up their wage agreement at the present time and the government's denial of their right to ask for a raise.

Washington wise guys pulled an old trick out of the bag by threatening John L. Lewis, president of the miners, and all of the men who stayed away from the mines, with injunction procedure. AFL president Green has pledged the entire resources of the AFL behind the miners in their battle against the government's get-tough-with-labor policy. Many other AFL unions including the SIU have also pledged their support to the miners, and it looks like a tough battle. Labor is united though, with even the CIO backing Lewis.

Organized labor is forced to battle against rule by injunction once again. In the early days, this was a favorite company trick against the unions. However, it was outlawed by the Norris-LaGuardia Anti-Injunction Act. Now, government bureaucrats insist that they are above the act, and that they are within their legal rights to force the miners back to work through the use of the injunction weapon.

In analyzing the entire mine situation, the miners were certainly within their rights in denying that any contract between them and the government existed

when the government representative refused to reopen the wage question. So, the miners have no contract, and they never work without a contract.

ANTI-LABOR LAWS

We can expect a wave of anti-labor laws soon after the new Congress meets. Big business loudspeakers in Congress have been sounding off lately about the big bad boys from the unions having too much power. Now, they intend to clip the wings of the entire labor movement. There is no doubt that we will have to fight harder in the next few months to preserve labor's hard-won gains than we have in a long time.

Not only will our Union and our AFL affiliates have to fight against government regimentation, but we will have to battle the hate-labor shipowners and the sell-out artists of the communist party as well. As long as we keep our Union as strong as it is today and build it even stronger, we are not afraid of these bogey-men and their threatening chains.

We Seafarers, and many before us, have fought to gain the hiring hall, rotary shipping, and many other advantages we have won over the years. Now, we're not going to let any Johnny-Come-Lately's, or anyone else, take away by means of laws or injunctions our Union conditions. We fought to gain these conditions, and we'll fight till hell freezes over to keep them.

SIU Crewmen See Difference In Contracts

One of the striking differences of the advantages of SIU membership as compared to NMU membership was revealed Wednesday, when the recently reallocated SS Am-Mer-Mar signed on an NMU crew.

The NMU crew boarded the vessel between 9 a.m. and 1 p.m. Nov. 26. They signed articles at 1:30 p.m. But the articles were dated Nov. 27, which means that the NMU crew will not be paid for Nov. 26, a loss of a day's pay to all hands.

Under terms of SIU agreements with all contracted companies, pay starts accruing to Seafarers from the moment articles are signed.

It was reported by SIU men on standby as the vessel was turned over that the NMU crew was dissatisfied with the procedure. A day's pay is a day's pay, no matter what union you belong to, they said.

Canadian Lumbermen Get First Contract After Work Stoppage

TORONTO—For the first time, workers in Canada's pulpwood will be covered by a union contract following a 3-week stoppage by 12,000 members of the Lumber and Sawmill Workers Union (AFL). In addition to their main objective, union recognition, the workers were granted a \$5 daily minimum wage and improved working conditions.

All Labor Backs Lewis Against Govt. Injunction

(Continued from Page 1)

ed in bona fide disputes with private employers.

The government maintains, in this case, that the government is the employer and the strike is against the people. The point not mentioned by the Attorney-General's office is that while the government may be technically the employer, the profits and gains from these mines have never been held by the government, but have and still remain with the private operators.

Lewis is basing his demands for a reduction of the 54 hour week while keeping the same take-home pay, upon the provision of the old contract, which was carried over, stipulating that either party could ask for changes in terms during the life of the contract, and if negotiations failed to result in satisfactory changes, could declare the whole contract void.

All of organized labor in America is watching the battle lines shaping up in Washington, and in this struggle the house of labor is united in opposition to the government's attempts to squash the miners.

In the light of the far reaching effects of the government's action, American labor, both AFL and CIO, have forgotten their quarrels, and are backing Lewis and his miners to the limit in their fight against the stifling of labor's right to strike by an injunction writing government.



AROUND THE PORTS

New Gag Would Put Convalescents Right Behind The Eight Ball

By JOE ALGINA

NEW YORK — Shipowners and the United Seamens Service never stop trying to figure out some way to complicate the life of a working seaman. This time they have come up with a daisy that will top all the other dodges they have tried.

Here's the way it works. If a man is hurt aboard ship, he is entitled to \$3.50 per day after he leaves the hospital. This payment is supposed to continue until such time as he is able to go back to work. Now the Shipowners, the USS, and their fellow conspirators, the insurance companies, have a new plan that will eliminate this payment.

They want to establish convalescent camps for men to stay in until they are able to ship out.

None of the men I have spoken to are in favor of this scheme.



They see it for what it is—a chiseling proposition that will save the company money at the expense of the comfort of the man who actually was injured. Not only that, but they realize that acceptance of such treatment would hurt their cases if they were going to sue the company for any injuries sustained while aboard ship.

ON OUR TOES

The three groups who are trying to put this over must have low opinion of seamen's mentality. We have no intention of letting them get away with this trick. We're damned if we want to see merchant seamen sent away to camps, away from home and family, for a long time just so that some fat boy can make a little extra money each year.

Even though the entire strike picture, as far as it concerns seamen, is cleared up now, nevertheless we still have plenty of men on the beach in this port. We hope that shipping will pick up soon, but right now it is only fair. That isn't good enough to take

VOTED YET?

From all indications so far, it appears that more votes will be cast in this election for officials than were ever cast in the SIU before. This is a good sign and shows that the members of our Union are interested in electing only the best men to lead the organization. Now is the time to vote. Have you voted yet?

care of all the men who want to ship.

Feeding ended on Monday, November 25. It was a very helpful thing while it lasted, and there are some men who miss it even now. We hope that it won't be necessary to use our strike kitchen again, but it has been put away carefully and can be set up in short order.

NO NEWS??

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

- CHARLESTON
- PORT ARTHUR
- HOUSTON
- NORFOLK
- JACKSONVILLE
- BALTIMORE
- GALVESTON
- TAMPA
- MOBILE

Seafarers Must Take Time Out To Take Stock For The Future

By ARTHUR THOMPSON

SAVANNAH—We are getting back to normal. Now we can catch a breath and write a few lines to the Log.

Believe me, we had our hands full at the end of the last strike. Eighteen ships in port at one time, and everyone wanting attention is not easy with the staff we have. We somehow managed to get by though, and at this writing we have only one ship in port with the exception of a few bound for the boneyard.

The SS James Swan just paid off, and is undergoing repairs which should be completed in about a week. The Swan came in as clean as a private yacht. There were no beefs at the payoff and the ship was unique in that the crew liked that officers and the officers liked the crew.

Chief Mate Hyers has a retirement card in the SIU and that accounts for part of it; one of the engineers is a graduate of ours and that also means something.

Captain Hubbard had no logs and no bad reports. Half of the crew is staying on for another trip, and some of these had already made two or three trips before. If every ship was like this we wouldn't need any pie-cards.

SOME MONEY DUE

We'll probably get most of the ships back in port just before Christmas, and then we'll have the same trouble getting crews. Most people want to be home for Christmas and jobs are usually plentiful around that time.

We have vouchers in the Savannah Branch for Raymond J. Wells, Charles Kimbrough, Robert H. Robbins, Garland T. Floy and Flody McClellan.

We had a beef pending for the Deck Engineer of the SS Daniel Williard, John Marciano. He can collect by writing to the South Atlantic SS Co.

We voted the last Isthmian ship last Sunday. By the time this is out the entire results of the election should be known.

TIME TO ACT

It's up to us now to take stock of ourselves and prepare for what may happen next year. With the new government set-up predominantly anti-labor, we can expect to have some tough fights on our hands. Every member should make it his business to keep informed and also to inform others in the industry that only by solid unity can we keep the gains we've already made.

Our last fight was no easy one, although we came out on top. What we have in store for us will be tougher and we'll have to fight harder.

We should start preparing now. One way of preparing is to keep the public informed of developments from our point of view to counteract the unfavorable publicity we can expect from most other sources.

Every time a strike is called industry is up in arms about it. The strikers are always in the wrong, according to them, and a good deal of the public believes them because they never get a clear picture of the causes of strikes, and they can't get all the facts.

COMPANIES OKAY

Not so long ago, when the UAW went on strike, they had a legitimate reason. Their officials saw how prices were steadily rising and controls were being removed, largely through the machinations of the very same people who were keeping wages down.

The only alternative for the poor working stiff is to strike. If he fights any other way he goes to jail. If he takes it without a struggle he and his dependents go hungry. In this case the workers went out.

Now let's look at the effects of this strike. The workers as usual took a hell of a beating before they got any gains. After the strike was ended they were still the losers, since their increased wages were eaten up by high prices and their hours were cut down.

Now, how about the companies? During the war the companies paid an excess profits tax. This was the government's way of keeping the cost of the war down a bit. Any profits over a certain amount were turned back to Uncle Sam.

Now there is no more such tax, but there is a way for the com-

(Continued on Page 11)

Marcus Hook Seafarers After The Many Unorganized Tankermen

By BLACKIE CARDULLO

MARCUS HOOK—During the past week shipping has been slow around here—almost at a standstill, in fact. I guess it is the same story up and down the coast right now with no port enjoying a boom and having to call for men.

The fact that shipping is so slow is point enough to show the need for driving in on the unorganized tankermen. As fast as the Liberties are tied up, the laid-up tankers come out.

