

# SEAFARERS LOG



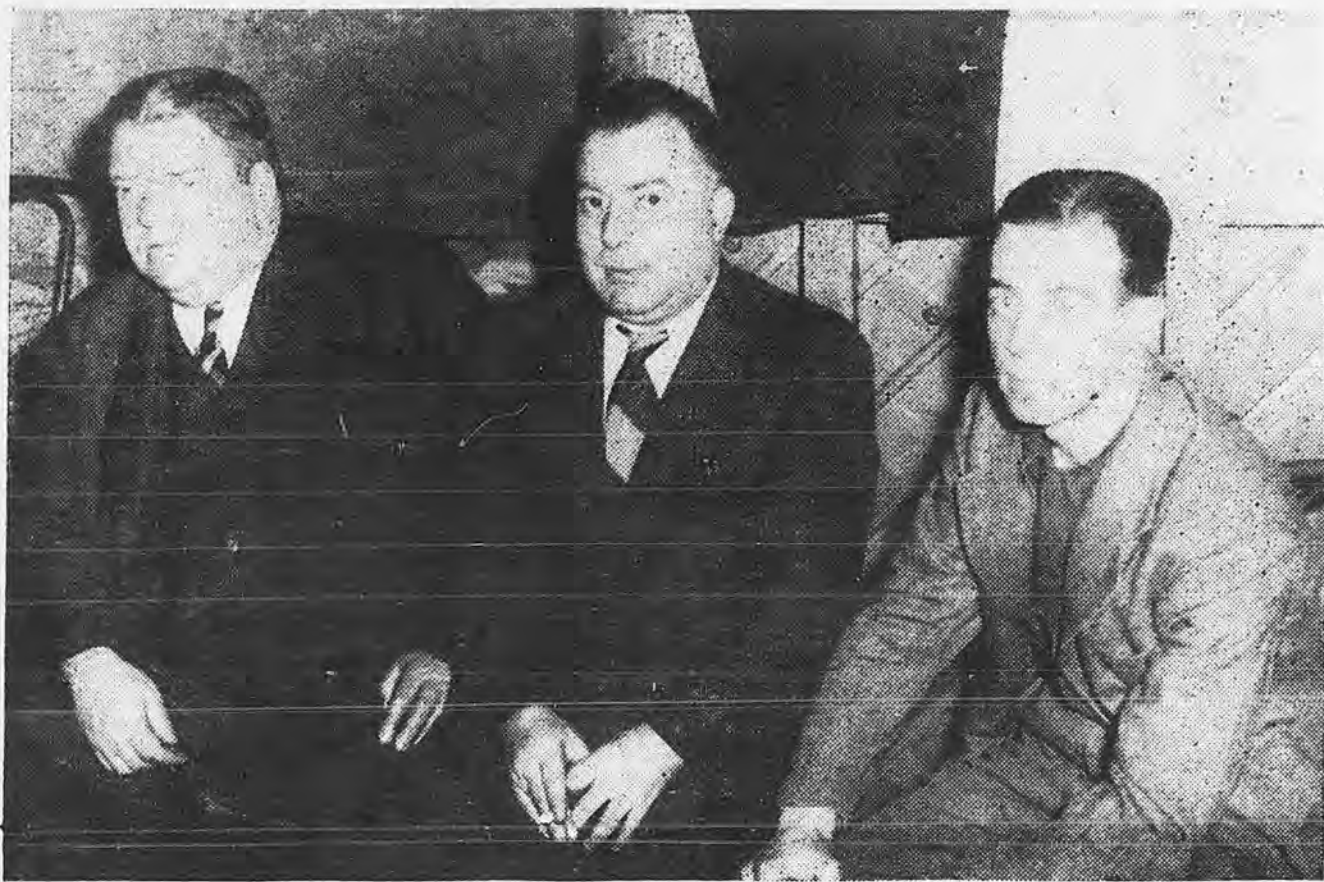
Official Organ of the Atlantic and Gulf District, Seafarers International Union of North America

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No. 4

## CIO SHIPBUILDERS ATTEND NEW YORK MEETING



Attending a recent New York membership meeting of the Seafarers, these representatives of the CIO Shipbuilders (IUMSWA-CIO) Union called on the SIU for assistance in their beef. Reading from left: William McCaffrey, International representative; Fred Mesita, Chairman of Local 13 and Nicholas Lamb, Executive Secretary of Local 13. P.S. They got the support!

## Seatrain Halts Island Run; Appeals To Cuban Gov't

Seatrain Lines has announced that they will continue their suspension of shipping to Havana as long as the Cuban Presidential Decree No. 5 remains in force.

The company stated that the decree is so burdensome to commerce and destructive to efficient transportation that the services to the Cuban Republic cannot be continued.

The decree, which precipitated the suspension, was published January 11, and required the unloading and reloading in the Havana terminal of a very large percentage of the freight the company handles.

The company has shipped cargo in railroad cars direct to Cuban consignees for the last 18 years. The decree also prohibits the importation of freight-loaded trailers, motor trucks or other vehicles or containers.

### ADDITIONAL BURDEN

Under the decree, the rates of pay and number of men to be employed by Seatrain Lines to unload and load its vessels is fixed, placing, the company says, additional burdens on their operating expenses.

They state that the additional costs would amount to over \$100 per man per day, and calls for

six extra men for whom there is no useful work.

Listing the unfavorable burdens placed upon them the company has announced that it has filed a formal request with the Cuban Government to restore the customs practices that had been in effect on the island for many years.

## New Feature

The recently concluded election for Atlantic and Gulf Officials has placed into office many faces that are new or unfamiliar to the membership. In order to acquaint all hands with the new Agents and Patrolmen, the Seafarers Log will run the picture and a brief biographical sketch of each 1947 A&G official. Watch for this feature which will start soon.

## Eastern Signs Passenger Ship Contract With SIU Sailings Will Begin Latter Part Of February

NEW YORK—The onrushing drive of the Seafarers International Union, to consummate contracts with freight lines also operating passenger ships, rolled over another obstacle last week with the signing of the Eastern Steamship Company.

Eastern signed an agreement very similar to the one signed by P&O, and the only changes are in the Stewards Department manning scale. This is caused by the fact that Eastern will have its ships operating on cruises during the winter months, and on overnight service from Boston to Yarmouth during the summer months.

As in the case of the other passenger ship agreements, this one

is also the best in the industry. Eastern Steamship Company has already started to prepare the Yarmouth for operation to begin in the latter part of February, and the Evangeline will follow soon after.

A third ship, the Arcadia, was used as a hospital ship all during the war, but is expected to be turned back to the company within the near future. When that happens, the Arcadia will become part of Eastern's passenger fleet.

### CRUISE SHIPS

These ships will sail from New York to the Islands during the winter months, as cruise ships, and will make the overnight voy-

## New Officials For 1947 Announced; Hospital Payments Increased

NEW YORK—After two months of balloting, the elections for Atlantic and Gulf officials for 1947, which came to an end on Jan. 1, have been tallied. The elected officers will be certified at the next regular coastwise membership meetings on Jan. 29. However, the elections

## SIU Pledges Full Support To CIO Shipmen

NEW YORK—Representatives of the CIO Shipbuilders Union, the Industrial Union of Marine and Shipbuilding Workers of America, attended the Seafarers membership meeting at Webster Hall in New York last Wednesday (January 15) to request assistance from the SIU in prosecution of their strike against the viciously anti-union Ira Bushey & Sons shipyards.

Shipbuilders Union officials—William McCaffrey, International Representative; Fred Mesita, Chairman of Local 13; and Nicholas Lamb, Executive Secretary of Local 13—addressed the SIU meeting and explained the complete circumstances surrounding their beef with this shipyard.

They were introduced to the SIU membership by New York Agent Paul Hall, who explained to the meeting that the CIO Union had supported the SIU-SUP General Maritime Strike against the Wage Stabilization

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results have already been certified by the New York membership at its Jan. 15 meeting, as the report of the committee, although ready, were not yet mimeographed for mailing to other ports.

In addition to electing officers on this ballot, the membership also gave the green light to amending the Constitution to allow an increase in payment of hospital benefits. From now on, hospitalized Brothers will receive \$3.00 per week from the Hospital, Burial and Shipwreck Fund.

Short biographies and pictures of the winners in the election will be run in the Log in the near future.

New Agents for the coming year were elected in the ports of Philadelphia, Charleston, Savannah, Jacksonville, Mobile, San Juan and San Francisco. In the

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## New Congress Is On The Ball — But It's Foul

We take back everything we ever said about the new Congress going to be nothing more than a rubber stamp for the Natl. Association of Manufacturers. Not even the NAM could dream up some of the screwball proposals that deluged Congress during its first three days. Republicans were dropping bills in the hopper like a bunch of slap-happy acrobats with St. Vitus dance. One freshman Republican, after dropping in 32 consecutive bills, had to be told that no matter how long he tried three cherries just wouldn't show up.

We'll discount the anti-labor bills—they were expected. The only wonder is that there weren't a dozen or more Republicans killed in the rush to enter no less than 20 anti-portal-to-portal bills, something like 15 "big," "little," and "medium" Case bills, 11 anti-closed shop bills, eight anti-health-and-welfare-fund bills, seven anti-political-activities-by-unions bills, 21 anti-strike bills,

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# SEAFARERS LOG

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**SEAFARERS INTERNATIONAL UNION  
 OF NORTH AMERICA**  
 Atlantic and Gulf District

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## Labor's Pains

Union solidarity is a valuable thing. It is a two-edged sword which can be used against the bosses and for the workers at all times. And it is the biggest single weapon that workers have.

Just this past week the Seafarers International Union pledged support to the Industrial Union Marine and Shipbuilding Workers of America, CIO, and this same support has been extended to other unions when they felt in need of moral or financial bolstering.