During the lull in shipping, we have been doing a lot of organizational work in this port. In the last week we had eight unorganized tankers in port. All in all, it keeps up right on the ball. The second edition of the SIU Tanker News is now out on the waterfront and is going over 100 percent with all the seamen in this port.

ATTACKS ON UNIONS

Now that the miners are out on strike, the newspapers are making the most of it by attacking John L. Lewis and unions in general.

One of the blasters is, of course, our friend "Pegleg" Pegler who states that the working man should have the right to choose or reject a union as he sees fit, and should not be compelled to join a union under the closed shop set-up; knowing full well in his twisted mind that the welfare of the worker is his least concern and the desire to see organized labor smashed through the open shop his primary aim.

For the information of Mr. Pegler (though it would never penetrate his labor-hating brain), quite a few of us seamen have

worked under open shop conditions back in the days preceding the formation of the SIU and here is the way it worked:

A seaman came into port, and after receiving the few dollars he had earned, he went up to the local shipping crimp. He paid him two weeks room and board, drank the rot-gut whiskey he sold, and if the seaman had any money left the charming hags that the crimp had hanging around would soon relieve him of that.

COULDN'T SQUAWK

All in all, if the seaman spent all his money there and was a good boy, and didn't squawk about getting robbed, he was given a ship within a week with no refund on the remaining week's room and board.

If this method was not appealing, another way of getting a job was to get a newspaper and locate the pier of an incoming ship.

Then the seaman would stand around at the pier until some company stooge came out and picked the men he wanted from his friends and relatives.

The abuses and inequalities of this method are apparent; some punk would come along and hand the company stooge a letter from Joe Blow and get the job while the real seamen would be turned down.

Of course the men chosen were always company stooges who would never squawk about the slop they were given to eat, or

Corpus Christi Has Good Week

By J. S. WILLIAMS

CORPUS CHRISTI—Business has improved to such a degree this past week in Corpus Christi that we have very few men on the beach at present waiting for ships, in fact; there are no AB's, FOW's, or Cooks.

During the past week we had the Midway Hills, American Pacific Steamship Company, tied up here at Harbor Island with a good SIU-SUP crew aboard her.

She was the best looking ship that has hit this area in quite some time, with everything clean and painted, and no beefs hanging fire.

Another ship that was clean in the beef department was the Wolf Creek that paid off here the other day. It was a quick payoff with everything running off smoothly. A good crew and good delegates had everything in order when I went aboard.

Right now the Cape Corwin, Bull Line, is in port with all quiet in regards to beefs so that we can't report any beefs being settled or disputed.

While everything is quiet on the SIU ships, we have been busy chasing down the unorganized tankermen and towboats as they hit the port, and there is always plenty of activity in that department to keep us from getting rusty.



the conditions they were forced to work under. The shipping laws that were on the books then are the same as we have today, but they were never enforced.

Those were the conditions we seamen had under the open shop, Mr. Pegler. Is that what you would want us to go back to? Oh yes, it would make wonderful material for a movie, but as a means of livelihood it stunk!

It seems that people the world over think of merchant seamen as human derelicts and drunks, but as soon as they fight to get decent living and working conditions, and bring themselves out of the conditions forced upon them, they are immediately criticized from all directions.

However, the SIU in the past has weathered all storms of this kind, and we are well able to weather them in the future.

ATTENTION!

If you don't find linen when you go aboard your ship, notify the Hall at once. A telegram from Le Havre or Singapore won't do you any good. It's your bed and you have to lie in it.

Labor's Strength Is In Itself, And Not With Phony Politicians

By LOUIS GOFFIN

Every election year the professional politicians hit the deck with their phony promises and ballyhoo, calling upon organized labor to put them in office where they will promote the best interests of labor and labor unions.

And just as regularly after the campaign has ended and the tallies counted, Congressman Doakes rushes off to dream up his own special plan for the destruction of the labor movement.

I believe that the workers should vote in spite of all the baloney and false promises thrown at him, but I wouldn't be so naive as to expect anything constructive to come of it.

While our boy Doakes in Washington is doing nothing con-



structive, and plenty destructive, the worker will as usual be making all his gains through his union.

ONLY THROUGH UNION

It is through his union that he benefits the most in better wages and living standards. The high living standard and wages of the American worker gained through collective bargaining were not accomplished by political promises, but by the strong united efforts of the unions.

The first thing on Congressman Doakes' agenda is anti-labor legislation. He is hiding nothing, as he and his friends are coming out with proposals to amend the Wagner Act and ban the closed shop.

These "friends of labor," working overtime for the employer's interests, are going to do everything in their power to disorganize labor and try to revert to the "good old days" of low wages, long hours, and poor working conditions.

These jokers must be fought, and as we cannot do an effective job at the ballot box we must turn to our unions.

During the recent strike we had the greatest backing of any union involved in a dispute. Our AFL affiliates went down the line 100 percent for us, just as we went down the line for the AFL unions who needed our assistance.

UNITED AS ONE

Our agreements and wage scales are the best this industry has ever known. We have complete cooperation from all the AFL maritime unions.

Today we are as one; united and determined to stay that way. Yet we must be ever on the alert. We must keep a weather eye on those that would do anything in their power to try, not only to destroy us, but all labor unions.

In all my past experience in seamen's strikes since 1921, I

have never seen such high morale and such close cooperation among the maritime unions as was exhibited in the last beef.

The determination on the part of all maritime workers to see it through to a successful conclusion was the finest display of teamwork I have ever seen.

It was teamwork that won the strike in short order and it is teamwork that will maintain labor's hard won gains. We did it during the strike; let's keep it that way for the greater beefs ahead.

Lakes Organizes Through Winter

By STANLEY WARES

CLEVELAND—The cool breezes blowing in off Lake Erie at present signal to all us Lakes Seamen that the close of navigation on the Great Lakes is drawing near.

It has been an eventful season here this year after a late start due to the coal strike last spring.

Things started to go along well until the commies tried to force the unorganized seamen into their way of thinking by pulling off a strike on the Lakes.

MAGNIFICENT FLOP

As we all know the attempt was a magnificent flop, because it didn't take the seamen long to get wise to what they were really trying to do. If the commies didn't know then, they sure found out that seamen aren't as dumb as they would like them to be.

With the coming of the winter season and the end of navigation, the SIU on the Lakes does not intend to just sit and wait for the spring and renewed shipping to roll around. No—we intend to intensify our organizing activities right on through the winter until all the unorganized fleets on the Lakes are flying the SIU banner.

ALL YEAR JOB

Our men will be out there contacting the seamen in all the ports, but the only way the unorganized seamen can find out how the SIU operates is to drop into any of our halls for a look around, meet the Union representatives and get the answers to all their questions.

So, to you unorganized seamen who wish to learn the make-up, and operation of the one democratically run union on the Lakes I extend an invitation to drop into our Halls and get acquainted.

You will find that the Union Officials speak the same language you do, as they are all seamen like yourselves. Just drop in and say hello, so we can get acquainted.

NOT QUITE THAT

In Louisville, Ky., the president of an asphalt company mistakenly gave one of his employees a \$10,000 bill which he was taking home to show his wife. A frantic search for the high-digit green stuff was unsuccessful. The next morning it was returned by the employee who explained that he had figured up his overtime for that week and it just didn't amount to that much.

MEET THE SEAFARERS



Bill Brady

"I started out by working at most anything," says Bill Brady, AB, "and I ended up by deciding to go to sea where I would be happy, and where I could do a job I was fit for."

Bill knows what he is talking about. He was born in Philadelphia, the well-known city of Brotherly Love, but Philly has no love or brotherhood to offer to an orphan. Until he was 13-years-old he lived in an orphanage, but in 1917 he ran away and has been on his own ever since.

"I found that men who work for a living have more brotherhood in their hearts than the people who are supposed to do good professionally," he says with a wry grin.

TURNING POINT

In 1926 Bill tried the life of a seaman for a period of close to a year. As a coalpasser on the SS Johansen, he visited foreign countries, and at that time, even if he didn't realize it then, the sea got into his blood. Shipping was pretty bad however, and in order to eat he had to work.

So the next 15 years of his life he spent working at any job he could get, any place in the country. He worked as a harvest hand, longshoreman, construction laborer, and at any other job that came along. While distributing telephone books for the Reuben H. Donnelly Company, in New York in 1937, he was a member of the rank-and-file committee that negotiated terms with the company after a strike had been won.

The years of the depression were bad ones, but Brady did not waste the opportunities that presented themselves. In Chicago there was in existence a Hobo College, founded and operated by Hoboes. Here men who could not afford schooling were taught. As Brady puts it, "I learned everything from calculus to Dante's Inferno before I got out of there."

FIRST LOVE

His return to the sea was the result of two things. First and foremost, he had a "natural inclination that stemmed from the year at sea in 1926." Second, the prospect of the United States getting into the war in 1941 was on everybody's mind, and Brady realized that if it happened, a strong merchant marine would be a necessity.

So, in April, 1941, he presented himself at the SIU Hall, then at 2 Stone Street, and after joining the Union, he resumed shipping, after a lapse of 15 years.

Sailing during the war was not a picnic. Every voyage was full of dangerous incidents, and the Murmansk run was the hardest of the lot. This was the run that Brother Brady was on for most of the war, and in spite of the submarine menace, the dive bombers, the mines, and all other weapons of war, Brady was never wrecked or injured.