Only recently, when the United Auto Workers were involved in a strike with General Motors Corporation, the SIU donated money to assist the strikers so that starvation would not be a deciding factor in their beef. And many CIO seamen's unions have had the helping hand of the SIU when they needed it.

That is the way a strong labor movement must be built. The common enemy of all workers is the power of the bosses. When labor is split, the bosses use this division to further their own ends, and those ends are opposed to the reasonable demands of labor.

The bosses are united against labor. No matter what their competitive aims might be, capital still has enough sense to realize that their weakness is labor's strength. No matter how much one boss might hate another boss, they usually contrive to get together so that labor is always battling a solid front.

That is a lesson that all labor might profitably learn. Jurisdictional squabbles serve the bosses, and they therefore foster them and then sit quietly by while labor slugs it out.

We have all had many lessons on union solidarity. Seamen, especially, know that the lack of a united front against the operators can lead to disaster on the waterfront. Too many strikes have been broken by finks and scabs for us to have any illusions about union strength unless it is backed up by union solidarity.

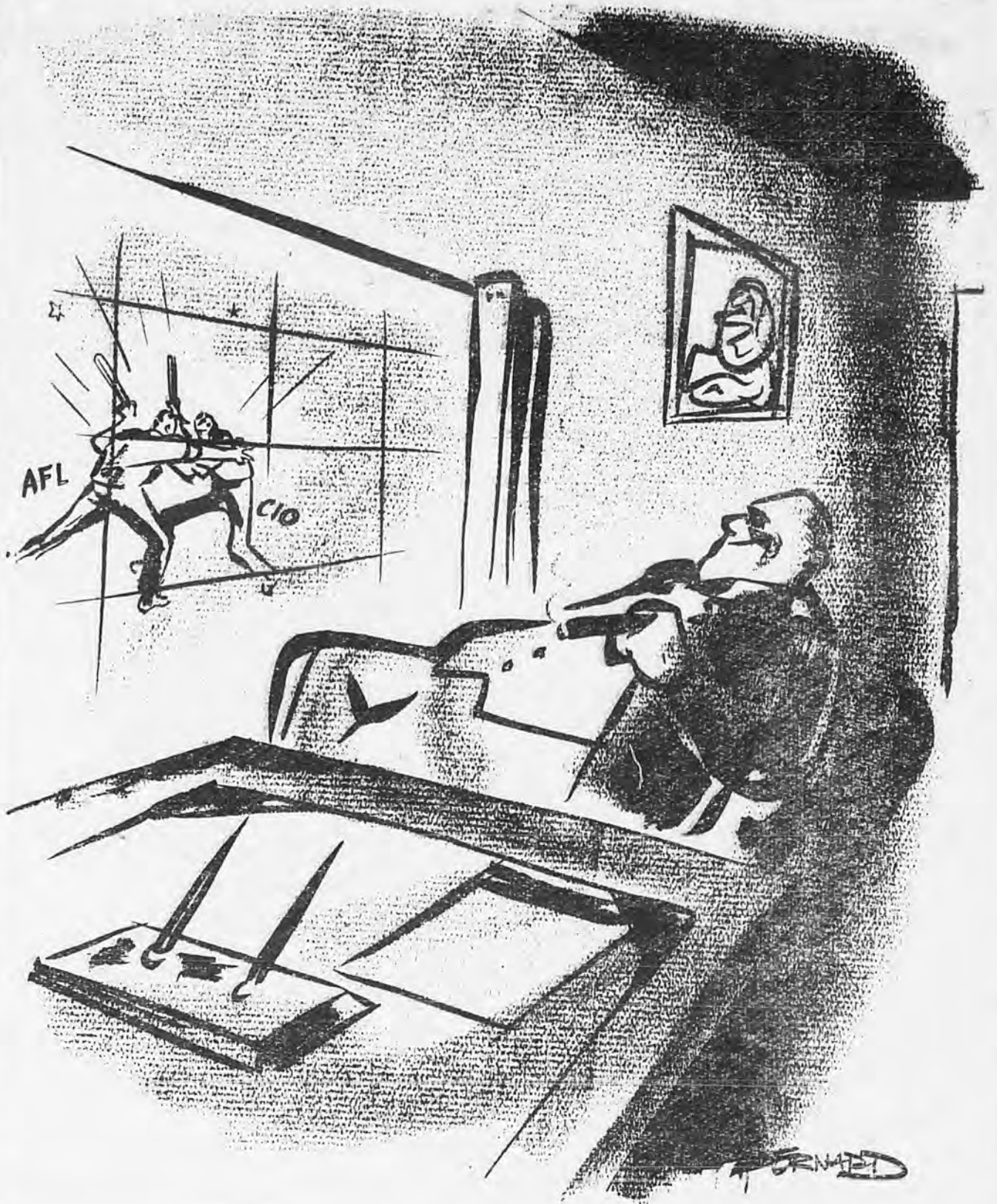
The communist-dominated unions of the Committee for Maritime Unity have many times attempted to raid the AFL seamen's unions. On all occasions they have suffered terrific defeats, but their raids were not called for in the first place.