"I'm just a lucky Irishman," is the way he explains it. "I sailed in all war areas, but I was never torpedoed."

NEAR MISSES

That doesn't mean that he was not close to danger many times. When the Robin Lines' Grey Lock went down, the ship Brady was on was right next to her in the convoy. Rules prohibited stopping to pick up survivors, so the men of the Grey Lock had to wait for the Navy destroyers to pick them up.

On this trip, 25 ships out of the 55 that started were sent to the bottom as a result of enemy action.

In 1944 Brady made a trip to Russia, landing at Odessa, and was in port there for 24 days, waiting for return orders. What he saw there was enough to turn him against the communist way of life.

"I could see that the workers were police-ridden," he says. "It seems that the individual doesn't count. The only ones who do count are members of the NKVD, the secret police, or big shot bureaucrats. They are a law unto themselves. Workers who unloaded our cargo labored 12 hours per day, without union conditions or the right to protest. They were treated like cattle, not men."

STRONG FOR SIU

For the short period of time that Brady has been a member of the SIU, he has been an active participant in Union affairs. During the Longshore Beef he was a member of the strategy committee. In the General Strike, Brady was an area commander along the East River. Just recently he served as a member of the Credentials Committee for candidates in the election of 1947 officers.

At sea as well as ashore Brother Brady does not shun hard jobs. He has served as Delegate for his Department or for the entire crew on many occasions. The men know that in him they have a representative who will fight for them against any odds.

Brady, like others in the SIU, is a credit to the Union and to the entire labor movement. The labor movement made him the militant fighter that he is, and he, and others like him, have made the trade union movement a strong, vital force in our way of life.

Seafarers Leads Among Seamen On Great Lakes

By HENRY CHAPPELL

TOLEDO—With the exception of the Lake Seamen's Union, a company sponsored and controlled set up mailing literature to Great Lakes ships, there has been no competition for the SIU in the Great Lakes District.

The NMU remains strangely silent since the results of their untimely strike has begun to show its affects, and the true facts of this strike, as the SIU bought to the attention of Lake Seamen, has come to light.

The SIU officials and committee members are now busy in drawing up new amendments to our 1947 contracts. These SIU contracts are already the best of any on the Great Lakes and our purpose is to improve them with any amendments and re-wording the membership desires. And all of our contracts are negotiated in an amicable manner with the companies whenever possible.

Threats of force are never used unless it is a necessity. And when the SIU does have to use labor's only weapon, the strike and picket line, then the entire membership votes on this issue.

In our constitution the officials of the union do not assume the role of a dictator and call strikes at their own personal fancies or whims, as did the NMU in their Great Lakes smoke screen of a strike this year.

COMPANY CONTRACTS

The LSU has its contracts handed to them on a silver platter by the Cleveland Cliffs Company, and the only gains they can possibly win are the gains and conditions that the SIU fights for, and wins—then Cleveland Cliffs comes through with the same thing.

But any thinking person can see their purpose, which is to keep a real union out of their company. A company as big as Cleveland Cliffs can always find stooges on their ships to act as officials when they want to start one of these company unions.

But think these questions over—who elects the LSU officials? In the vent of a labor dispute who can they appeal to for aid? Why is a lawyer necessary to run union affairs?

The only inducement I've read in Grady's form letters to Great Lakes men in appealing to them to join the LSU is the cheapness of dues, initiation fees, etc.

Well, you only get what you pay for in this world. And when you pay anything into the LSU, you still don't belong to a union, but an agency designed and controlled by a company. So remember, when you pay even 50 cents into the LSU, you are not joining a union but are paying money to an already wealthy shipowner to finance the cost of fighting a real sailor's union, the SIU.

The SIU maintains separate districts on the Gulf and Atlantic coasts and on the West Coast. We are operating as separate groups but in the event of disputes or financial difficulties, we are as one body and we have the full support of the American Federation of Labor whose membership is 7,500,000 workers.





SHIPS' MINUTES AND NEWS

3 Alcoa Ships To Make Trial Runs

With trial runs scheduled for the middle of next month, three new passenger-freight vessels for the Alcoa Steamship Company are nearing completion at the Oregon Shipbuilding Corporation's yards on the Willamette River in Portland.

The three ships will operate on regular runs to Caribbean ports starting in early February. The Alcoa Clipper and the Alcoa Corsair will sail out of New Orleans, while the Alcoa Cavalier will have New York for its home port.

The Cavalier is tentatively scheduled to make 17 cruises from New York to Trinidad, with seven ports of call in the Leeward and Windward Islands. The cruises will be of 17 days duration each.

Displacing 14,870 tons, the new ships will have a normal cruising speed of 17 knots. They are 455 feet in length, with a 62-foot beam.

Accommodations have been provided for 98 crew members on the ships, which will carry an equal number of passengers.

Each ship will have a cargo capacity of 8,500 deadweight tons, with a cubic capacity of 418,900 feet, a sacrifice of less than 25 per cent of the potential carrying capacity of a freight ship the same size.

War Dangers Stalk Seafarers

Seafarers sailing in European waters are still exposed to war-time hazards.

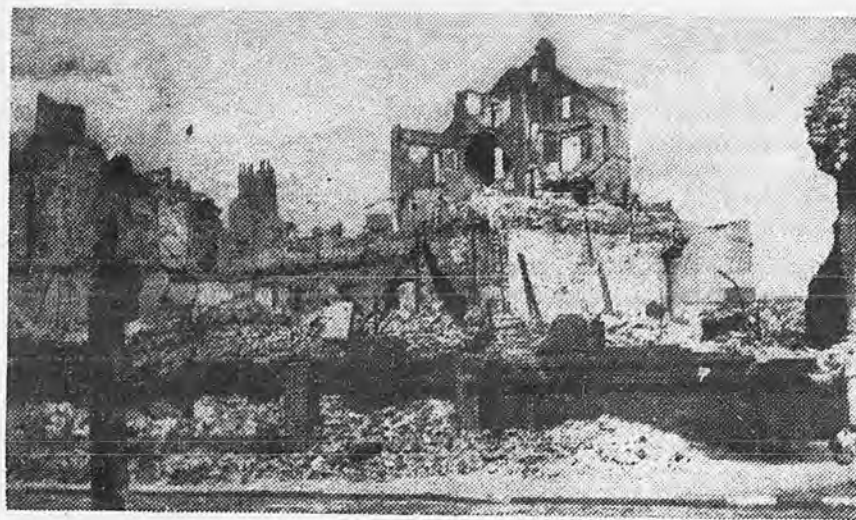
This fact received corroboration this week in the bulletin issued to shipmasters by the Hydrograph Office of the Navy. The bulletin warns of mine fields and other war-created dangers which have not been swept from the Atlantic and adjacent waters.

The office has published a series of pamphlets and charts which it advises masters to obtain before leaving for Europe. The warning bulletin emphasizes that ships should not enter the Mediterranean unless they are in possession of the latest data on that area.

There have been "numerous instances," the bulletin says, of ships leaving for Europe without having acquired late information.

In the past several months, there have been cases where ships carrying Seafarer crews have been struck by floating mines, particularly in Italian waters.

MONUMENT TO HITLER



These are the scenes that greet you as you walk through the streets of Germany's port city of Bremerhaven. The photo is one of many taken by Seafarer Harvey Hill on a recent voyage to the war-torn continent.

Good Feeding Chief Steward Wins Hearts And Stomachs Of Shipmates On SS Falcon

The crew of the SS Cape Falcon, which just wound up its last run for the Waterman outfit, is somewhat dejected these days. The Falcon's transfer to another company means she'll no longer be crewed by Seafarers, and the lads vigorously proclaim the whole thing is a blow aimed at their well-rounded waists.

Their justifiable dejection stems from the fact that they are being separated from the Falcon's Chief Steward, Pedro O. Peralta. In the several months the Falcon men have sailed with Brother Peralta, they have developed a genuine admiration for him. The satisfying Steward had carved a permanent spot for himself in the crew's hearts—and stomachs.

Not wishing to keep their sentiments secret, the crew designat-



PEDRO O. PERALTA

ed an all-out plug for the Steward Seafarer.

All's Well On The Frazer Despite Skimping Skipper

Chalk up a noteworthy trip for the SS Alexander Frazer. The vessel's recent run was tops in smooth sailing, according to a report issued by John Schilling, Steward Department Delegate.

Brother Schilling's report stresses the remarkable amity which existed among the crew, with absolutely no evidence of "discrimination or dissension of any kind among the crew members for the whole run of the trip.

"Food was of high quality and each department carried out its work effectively and efficiently," the report, attached to the ship's minutes, says.

"The officers were a swell bunch, with the exception of the Old Man," Brother Schilling continues. The rest of his report points up the reasons for the crew's attitude toward the Old Man.

TELLS ALL

Here it is in Schilling's own words:

When two cases of cigarettes were found by the Holland customs men, the owners could not be located, the company had to foot the fine. A few days later the old man generously offered to let the crew pay the fine, so there would be "no trouble." (For himself, of course, though he forgot to add that).

When the crew refused, he steamed. After that he was always snooping around, looking for something to gripe about, which wasn't much, and that made him all the madder.

The payoff came when the ship reached Bermuda and new stores were ordered from the agent who came aboard. Then the Captain really blew his cork, but it didn't do any good because the Steward, S. J. Luper, had already given the agent the order.