Who profits when the CIO and the AFL meet in bloody fights? Only the bosses. When the workers realize this, then it will be impossible for the bosses and the communists to start inter-union conflicts.

The communists like such combat because it gives them a chance to capitalize on the division of forces, and the employers desire a situation in which they can watch both sections of Labor destroy each other.

The Seafarers International Union has never played the game of either the communists or the bosses. Our record is clean, and we have always been among the first to help a brother union against the red howlers or the employers.

It is easy to see which side a worker should be on—and that side is solidarity with other honest toilers, and against the commies and the exploiters.



## 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.

- BALTIMORE HOSPITAL**
- JOHN SETTLE
  - JOHN DUDKO
  - JOHN TILL
  - CARSON McCOY
  - CARL GRINDBERG
  - FRANCIS O'BRIEN
  - RAYMOND HODGES
  - CHARLES HAHN
  - SALVATORE PIZZILO
  - PETER LOPEZ
  - THOMAS WADSWORTH
  - MANUEL ROMERO
- \*\*\*
- STATEN ISLAND HOSPITAL**
- J. L. EAKIN
  - E. F. SPEAR
  - P. J. WILKINSON
  - R. G. MOSSELLER
  - D. HUTCHINS
  - M. J. QUINN
  - W. B. MUIR
  - J. S. WOOD
  - W. G. H. BAUSE
  - MOSES MORRIS
  - J. GRIFFIN
  - L. A. CORNWALL
  - P. STEWART
  - "CHIPS" NEILSEN
  - H. BELCHER
  - L. L. MOODY JR.
  - C. KOLSTE

- NORFOLK HOSPITAL**
- T. R. GOING
  - R. P. McBRIDE
  - J. E. HARRISON
  - NELS COLLSTIUP
  - W. MANNING
  - J. McNEELLY
  - T. BOIGOS
  - R. FITTS
  - H. S. HARRISON
  - G. AHTIAINEN
  - F. BONNER
- \*\*\*
- NEW ORLEANS HOSPITAL**
- H. G. DARNELL
  - LIONEL ROTHERHAM
  - THOMAS J. BAIER
  - JOHN SERCU
  - CENTRAL MASON
  - W. BROCE, Jr.
  - ERNEST J. COOPER
  - JACINTO NAVARRO
  - JOHN P. BROOKS
  - RALPH EWING
  - J. STEFANIDES
  - EDWARD CUSTER
  - KARL PETERSSEN
  - F. BERGLAND
  - E. R. BUCKLEY
  - E. J. RIVIERE
  - J. W. DENNIS
  - R. M. NOLAN
  - JOHN RETOUR

### Hospital Patients

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

### Staten Island Hospital

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

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

### GALVESTON HOSPITAL

- MILLER
- WOLF
- BENNETT
- SEYLOR
- JONES, R. V.
- JOHNSON
- WILKI
- CRIGLET
- BARNEY, J. L.
- DAUGHERTY, W.
- FORD
- SWENSON
- STREIZ
- SEGLER

### NEPONSIT HOSPITAL

- LINDER CLARK
- J. FIGUEROA
- L. L. LEWIS
- H. SELBY
- H. BURKE
- J. S. CAMPBELL
- J. T. EDWARDS
- B. LUFLIN
- G. F. McCOMB
- E. FERRER
- R. BLAKE
- J. R. HENCHEY

# Phony Pact Between Tidewater, Company Union Holds Up Election

By EARL SHEPPARD

Action on the Tidewater Tanker election petition of the Seafarers has been held up by the National Labor Relations Board pending their decision on this matter.

Both the company and a phony company union—the Tidewater Tankermen's Association—claim the existence of a supposed collective bargaining agreement between them, and this has helped to confuse the overall picture in the Tidewater Fleet.

Sometime ago, the SIU petitioned for an election to determine the union bargaining agent for Tidewater tankermen, as we had signed pledge cards from the vast majority of the Tidewater tankermen. However, due to the intervention of the phony company union, the election date has been held up by the NLRB.

This stooge company outfit claims to have a signed contract with Tidewater, originally signed by the company in 1940 and since then renewed on a yearly basis. But, due to the fact that the SIU has pledge cards from practically all of the unlicensed Tidewater personnel, we refuse to recognize the validity of this so-called agreement between a company union and their own parent, the Tidewater Company.

The SIU refuses to recognize this phony contract with a company stooge outfit, and has demanded sole bargaining rights from the NLRB and Tidewater. No claim of any agreement by either Tidewater or their illegal offspring is accepted by the Seafarers. We have the men, and we maintain that we're entitled to a contract.

## PLENTY OF PROOF

As proof of the Seafarers willingness to prove beyond any shadow of a doubt that the overwhelming majority of Tidewater tankermen want the SIU for their union, we've submitted signed pledge cards for the SIU and we're willing to abide by the decision of an NLRB election.

But, if the Tidewater outfit thinks that the SIU is fooling, we're fully prepared to job action every one of their ships until such time as an election is held.

Look at our record on the waterfront. The militant SIU completely defeated the WSA competency card and medical examination set-up. We job-actioned ships all up and down the Atlantic and Gulf Coasts until the operators and the WSA were forced into agreeing to the best Foreign Rider articles ever placed in the ships articles.

Our own SIU whipped the Wage Stabilization Board into line with the most successful maritime strike ever pulled in this country when these guys tried to interfere with free collective bargaining between the SIU and the operators.

We've taken direct action in the past on all of these beefs, and we'll take direct action in the Tidewater Fleet if that outfit doesn't agree to an NLRB election for all Tidewater tankermen.

## ACTION TALKS

The Seafarers stands on its record. Our actions have always

spoken louder than our words, and this Tidewater business is no exception. We're getting sick and tired over getting the run-around from both Tidewater and the NLRB. Either we get action, and that quickly, or we'll provide all the action necessary. This is no idle threat, as the Seafarers always backs up its words with action.

During the past few weeks, numerous Tidewater men have come into the SIU Halls with their complaints. These men need the protection and advantages of an SIU contract, and the conditions which such a contract brings aboard the ships.

And, Brother, that's our job—to see that these unorganized tankermen get what they want, a contract with the SIU covering all Tidewater unlicensed personnel.

These fellows all laugh when they mention the Tidewater Tankermen's Association. If a wasn't for the fact that the company is using this so-called union as a means of preventing their employees from being represented by a bona fide union, it would be a huge joke.

However, anything which prevents seamen from securing the wages and conditions to which they are rightfully entitled is no laughing matter.

Organizers, both shoreside and shipside, all agree that Tidewater tankermen are pretty well fed up with conditions as they now exist.

The fact that no one except the died-in-the-wool company stiffs (very few of these rotten eggs in the Tidewater Fleet, too) wants any part of the phony Tidewater Tankermen's Association, proves beyond any doubt that they are really ripe for SIU membership, and the many benefits which go with that membership and an SIU contract.

## ANTI-LABOR LAWS

Probably the greatest threat to organized labor today, and to the conditions for which we fight, is the drive by big business and their servants in Congress, as well as the various State Legislatures, against the closed or union shop.

This drive against the closed shop can threaten the very existence of the labor movement. Think of what it will mean to our Union hiring halls and the rotary shipping system if our contracts containing these provisions are outlawed!

Closed shop bans have already been made into law as constitutional amendments in five states—Nebraska, Arizona, South Dakota, Arkansas and Florida. Four other states are also drafting legislation against the closed shop—Georgia, Colorado, Pennsylvania and Texas—and other states with viciously anti-labor administrations are not far behind these bell-wethers.

In addition, "labor's friends" in Washington are very busy beating the drums for national legislation outlawing the union shop. Although these laws have not yet passed the Supreme Court test, plans are afoot to beat down all of the gains made by organized labor in the past few years by means of these, and similar, laws either on the state or national level.

Look at the battles which the SIU had in the states of Florida and Texas during our General Maritime Strike last year. By means of legislation and court injunctions, as well as anti-union local administrations, the victory of the SIU was made much more difficult in these particular states. And, today in Florida (Tampa), our affiliates in the Teamsters Union are having the battle of their lives.

Don't think that our "friends," the shipowners, are not rubbing their hands and laughing to themselves as they pour money and legal brains into the battle against organized labor.

However, we've taken these guys and the Washington bureaucrats on before, and we can do it again.

We will do it again, and we'll whip them in the same decisive fashion as before. That's our job—the one that's cut out for all of us.

# Ed Wares, Former Lakes Agent, Dies At Detroit Marine Hospital

By FRED FARNEN

DETROIT — Brother Edward Wares, better known to his many friends and all Lakes members as "Stew Pot," died on January 18, at the Detroit Marine Hospital. His passing away is received by all who knew him with deep regret and sorrow.

His many friends, members and officials of the Seafarers, will miss his jolly personality, and wish to extend to his family their most heartfelt sympathy.

Brother Wares had been confined at the Detroit Marine Hospital for about a year. Before his illness he was an Agent in the Port of Cleveland and later in Detroit.