The Old Man then went ashore and came back with the report that no stores were available. The crew put up a kick because we were pulling out the next day for New Orleans. The Delegates went up to see the Old Man, and he told

Speaking for the entire crew, Milton said that Peralta was tops. He unfailingly pleased the men, going to bat for them on innumerable occasions.

Brother Peralta apparently subscribes to the theory that "the way to a man's heart is through his stomach." Delegate Milton said that when it came to feeding of the crew, Peralta didn't have to take a back seat for nobody.

"Peralta was a good feeder," Milton said. "And his whole department cooperated to the fullest. Everyone of the crew is mighty sorry we had to be separated from Peralta—a good Steward and a good Union man."

Though our sympathies are with the crew of the Falcon, we're consoled by the fact that their loss will be another SIU crew's gain.

Digested Minutes Of SIU Ship Meetings

DANIEL WILLARD, July 7 — Chairman C. C. Cornett; Secretary T. M. Jones. Discussion on tripcard dishwasher, who later promised to do better job. A vote of thanks extended to Steward and his department for the good and well-prepared food. Motions carried: to be as quiet as possible in the passageways while watch below is sleeping; that each department take turns keeping recreation hall clean; that all hands wear at least a Tee shirt while in the mess-hall.



FOLLANSBEE, Aug. 24 — Chairman Ronald Chalecraft; Secretary George Shaughnessy. Delegates reported everything okay in their respective departments. Motions carried: that Delegates obtain information on negotiations under way and report to crew at next meeting; to obtain library for crew; that new percolator and pitcher be obtained for crew's



mess; that last standby of each watch is to clean tables for messmen. All hands gave an unanimous vote of thanks to Capt. M. J. Powell, and E. N. Lynch for their cooperation in making days aboard pleasant.

New Luxury Ship In Crescent City

A highlight of the city of New Orleans' observance of International Week, which wound up early this week, was the arrival in port of the SS Del Norte, the new 17,000-ton luxury vessel of the Mississippi Shipping Company's Delta Line.

The streamlined Del Norte recently completed her trial run in the Gulf of Mexico after the finishing touches in her construction were made at Pascagoula, Miss. The vessel will shortly begin passenger and freight service to the east coast of South America.

FALMOUTH, Sept. 8—Chairman Joseph Wilkinson; (Secretary not noted). Delegates gave their reports—all departments operating okay. Motions carried: that each crew member donate one carton of cigarettes to men standing picket duty; that we condemn WSA and any other agency attempting to tear down living and working conditions of American seamen. One minute of silence observed for departed Brothers.



FAIRPORT, Sept. 1—Chairman H. Parsons; Secretary W. N. Satchfield. New Business: Motions carried: that shore gang install steam line in laundry at first port of discharge; that quarters be investigated. Bosun and Deck Engineer quarters too small; that ceiling fan be installed in crew's recreation room; that all departments have overtime sheets in order for delegates; that hospital be

(Continued on Page 8)



us if we wanted food to go ashore and buy it ourselves.

HE LOSES

Then it was our turn to blow off. Words flew thick and fast for the next half-hour, and it wound up with the Captain promising to get stores the next day. It's too bad we sailed. I would have liked to see the guy's face when he signed the bill of sale.

The purser was his number one side-kick. He really was a first-class company stiff. When the overtime was turned in he nearly had convulsions. Imagine, 400 hours for a little over five weeks. It almost broke his heart.

Winding up his report, Brother Schilling says that Seafarers coming "across a strong smell like bilge water" will probably find these two characters close by.



Digested Minutes Of SIU Ship Meetings

(Continued from Page 7)

moved from aft to midship and that it be turned over to the Bosun and Deck Engineer; that all crew members remove caps during mealtime; that more ventilation be installed in messmen's quarters; that watches make coffee in urn instead of silex; that anyone leaving coffee bag in urn after making coffee be fined 50 cents, money collected to be donated to Log.



OREGON FIR, Aug. 11—Chairman Billy Harrison; Secretary Kenneth Persons. All books checked and found in good standing. Motions carried: that Patrolman see Chief and First Assistant about working rules for Oilers and Electricians; Patrolman see Captain about catwalk when deckload is carried; to have ship's radio repaired; Patrolman to see Captain about getting ship to shore launch service on time, when anchored out; and Patrolman to see Mate about a more equal distribution of overtime.

TOPA TOPA, Oct. 13—Chairman P. Bethiaume; Secretary Scott Thomaira. Delegates reported everything okay. Motions carried: that department delegates turn in repair lists to Secretary for submission to Patrolman upon arrival; that deck hands who lost clothing in oil spill in Honolulu submit report to Ship's Delegate so it can be turned over to Patrolman; that each crew member clean his quarters before leaving ship. It was agreed that Chief Steward had served crew best of his ability.

CAPE PILLAR, Aug. 20—Chairman E. Paul; Secretary W. Fagan. Minutes of previous meeting read and accepted. Delegates reported smooth sailing in their departments. A motion carried that all fines be brought before the membership for approval. It was suggested that all hands turn to and rig tarpaulin over No. 5 hatch as messhall is too hot. Also that Electricians install light and radio speaker at No. 5 hatch. One minute of silence observed for Brothers lost at sea.

VENORE, Sept. 21—Chairman Taylor; (Secretary not noted). Minutes of previous meeting read and accepted. Delegates gave departmental reports—all okay. Motion carried to turn into Patrolman hours worked on deck by Mate, who was doing sailor's work from 8. m. to 12 noon daily. Water fountain has been out of order for two trips without being repaired. Repairs needed on the following: wind chutes, wash boards, and ringer. Members urge a better variety of food. One minute's silence observed for departed Brothers.

ALCOA PILGRIM, Sept. 9—Chairman Charles Lee; Secretary L. W. Highsmith. Steward Delegate requested crew not to be hard on crew messman. Crew also requested to allow men going on watch to eat first. Brother Patterson gave Brothers a little talk on unionism. Motions carried: to

have new and larger icebox installed when ship reaches States; to have a new clock in messhall; to have Quartermaster strike bells; to install condiment shelves in messhall; to send a telegram to New York Hall letting them know we back them up 100 per cent in strike.

GEORGE E. PICKETT, Sept. 29—Chairman James Shelnut; Secretary Joseph Malazinsky. New Business: Deck delegate reported that the deck gang had no brown soap all trip while the Chief Mate states that it came aboard but someone stole it. The next crew is to be informed that they should check on the deck supplies before signing on. Good and Welfare: Chief cook reminded the three delegates that they inform the next crew to check all Steward's supplies because although the Steward had ordered the supplies they never came aboard, making it necessary for him to use substitutes for coking. One minute of silence for our fellow brothers lost at sea.



MEREDITH VICTORY, Sept. 8—Chairman Maurice Burnstein; Secretary W. Lachance. Good and Welfare: It was agreed that all beefs be settled aboard and all disputed overtime be kept on separate sheets by the delegates to be turned over to the patrolman on arrival. The question of missing keys to be brought to the attention of the company because there have been articles missing from some rooms. The question of the drinking water being dirty and bad tasting to be taken up with the Chief Engineer. It was agreed by the book members to have the younger members accept nominations for Chairman and Secretary with help from the book members so that these men and will familiarize themselves with proper union meetings, etc.

Portrait



This excellent study of Seafarer Milton Williams, Bosun aboard the MV Coastal Defender, was "shot" by a shipmate, Richard Pinckney, OS, with a candid camera. No special lighting was used for the indoor picture, taken in a tavern at Seven Islands, Ontario. Brother Williams, by the way, no longer sports the beard.

SEAFARER SAM SAYS:

LEARN WHILE YOU EARN!



EVERY SEAFARER SHOULD KNOW PARLIAMENTARY PROCEDURE AND HOW TO SPEAK ON HIS FEET. UTILIZE THE SHIPBOARD MEETING FOR THESE PURPOSES. ROTATE THE CHAIRMANSHIP SO THAT EACH MAN CAN GET THE EXPERIENCE—AND ABOVE ALL, HIT THE DECK AND SAY YOUR PIECE!

CUT and RUN

By HANK

With happy wedding bells still ringing in our ears we are still turning to on another Friday column of gossip about this and that—little items which we are glad to pass along, hoping it gives somebody that good old tickle in the laugh muscles. Well, a big, swell guy named Fred Barthes, nicknamed Lil Abner who sails as Electrician, just went into the voyage of matrimony like a sucker—sorry, we heard ourselves called that so many times—we mean, Lil Abner went like a sailor. With a smile and a shake of the hands—we wished him luck and happiness—before he went up to the state of Maine—where they grow some kind of good stuff—to get spliced.

One more thing about Lil Abner which is rather humorous. He asked us if he had any chance of collecting unemployment insurance—and we assured him he probably had a darn good chance now—since he was getting married—and that he could get the details from Joe Volpian's Special Service Department . . . Rusty Swillinger, rusting away while he's waiting for that good old South African trip tells us most confidentially that his pal, Nick Calzia, is engaged to a gal in Port Elizabeth down in South Africa . . . Brother Vic Milazzo, who sails as Steward, is anchored here in the big town, mustache and all? What are you waiting for, Vic—anything special?

Brother Edwin Edginton, who is another juice doctor, meaning of course, that he's a Electrician (and one of the best), celebrated his birthday last week with Patrolman Johnnie Johnston, who also had a birthday. Then they began remembering the days of Nicaragua, etc. Brother Edginton, who has a dog named Midnight, also carries a mustache of about the same color with him . . . One of the best Stewards, little Fidel Lukban, a good militant oldtimer, is in town right now all dressed up—ready to ship out, we presume . . . Little Joe Ryan, that happy go lucky Steward, is ready to ship out after several trips on a tug.