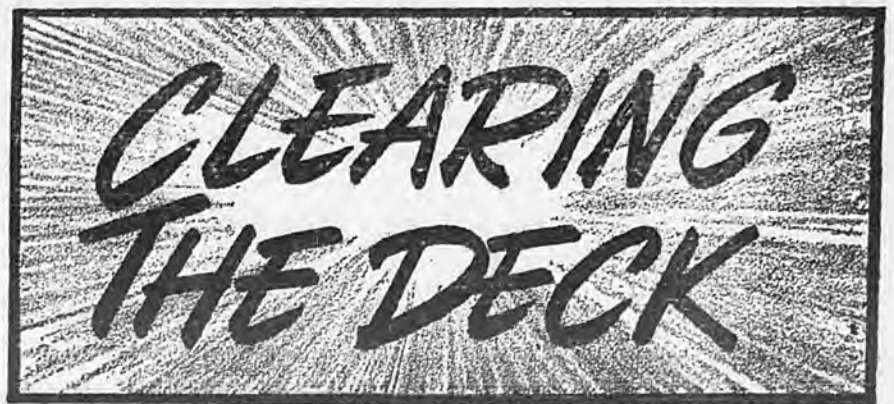
As a boy, Ed Wares started out as a coalpasser on the old Seandbee, owned by the Cleveland and Buffalo Transit Company of

Cleveland. Later he worked for the Detroit and Cleveland Navigation Company as a Fireman, Oiler and Watertender, spending the majority of his sailing time aboard the SS City of Cleveland III, operating between Detroit and Cleveland.

In 1942 he was elected as Agent for the SIU in Cleveland, and the following year he was appointed as Agent in Detroit, the post he held until the fall of 1945 when he resigned.

He then went back to the City of Cleveland as an Oiler, but left after a few months due to his failing health.

He is survived by his mother, sister and brother, Stanley Wares, who is Agent in Cleveland. Burial took place in Cleveland on Tuesday, January 21.



By PAUL HALL

The Seafarers membership is daily exhibiting a growing awareness of its strong position in the maritime field, and as an integral part of the labor movement as a whole. With the emergence of the Seafarers as the dominant waterfront factor, the membership is becoming more and more conscious of its prestige. There are concrete indications that it intends to guard that prestige jealously and vigilantly. In the final analysis, this vigilance on the part of an intelligent membership will bear fruits for all hands.

The reputation and prestige of the Seafarers as a sound, democratically-functioning organization of seafaring men, who show they understand the obligations and responsibilities of a major role in maritime, will reach new heights, both in industry and labor.

## Want To Improve Position

Specifically, let me state one example, among the many, that proves the point that Seafarers are out to improve their position.

Recently, a new crew dispatched from the New York Hall boarded a ship and found that the old crew, a bunch of drunken performers, had left the vessel in very bad shape—entirely out of line with the ideas of good Unionism as laid down by the Seafarers' membership.

This new crew was plenty sore at this violation of our Unions' ideas, and refused to let the incident pass. They felt the matter reflected on the membership, and on the SIU's hard-won prestige. The new crew then appeared at the Union hall and preferred charges against the offenders.

A rank and file committee was elected to hear the case. The decision of the trial committee was both interesting and enlightening. It recommended that several of the book men among the offenders be fined as well as placed on probation. It also ruled that several gas hound tripacers and permit men who shared the responsibility for the inconsiderate shipboard conduct be expelled as unworthy of SIU membership.

## Performers In Minority

Such demonstrations of Union-consciousness are on the increase. The average Seafarer does not go for the kind of horse-play and irresponsible attitude displayed by the crew mentioned above. It is high time the gashounds and the performers were set straight. These birds, fortunately, are but a tiny minority. Nevertheless, their actions are prejudicing and weakening the position of the rest of the membership.

The vast majority of Seafarers are straight-thinking, guys who are responsible for the considerably improved status of the merchant seamen of today. There is no room among them for those who seek to obstruct and hamper their progress on the road to a better life.

Seafarers have fought for years to improve shipboard conditions. The battle at times seemed impossible of success, but alertness and intelligence, coupled with hard-hitting tactics, brought victory.

After these long, drawn-out struggles, the membership will not allow a few bums, whose ideas of sea-going life must have been gotten out of some phony motion pictures or sea story, or a few "oldtime" gashounds, wreck the gains that have been fought for so hard.

## Phony Militancy

Some of these guys, in an attempt to defend their failings, pass it off as "militancy" when they wreck some of the crews gears. Obviously, that is sheer bunk. What is wrong with demanding that these guys assume some of the responsibilities of good union men? Isn't it their job to solidify the Union structure, as well as to enjoy the fruit of its victories?

We are protecting ourselves. Those who refuse to add to our protective armor actually are nothing more or less than shipowners' stooges. They are the few weak links in the chain of forward-looking Seafarers.

The Seafarers is practically the only maritime union that relies on economic action at the point of production in order to win and maintain conditions. We will continue to do so. But, at the same time, we cannot tolerate a few drunks and performers actions to jeopardize the Union position.

## Pride Is Mark Of Good Union Man

A good Union man is proud, not only of Union's ability to take successful job action, by tying up the shipowners' scows, he is proud also of his seamanship. If he has a job to do, he does it well—whether it be tying up a ship, or doing a day's work.

All hands should be on the lookout for these performers. They are mighty few in number, and, therefore, should not be allowed to put the Union majority on the spot. This does not mean that the Union intends to legislate against drinking and fighting that's part of an individual's private life, and we have no intention of invading it.

But pick your spots. If you want to get drunk, go to the nearest gin mill—don't do it on the job. If you want to fight, go on the hatch, or ashore. In other words, use your head.

Remember, if you can point to a job well done, your beefs will hold more water.

# HERE'S WHAT I THINK...



**QUESTION:** Which of the SIU Ports do you think needs added facilities?

**ALFONSO LOGIUDIS,**  
Deck Engineer:



Miami should be built up because it is a new Hall, and will need plenty of work to bring it into shape. With the SIU growing as it is, it becomes plain to see that we will need more Halls in places where we never dreamed of having them before. Miami is one instance, but there are others. Now that Isthmian is SIU, we should have a Hall some place in the Far East, say Shanghai, to service Isthmian and Waterman crews. In Trinidad we need a Hall for men on the bauxite run who are stuck down there for months at a time.

**JOHN WARD, Deck Engineer:**

In every port that has a concentration of tanker men coming in, the SIU should take steps to build up the Halls there. Mainly, right now, that means Marcus Hook and Port Arthur. As members and would-be members come into those ports for recreation, the Seafarers should have an outstanding Hall that would make a man feel at home. We should have well staffed baggage rooms, a reading lounge, and other comforts. Those things all help to carry on organizing work and it is in the tanker field that the SIU will be doing quite a bit of its organizing in the next few years.



**MORIS MANDEL, AB:**

To my mind, I think that Marcus Hook is the one that needs a larger Hall and more facilities. We're getting more tankers under the SIU banner, and so more men are going down to that port. If we get a larger Hall it will add to our prestige down there, and it will give the SIU men more room to move around. From the time the Marcus Hook Hall opened up, it has been a success, and it can be counted on for even better things if the SIU builds it up so that more work can be done from there.



**MANUEL SANCHEZ, AB:**

The men who are spearheading our organizing drive in Marcus Hook are doing a good job, and they need all the help they can get. As far as I can see, the SIU is doing a bang-up job down there, and if that Hall is built up, men will be flocking to the SIU in droves. Room for recreation is needed so that men will congregate around the Hall instead of hanging out in the local bars. A little more cooperation from the SIU men down there in crewing up unorganized tankers would be welcome, I know.

## PHS Agent Will Visit Galveston Hospital To Investigate Feeding And Facilities

The recent blast of the SIU against conditions and food at the Galveston Marine Hospital has born some fruit in the form of a letter from Dr. Otis L. Anderson, Medical Director and Chief of the Hospital Division of the U. S. Public Health Service, who asserts that conditions have improved considerably since the SIU complaint.

Dr. Anderson's letter, in reply to a recent letter from SIU Special Services representative Joseph H. Volpian, stated, "This office is in receipt of a report from Galveston to the effect that the food situation seems to be very well under control since no complaints relative to quantity or quality of food have been received for some time."

In the Seafarers Log of November 29, complete details of the SIU complaints and the text of Volpian's letter to the U. S. Public Health Service were carried. At that time, it was reported that the original SIU action resulted from the complaints of 63 seamen and veteran patients of the Galveston Marine Hospital.

### INSPECTION ORDERED

In his letter, Dr. Anderson also asserted that the Chief Dietitian from Headquarters had been

asked to visit the Galveston Hospital in order to inspect the layout and make any necessary recommendations or suggestions in line with the Public Health Service policy of "serving a sufficient quantity of good food to all patients in our Marine Hospitals."

Dated December 30, the complete text of Dr. Anderson's letter reads as follows:

Dear Mr. Volpian:

Reference is made to our letter of November 26 in reply to yours of November 20 concerning complaints relative to food and medical treatment at the Galveston Marine Hospital.

This office is in receipt of a report from Galveston to the effect that the food situation seems to be very well under control since no complaints relative to quantity or quality of food have been received for some time.

### WILL MAKE SUGGESTIONS

We have asked the Chief Dietitian from Headquarters to visit Galveston in the near future to inspect the facilities and make suggestion and/or recommendation to the management which seems advisable at the time. We are interested in serving a sufficient quantity of good food to all patients in our Marine Hospitals.

With reference to your statement relative to "indifferent treatment and lax medical standards," the Public Health Service is interested in the highest quality of medical service and every effort is being made to keep these objectives constantly before us. We would appreciate it if patients who feel that they are not receiving proper medical care would call that fact to the attention of the Medical Officer in Charge at the time. Such a procedure would enable the Medical Officer to investigate the complaint immediately and take any indicated action at the time.

We trust that this information will satisfactorily answer your letter of November 20, 1946.

Sincerely yours,  
**Otis L. Anderson,**  
Medical Director  
Chief, Hospital Division

Certainly, the Seafarers hope that the type of cooperation indicated in Dr. Anderson's letter means that the SIU complaints will be fully investigated, and that in the future conditions will much nearly approximate the ideal state of affairs which the SIU desires. Seamen patients in the Marine Hospitals will attest to the sincerity of the U. S. Public Health Service in carrying out their promises.