One of the best stamp collectors we've heard about is Frank Gardner, who is either a Steward or Chief Electrician and who is supposed to be on the SS Belle of the West right now. Well, we collect stamps, too, but since they are sugar stamps, we never have any luck . . . Well, here's a letter to us from our pal, Tommie Murray, the beachcomber of the islands:

"Well, I guess by this time you figured I'd lost my hand. So here goes that letter I promised last June. Things were pretty good on the Island but why the heck I left I'll never know. Bob Belevudu and myself came in off the Davidson Victory and naturally got to drinking when we found ourselves in a bet that we wouldn't hitch hike to Frisco. (You'll do most anything for a Cuba Libre when you're used to them.) Well, here we are in Wilmington, California.

We didn't get to Frisco because of the strike and lack of cold weather gear. We expect to get out as soon as the strike breaks. So I guess we'll be seeing you around New York because from New York is the only way of getting down to the Island and my Caldonia. I sit over here on the coast and wonder who's kissing her now. Ah, for the land of light rum and dark señoritas."

Choppy Seas Thwart Rescue

Despite the vigorous efforts of the SS Rufus W. Peckham's SIU crew, an attempt to rescue the disabled Liberty ship Theodore Parker early this week met with no success. Heavy seas prevented the Peckham men from putting a towline aboard the stricken ship 340 miles southeast of Argentinia, Newfoundland.

The Parker, en route to Portland, Me., from Bremerhaven, Germany, ran into difficulties, when boiler trouble cut her engines. She sent out distress signals. The Coast Guard Cutter Campbell, bound for a weather

station between the Azores and Bermuda after refueling at Argentinia, was ordered to proceed to distressed vessel.

The Peckham, a Bull line freighter, was only 40 miles from the scene, however, and immediately set out for the position given by the Parker. She covered the distance rapidly, plowing through heavy seas in extremely bad weather, but it was impossible to take the disabled ship in tow.

It was reported by the Parker's master that his ship was in no immediate danger.

THE MEMBERSHIP SPEAKS



Brother Bids Hospitalized Men Act To Uphold Union Prestige

Dear Editor:

All men holding books in the SIU, and other unions as well, know that the Marine Hospitals have at times been pretty rough and negligent in caring for the seafaring man. We also know that there have been places that have treated our men in the SIU with good care.

The men of the Special Services Department, the Agents and the Patrolmen of the SIU have been spearheading the drive toward improvement in care and food in these hospitals. They have been leaving no stone unturned to bring about treatment ashore after the 90-day period, as well as before.

WAGE INCREASES HAVE BIG-WIGS CRYING IN BEER

Dear Editor:

Now that the SIU and the MM&P have won their strikes the boys over at the Merchant Marine Institute have figured out right down to the nickel just what the increase in pay will cost them.

According to their figures, the liberty ships will now cost them \$11,850 per month in wages whereas they got by before on \$8,888; roughly a \$3,000 a month increase in wages. Also they have figured out that overtime, which used to average about \$1,650 per month will now cost them \$3,300 per month.

They are really crying in their beer about how much it is costing them to run their ships and you can take it from me that they don't like it and are looking for something to do about it.

When they released the figures on their increased operating costs they showed their dislike to pay higher wages by sticking in the operating costs of foreign flag ships for comparison. No doubt this was done to get sympathy for the poor bleeding shipowners.

According to their figures a British ship of the same tonnage and complement costs about \$2,735 per month, a Dutch ship \$3,417, and a Greek ship \$2,150. According to these figures if every man on a British ship from the Captain down divided the wages equally they would each receive \$72.00 per month each.

These low wages of foreign seamen have come in for a lot of discussion lately now that our

All these good men, and the good men of the membership, however, have had to suffer a certain amount of defeat through no fault of their own, by having to represent the few bad elements in this union. They have had to take the blame for things that never should be blamed on the SIU.



What I mean by the bad elements are those that do not act as gentlemen and good seamen should act in hospitals. I don't think the members as a whole propose to protect bedroom wolves, habitual drunks and perpetual grouches, and I hardly think we have many of these in our midst. However, it is far easier to progress whenever all concerned in the hospitals do not yell, curse or make passes at the nurses.

shipowners are casting loving glances at Panama and other countries. The only answer to the whole mess is to start working for an international scale of wages for all seamen or if the ship is owned by a United States corporation the foreign crew must be paid the same scale of wages as the Americans.

Joe Grimes

Phony Raps Beat By Patrolmen

Dear Editor:

We would like to say a few words about how we were taken care of in Baltimore when we had a few logs against us. Johnny and Ray, the Patrolmen were right in there pulling for us until we got clear. Believe us, we had a long string of phony raps against us and the Patrolmen really did themselves out in fixing things up. If you are in Baltimore look them up if you need aid in getting out of a phony log.

John J. Gala
Buddy Howard
SS Alex S. Clay

Please remember, Brothers, that whenever we enter a hospital we do so for medical care and rest. So let your special services department and officials take care of anything that is beyond your control without waving your arms and yelling, which only makes matters worse.

You and I know that the membership stands 100 per cent behind the sick members of this union, but we also know that more can be accomplished through gentlemanly conduct and level tempers than by blowing your top all over the place, and saying things that are later regretted.

P. H. Parsons

Farfufnick Breaks Pledge; Log Withdraws Its Support

After this week, space in the *Seafarers Log* will be closed to, and no further mention made of, Orson Farfufnick, discredited candidate for President of the United States, or his opponent, Filthy McNasty. An apology is due our readers for having espoused the cause of a man who betrayed the trust put in him.

Farfufnick, when he first came into the *Log* office, based his candidacy upon the fact that he



was not "Labor's friend," and it was as such that we gave him our backing.

Labor, we felt, had too long supported their self-avowed "friends" who, when elected, proceeded to enact laws thoroughly detrimental to Labor's interest.

CHANGE NEEDED

The time had come, we felt, when Labor should no longer be fooled by every politician that came along. If we could not elect one of ourselves, one whom we could unconditionally trust, then the next best thing was to have an avowed enemy in office—one whose promises were not lies and whose actions were not completely unpleasant surprises.

From the beginning, Farfufnick filled this requirement. He gave out no cigars and bought no drinks. The sight of the New York Hall and the smoothly functioning Union apparatus made him intensely sick. Only the presence of the Masters at Arms prevented him from desecrating the building.

We hailed him with joy: Here was the perfect man for President, a candidate who was so much a non-politician that he made no bones about being anti-labor. We pledged him our support on the understanding that

TAMPA BRANCH RATES HIGH WITH MEMBER

Dear Editor:

Here goes congratulations to our Tampa branch for the way they handled the payoffs and beefs coming in and paying off during the MM&P and MEBA strike and for the way they got the men off the ships and down to the hall to register.

At all times, our agent and patrolman were in touch with the strike committee getting information for our brothers. Sleeping facilities were provided and subsistence given to the men off the ships. I think we have one of the finest halls in the organization. So Brothers, drop in down this way sometime and keep her on the course.

John M. Lopez

he maintain his position. And to this he agreed.

But no sooner did Farfufnick get out into the world, than he began to welch on his word, and made at first sly and then quite open advances to organized labor, as has been reported by the *Log* correspondent, Ropeyarn.

Though alarmed, we made no comment, hoping that Farfufnick would come to his senses. But now it is quite obvious: Farfufnick had become a politician! The White House pie had become so alluring that he was willing to lie to get it!

Because of that, the *Log* is withdrawing its support from this man, who has turned out to be just another politician, and who contrary to his pledge has proclaimed himself to be "Labor's friend."

The *Log* believes that Labor is tired of being raped by its friends, and with no further word is withdrawing its support from Farfufnick and closing its pages to him.

As for McNasty, he is a vile creature, who has never once bought us a drink, no matter what his press agent says, and out he goes, too. **The Editors**

Log-A-Rhythms

The World 'Saviours'

By TOP N'LIFT

Here's to the NMU fakers,
The Party Line handshakers,
The Slogans and their makers,
Who plague the seamen's name—
With Causes never ending,
With mystic-eyed pretending,
Their spurious Contending!
There's millions in the game.

Here's to the Union wuckers,
Their Union Square muckrakers,
Professional can shakers,
All in the Seamen's name.

Here's to their screaming presses,
Their headline-twisted stresses,
Which cover up their messes,
Their sellout and the frame.

Here's to the crops of Visions,
Seen thru their cockeyed prisms,
With ever changing "isms"
In their Unholy fame.

Here's to the Bosses' favor,
Where Profits add their flavor
Their Commie line don't waver
In the secret backdoor game.

LE ENVOI:

May Truth and Right destroy you,
May Human Wrath pursue you,
May Hell engulf and claim you,
There you may stake your claim.

Call of the Sea

By Duke Himler

The sea is enchanted, it calls me from home,
The music I hear is the song of the foam,
And when out there with only water to see,
The beauty of nature seems closer to me;
With only the lapping of waves to hear,
It makes me feel that God is near.

FILTHY McNASTY'S END

*"With such a comrade, such a friend,
I fain would walk to journey's end."*

The father was happy and wanted to shout,
The dog looked around, wondering what it was about,
The neighbors dropped in and stayed up 'til dawn
On the night that Filthy McNasty was born.

Little Filthy grew up and started to school,
He learned also how to plow with a mule,
At cutting his classes he became quite adept
While mom took in washing, and pop loafed and slept.

When Filthy was older he tired of this strife,
And came to Augusta to try city life,
Though he tried several times, no work could find,
And though his rent went unpaid, he just didn't mind.

I'm telling you this to show you the man
We're running for president of this fair land,
When you vote at the polls in the presidential race,
Put Filthy McNasty in McNasty's right place.

—EDWARD R. KAHRN,
Augusta, Ga.

THE LADY WATCHES



Seafarer Ralph Swillinger, OS, caught this serene shot of two idle vessels being watched over by the 'Lady' of Liberty, as his ship, the Sea Dolphin, was steaming out to sea, bound for South African ports.

Shipping Rules Come Up On Deck For Discussion In Port Boston

By JOHN MOGAN

BOSTON—After reporting last week that the port was in the doldrums, it is gratifying to be able to report now that there are definite signs that we are snapping out of it.

Three tankers and a couple of coastwise Victories pulled in within 48 hours. Ordinarily these vessels would have provided jobs for about a hundred men; but it seems that one of the tankers and one of the Victories are destined for reallocation and, as a result, did not pay off or crew up here.

However, the Bents Fort (Deconhil tanker) took practically a full crew, with a few jobs on the Fort Clatsop (L.A. tanker).

On the way in, at this writing, are the Grange Victory and the Midway Hills, but the outlook for jobs on both of these vessels is poor, inasmuch as both are coastwise.

Waterman's Berea Victory is being turned over to the Maritime Commission for reallocation. The Samuel Parker (Am. Mail), tied up here during the strike, with most of its SUP deck crew standing by for the end of the strike, now goes to the boneyard. The crew members who waited in vain now must start looking for a new berth.

SHIPPING RULES

When shipping is poor it is a foregone conclusion that the shipping rules will come in for some criticism. We had a session of it at our last regular business meeting, with it being argued that a member should be entitled to register for any job in his particular department.

Of course, this argument met with plenty of opposition for the reason that long ago the membership of this port had voted that a member must register for a particular job.

It was pointed out that Permit Book members would never get a job if full book rated men were going to sail in lesser ratings.

Nothing was accomplished by this discussion except to give a public airing to some widely different opinions held by the members. However, if the same subject should be argued at all Branches at coming meetings, it will be a sure sign that our official shipping rules still require some study.

Voting is going pretty fair at the Branch. The fact that the number of votes cast this year so far already equals the 60-day total for last year can be attributed to poor shipping also.

It seems that none of the old crowd is missing at the present time, whereas last year there were plenty of occasions when we could not dig up five full book members for a special meeting.

With all the strikes cleared away, we can start winding up our affairs, and among these will have to be closing out our account at the seaman's club. Only a handful of members are still on the food and lodging account, and these are the men affected by the licensed officers' strike. Perhaps it will be a hardship on some on account of the poor shipping situation; therefore each case will have to be treated individually.

Before ending this article, I

would like to pass on to the membership some fine compliments I've received with reference to their behavior.

A representative of the local business men appeared at the office recently to state in behalf of our neighbors on State Street that they had viewed our coming to our new Hall with fear and misgivings; that they had waited patiently for the fireworks to start (especially during the strike, when 800-odd men were registered for picket duty); and that finally they realized, with appreciation, that our membership consisted of orderly, respectable workmen.

THEY LIKE US

They felt it was only fair that we should know they were now pleased to have us as neighbors. This sort of feeling doesn't do our organization a bit of harm, for good will is an invaluable asset, the effect of which is to spread and multiply; and in our case it has spread the length of State Street to the shipping companies and agents.

Some of these latter, not enjoying contractual agreements with the SIU, have repeatedly stated that they wished they did. So, once again the membership of the SIU can take a bow for being standouts in the maritime labor field.

Philadelphia Branch Makes Sure Robin Wently Is Fit To Sail

By J. (RED) TRUESDALE

PHILADELPHIA — With the way the shipowners and other bosses are stepping all over the working stiff today, when you hear the word "rat" mentioned, you immediately think of one of those birds. For a change, here's a beef about four-legged rats.

The Robin Wentley came in last week and paid off here. As far as collecting pay and overtime, there was no trouble, but the men had a few complaints to make about the condition of the ship.

First of all, they claimed that the rats outnumbered the crew two to one, with the rats multiplying day after day. We took this up immediately, and told the company that no SIU crew would sign on until the matter was taken care of. They saw that we meant business, so a fumigation squad set to work.

COMPLETE WIN

Then we discussed the other work that was necessary before the ship could be considered fit for habitation. We won on this point, also, so it looks the next crew of the Robin Wentley is going to have a decent ship to sail out on.

The militant crew of this vessel typifies the true spirit of the SIU, and we would like to see more men like these.

Now that the West Coast strike is over, we will have plenty of jobs. Members need not by pass Philly any longer. Even in the past few weeks things have started to pick up, and plenty of old-timers have made their way to this port lately.

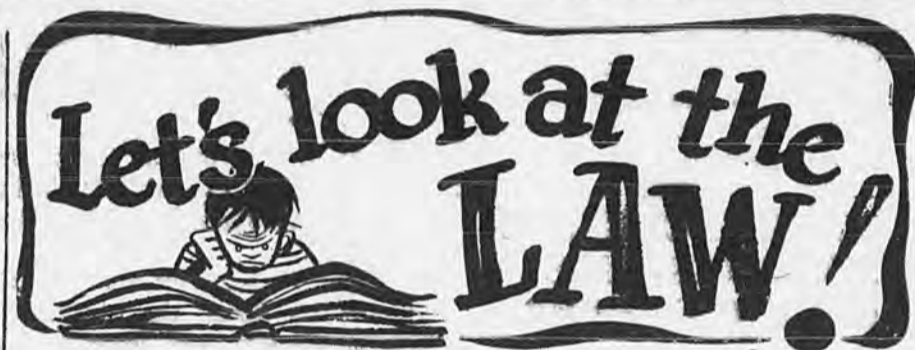
At the last regular member-



One more knot board is presented to the SIU by Chuck Allen, center, who enjoys a reputation as an outstanding specialist in tying knots. Accepting the board for the SIU are Paul Hall, left, N. Y. Port Agent, and Harold Banks, in charge of organization for the SIU on the West Coast.

VOTING CONTINUES

Voting for officials for the Atlantic and Gulf District, Seafarers International Union, will continue until the end of December. But don't put off voting until the last minute. Something might happen that will prevent your exercising your right, and your vote will then be lost. It is your duty, the duty of all Seafarers, to vote for the officials of your own choice.



By JOE VOLPIAN

The only reason why ships are built and sail is for the purpose of transporting cargo and passengers from one place to another. To prove the point, one industry that made England such a world power and made us as strong as we are, is the fact that both of us are Maritime Nations. This was proved in the last war.

If it weren't for the ships and the men who sailed them, transporting cargo of all types all over the world, we might still be fighting the war.

When a seaman signs articles, he takes an oath that he will safeguard the ship, the cargo, the passengers and his fellow shipmates.

In all the years men have been going down to the sea in ships, there have been many instances where men have sacrificed their lives for the above ideals. It is not unusual for our boys to stick to the ship until the decks are awash. All of this leads us to a very touchy proposition and one which I do not like to bring up in this column.

PETTY THIEVERY

During the war we had occasion to appear before the Coast Guard, literally hundreds of times, when complaints were made against seamen for stealing ship's supplies and for broaching cargo.

We were told that in one year alone over five million dollars worth of articles were stolen from American ships. These include bed linens, blankets, medicines and did not include cargo that was broached. When a case of this type came up, it was almost impossible to beat the case and to put in a proper defense.

The above figures do not include cargo that was broken into, as there was no check made of what was taken. The boys might think it is funny to break into a cargo of beer and liquor, thinking that one or two cases wouldn't hurt anybody, but make them feel good. As a matter of fact, one doesn't know if the liquor that was broken into is going to be used for medicinal pur-

poses or might help save a human life.

It has now reached the point where three or four times a week men come into our office and ask to be defended for broaching cargo.

SMALL MINORITY

The peculiar part of the whole thing is that the small minority of men who do broach the cargo are not really vicious, they are not looking to make money; it is just a lark or endeavor to get a couple of free drinks. However, the consequences that might result are too severe for just a little fun.

When you see or hear of any one who is about to broach cargo, stop them because if that happens, the entire crew is blamed for the acts or one or two irresponsible crew members. Men, don't forget the duty you owe your Union, besides saving yourself a lot of headaches.

The irresponsible performances of the few work untold hardship on the large mass of honest trade unionists who carry on the fight to make "going to sea" a good job.

OUR RESPONSIBILITY

Contracts must be bilateral in order to be valid. Unilateral contracts are void. The master of a ship signs a contract with you in which he agrees to pay you a specified sum of money for work performed.

The steamship company signs a contract with the Union in which it agrees to pay extra money for extra work performed. When they fail to pay as agreed, we call them chiselers and tie up their ships.

You, also, sign a contract with the master of the vessel and with the company through your Union. It is inherent in the contract that you will perform your work, obey the law, and protect the lives and cargo aboard.

In order to have your Union gain the best possible wages and working conditions for you, it is essential that you live up to your end of the contract.

BULLETIN BOARD



Seafarers Must Take Time Out To Take Stock For The Future

(Continued from Page 5)

panies to get this money back again. During the strike the companies claimed they lost 74½ million dollars. But they fail to make known the fact that the government paid them some 88 or 89 million in tax rebates.

So for nine months while the working man was pulling his belt in the companies made a clear profit of 14 million bucks.

WAGES DOWN

Today that strike is past history, and the general public thinks everything is rosy until some radical union leaders get together and decide to pull another strike. They don't, won't or can't realize that today things are happening, beyond the workers' control, which will bring about more strikes and unrest.

We all know how prices are going up. No one would attempt to deny it. Not the wages, however. This is one cause of strikes. Another cause is that the com-



panies don't have to keep their workers on full time.

The auto industry can break even without producing a single car. They not only can, they did. The tax rebate takes care of them—your money and mine. The poor sucker who only makes 20 bucks a week has to help fill the already bursting coffers of the big industrialists.

The September issue of Ammunition (UAW) discloses that a survey was taken covering 150 government officials, reporters and editors. They were asked what they believed was the average take-home wage of the auto workers for the third week of August.

One official guessed \$85.00. We assume he really believed this. The average guess was \$50.10.

At the \$1.33 per hour rate the full time workers couldn't have made over \$48.00. Most of the workers only worked three days in that week, however, so the average pay was less than they would have made if they had



stayed at home and drew unemployment compensation.

LET'S TELL 'EM

False impressions and lack of knowledge such as this is what puts us behind the eight ball. We should make known to as many people as possible what our circumstances are.

We have just been given pretty good wage increases but how far ahead are we than a year ago? Or should I ask how far behind? The average seaman works about nine or ten months in the year. With ships being sold to foreign countries, or sent to the bone-yard, we'll probably work less this year. And the ever increasing prices are sucking us dry.

I believe that we should take a survey of our own members and make make known how hard it is for them to get along. The Seafarers Log could use their inquiring reporter to check on members at random.

Only by bringing such matters to our own attention can we spread the information around. This is only a suggestion and I'll leave it up to the editor to take it from there.

(Editor's Note: Very good idea—will do!)

Seafarers Demands Changes Be Made In Galveston Hospital

(Continued from Page 1)

hospital, which has been confirmed by our Agent in Galveston who himself has been a patient there, complaining of the above conditions.

These men are members of the Seafarers International Union; the National Maritime Union; the Masters, Mates, and Pilots; the Marine Engineers Beneficial Association; the Marine Firemen, Oilers, Watertenders, and Wipers; and the Canadian Seamens Union. Also among the signators are unorganized seamen, Army, Coast Guard, and veteran patients.

We believe that something should be done to correct the situation existing there to bring about better treatment and food for the seamen, servicemen, and veteran patients in that hospital. We hope you will concern yourself with the conditions in the Galveston Marine Hospital and take the steps necessary to remedy the situation which now exists.

Respectfully yours,
JOSEPH VOLPIAN
Special Service Representative
Seafarers International Union

Pass Lakes Seamen The SIU Word, They Need Seafarers Conditions

By HERBERT JANSEN

CHICAGO — With the season almost at an end, the ships plying the Great Lakes will soon be looking for their winter berths in the various ports where they will tie-up until the flowers bloom in the spring, and Lakes shipping comes to life once more.

Reports coming in from SIU men sailing the unorganized Lakes vessels sound very favorable, with excellent response toward the SIU from almost all ships being worked upon.

The Lakes seamen are seeing the light and finding out that the SIU is a rank and file union not overlorded by a few, selfish, political minded individuals. They are beginning to see that the majority rules on every problem that arises including the acceptance or rejection or new contracts.

NEW SEAFARERS

All of you seamen who recently joined the SIU have demonstrated your preference for the best Union on the Lakes and by your joining you have shown that you want other Lakes seamen to do likewise; therefore you have a job to do in talking to your shipmates who do not know the score, and who are still under the impression that the Lake Carriers Association will take care of them by giving them better wages and conditions.

If you new Seafarers sailed in the thirties, tell them about the conditions you worked under, and impress upon them the fact that whatever improvement in conditions they have received was fought for, and won by, the rank and file members of the SIU.

Show the still unorganized seamen that the Lake Carriers Association is working overtime and spending huge sums of money to keep the Union off their ships, because they are expecting to get men dirt cheap by playing them off against one another when jobs get scarce.

LCA RECORD

Have them look back at the records and they will see that every time a wage increase was won by the SIU, the Lakes Carriers ships came up to the same level. Their slogan was, "You don't have to belong to a Union to receive an increase in pay," but they never mention of course, that they would have never granted an increase if the Union hadn't won it elsewhere.

To insure the high wages and conditions won for seamen, it is necessary that all seamen be under the SIU banner. Come into the SIU hall and join up in the fight for the maintenance of the high labor standards and at the same time fight for an election on your ship.

SIU HALLS

- BALTIMORE 14 North Gay St. Calvert 4539
- BOSTON 276 State St. Boudoin 4455
- BUFFALO 10 Exchange St. Cleveland 7391
- CHARLESTON 65 Society St. Phone 3-3689
- 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 305½ 22nd St. 2-8448
- HONOLULU 16 Merchant St.
- HOUSTON 1515 75th Street Phone Wentworth 3-3809
- JACKSONVILLE 920 Main St. Phone 5-5919
- MARCUS HOOK 1½ 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. ... 252 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
- TOLEDO 615 Summit St.
- WILMINGTON 440 Avalon Blvd. Terminal 4-3131
- VICTORIA, B. C. ... 602 Boughton St.
- VANCOUVER 144 W. Hastings St.

MONEY DUE

Vouchers are being held in the Savannah Branch Hall for the following men:
Raymond J. Wells, Charles Kimbrough, Robert H. Robbins, Garland T. Floyd and Floyd McClellan.

SS DANIEL WILLARD

John Marciano, Deck Engineer, who had a beef pending aboard this vessel, can collect by writing to the South Atlantic Steamship Company.

PERSONALS

FRANCISCO MARTENS

Your clothes off the Richard S. Ewell are being sent to the New York Hall collect. Please come down and arrange for them.

OTTO CHKADE

HENRY M. CONNELL
Contact the Marcus Hook Hall at once.

BLACKIE B. HOFFSTEIN

Get in touch with your sister, Marion, who is ill. She has some mail for you.

FRANK RAKAS, Jr.

Get in touch with your mother, W. W. ROBERTS
Get in touch with your mother.

JOHN WILLIAM JUSTICE

Contact your mother, or Robert J. Moore, Gluck Bldg., Niagara Falls, N. Y. It is very important.

NOTICE!

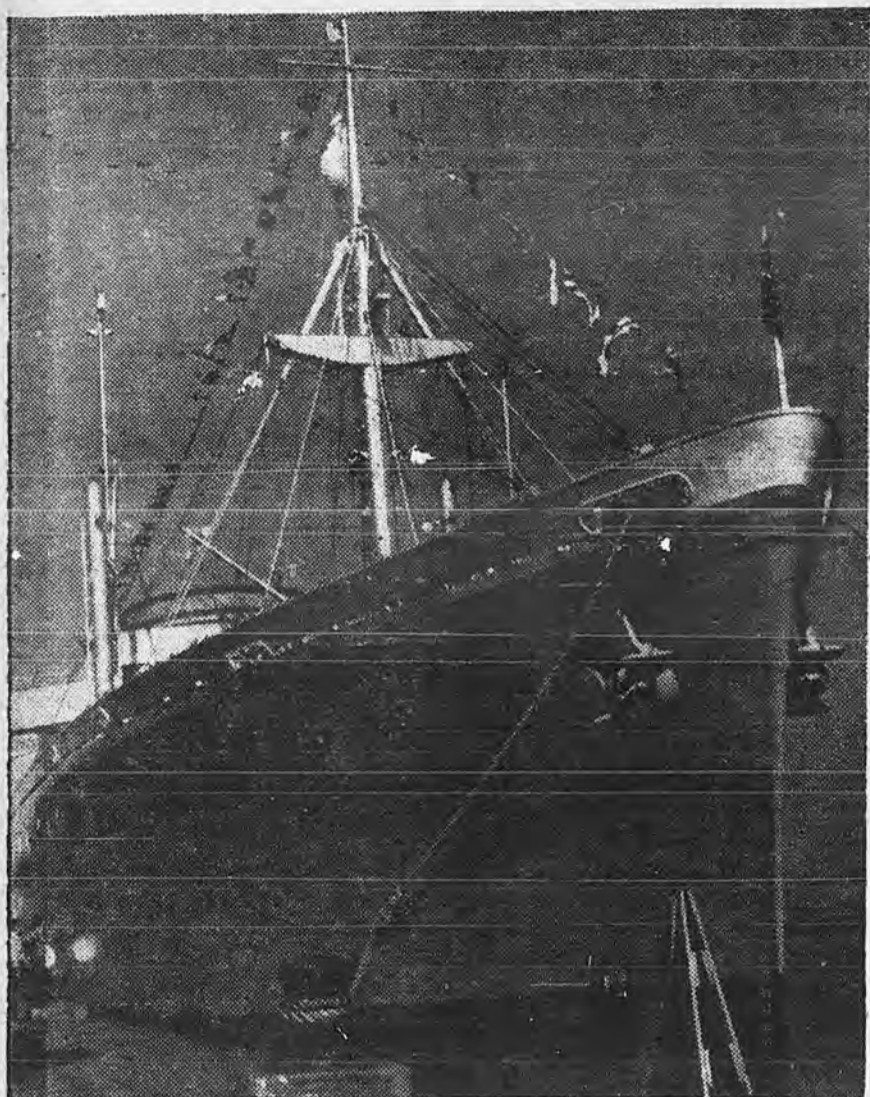
Anyone having information as to the whereabouts of Daniel Hunt's seamen's papers which were sent to the Philadelphia Hall, notify him at 477 Medilian Stret, East Boston, Mass.

Let Us Have 'Em

The Log wants at once the names and addresses of bars, clubs frequented by seamen, particularly in foreign ports, so that they can be put on the Log mailing list. With the postal delivery to ships snafued, this remains the only practical way of getting the Union paper into the memberships hands.

So do it today—send us the names and correct addresses of your favorite places all over the world, with an estimation of the number of Logs they can use.

Mississippi's Del Norte Crews Up In N.O.



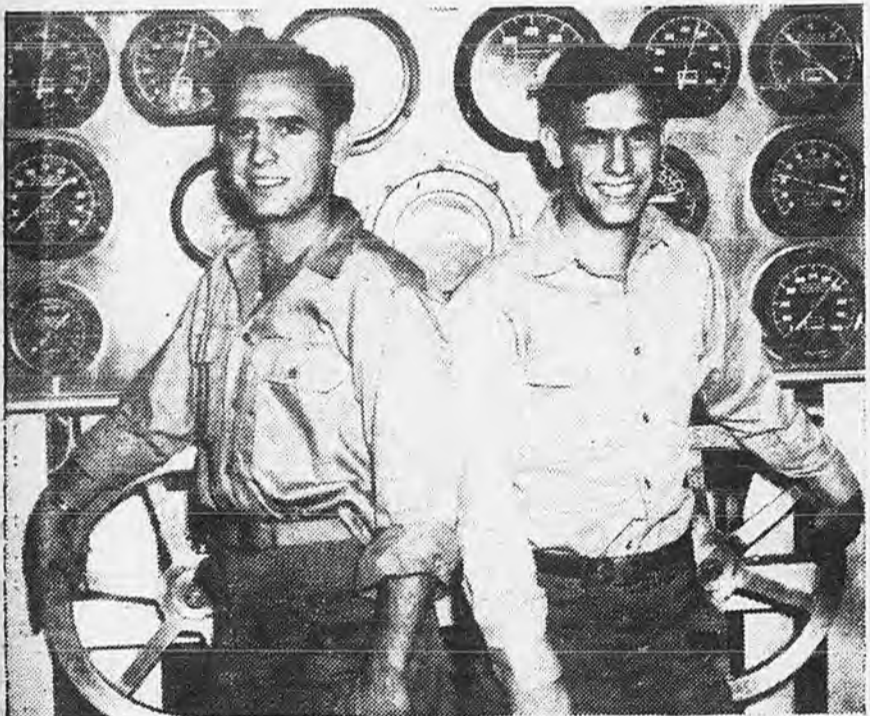
This is the first of the Mississippi Steamship Company's new passenger vessels, the SS Del Norte. This ship will make the run to South America, and is the last word in comfort for both crew and passengers. She can haul 120 passengers on a 47-day round trip cruise.



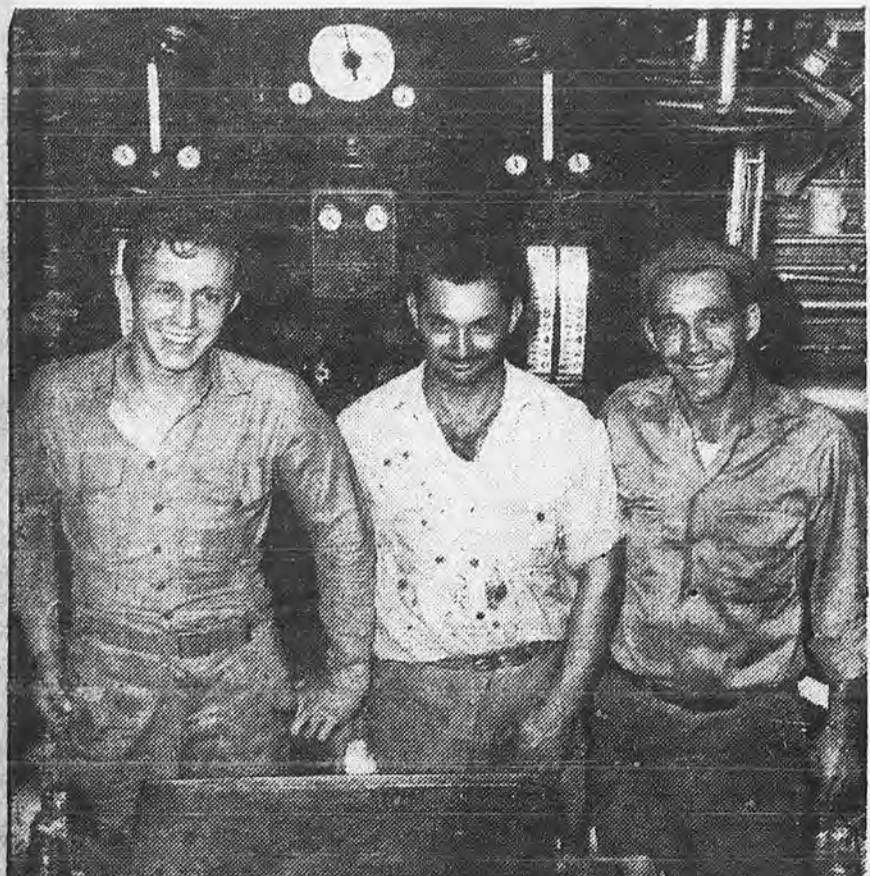
The happy smiles on the faces of these SIU members, part of the crew on the SS Del Norte, is caused by the fact that this ship is the last word in luxury. The officers are said to be good Joes, and Captain Jesse Jones has a swell reputation and is well liked by SIU men. All hands are looking forward to good sailing. By the way, Skipper Jesse Jones is not to be confused with Captain J. M. Jones who sailed for Mississippi on the West Coast during the war. With a good crew, and capable officers, there is nothing standing in the way of happy and steady sailing from now on.



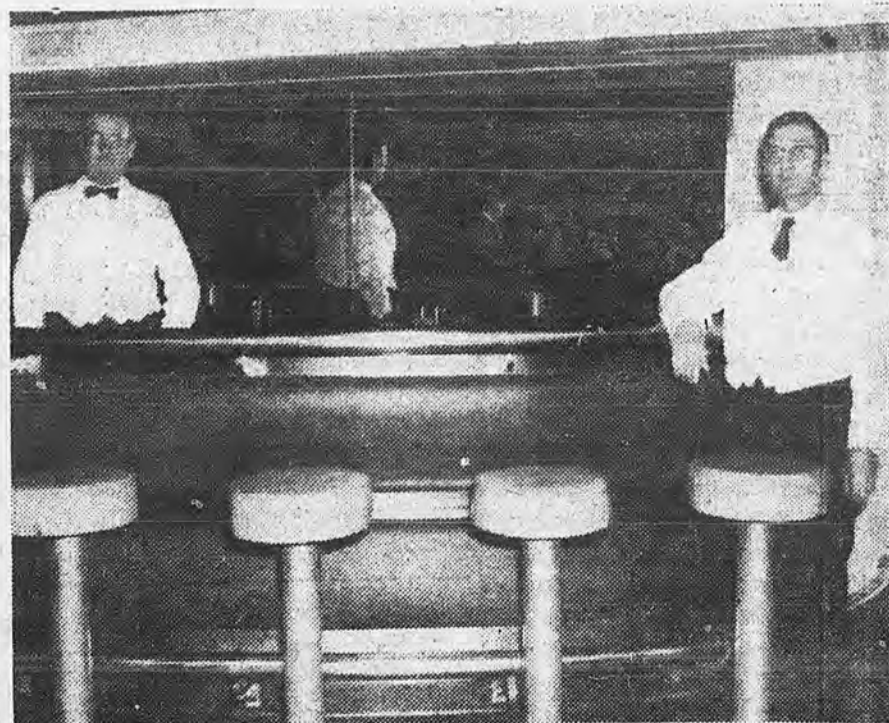
Even on a fine ship there is work to be done. Here the Deck Gang is hard at work removing the hatches. But it is an SIU crew and so they know their stuff. Below decks, and in the Stewards Department, the story is very much the same. These men are sailing under a new contract, signed on November 7, which gives them the best wages and conditions in the passenger field. On freight and passenger ships, the SIU continues to lead the way.



The two Jr. Engineers on the Del Norte are a brother act, and we don't mean Union Brother. Glenn, right, and Allen Young, are twin brothers who like to sail together.



Above, Robert Johnston, Assistant Electrician, watches the dials as the ship heads out on a shape up trip. Left, some of the Black Gang pause for a picture before going back to work. Left to right, D. E. McHam, Oiler; P. M. Lytell, Fireman; and O. Madere, Oiler. All are set for a fine trip, and we join in wishing happy sailing to this newest addition to the fleet.



The most popular spot on shipboard, and staffed by competent SIU members. Hugh McKenzie behind the bar is an excellent mixologist (bartender to you) and Ed Shaffer is the Steward.