## Send Those Minutes

Send in the minutes of your ship's meeting to the New York Hall. Only in that way can the membership act on your recommendations, and then the minutes can be printed in the LOG for the benefit of all other SIU crews.

Hold those shipboard meetings regularly, and send those minutes in as soon as possible. That's the SIU way!

## Port Savannah Is Just Waiting For South Atlantic To Begin

By ARTHUR THOMPSON

SAVANNAH—We had another payoff this week. The Hattiesburg Victory came in with quite a few beefs which, at this writing, are in the process of being squared away.

This makes the fourth SUP ship since Christmas and that's all the shipping we've had in this port. Most of the oldtimers have left for Mobile and the Gulf Area in hopes of shipping out quicker.

Savannah has been exceptionally slow for the past two months and, with the cattle business coming to a close next month, the prospects are for the worse.

When the South Atlantic starts running this way again, business

## Jobless Payment Is Clarified By N.Y. State Reps

NEW YORK, January 21 — Representatives of the New York State Department of Labor — Mr. Memelsdorff, Mr. Donnelly, Mr. Purcell and Mr. Keirnan — called on SIU Special Services Representative Joseph H. Volpian today to discuss problems confronting them in the handling of seamen's claims for unemployment compensation, and also discover ways and means of expediting those claims.

In talking over the problems of unemployment insurance with Volpian, the men from the Division of Placement and Unemployment Insurance pointed out that no matter when a voyage was completed and the payoff made, the money so earned would be pro-rated over the period of the entire trip rather than applied to the specific quarter in which the money was received.

Another point which was stressed was the fact that seamen who apply for unemployment insurance under the terms of the act must be available for employment during the period in which they register for compensation.

This means that if you expect to collect unemployment insurance when you are out of a job, that you must be registered on the shipping list as well as at the Unemployment Insurance Office.

Further, you must be available for employment when a job is open. This does not mean that you can register for insurance in New York, go to your home in Wisconsin, and expect to draw payments while you are there. You must be available in the port in which you register for a job and for compensation.

Seamen who worked during 1945 for employers who paid taxes on their wages to the State are eligible for benefits provided they earned sufficient wages to qualify under the law. This means that if a seaman earned \$100 or more in the highest quarter in from \$300 to \$630 or more during 1945, and if he earned a total of the whole year, that he is eligible to receive benefits of \$10 to \$21 weekly.

Any further information on the subject of eligibility or other questions may be secured at your nearest Unemployment Insurance office or the SIU Special Services Department.

should pick up, but for some time now all their ships have been paying off in other ports.

### HAPPY DAYS COMING

The Coast Guard is still sentencing seamen to enforced unemployment for minor infractions of rules. The American merchant fleet is still growing smaller. The Government is still "training" seamen for the merchant marine.

Numerous congressmen, with malice aforethought, are concocting laws to hamstring labor.

No other business of importance is on hand except the negotiations with the Atlantic Towing Co. which should start next week.

# Results Of Atlantic And Gulf Elections

(Continued from Page 1)

other ports, Agents who served during 1946 were returned to office.

It should be noted that the total number of votes cast is for the A&G District only, and does not include any balloting from the Great Lakes or the Pacific District, SUP.

These two sections of the SIU elect their own officers in separate elections.

A much larger vote would have been recorded had it not been that shipping spurred after the 1946 General Strike, and many Brothers were away at sea during the entire course of the elections.

The Tallying Committee, elected at the regular meeting on Jan. 2, 1947, consisted of William Higgs, Sam Luttrell, Robert Hillman, L. Salvatore, Robert Jones, Isaac Miller and Matthew Sams.

The results of the elections, and the committee's report, follow:

## TAKING AN ACCURATE COUNT



This is the Ballot Tallying Committee, whose report on the balloting for 1947 Atlantic and Gulf District officials is announced in this issue of the Log. From left to right, the members are Sam Luttrell, Isaac Miller, standing; Bill Higgs, Committee Chairman; Robert Jones, Louis Salvatore, standing; and Robert Hillman.

|                              |             |
|------------------------------|-------------|
| <b>Secretary-Treasurer</b>   |             |
| John Hawk, 2212              | 3512*       |
| Write Ins, Voids, No Votes   | 537         |
| <b>Total</b>                 | <b>4049</b> |
| <b>Assistant Sec.-Treas.</b> |             |
| J. P. Shuler, 101            | 3539*       |
| Write Ins, Voids, No Votes   | 510         |
| <b>Total</b>                 | <b>4049</b> |
| <b>BOSTON</b>                |             |
| <b>Agent</b>                 |             |
| Rocky Benson, 7297           | 960         |
| J. Mogan, 216                | 2492*       |
| Write Ins, Voids, No Votes   | 597         |
| <b>Total</b>                 | <b>4049</b> |
| <b>Jt. Patrolman</b>         |             |
| S. Carr, 22217               | 230         |
| S. Greenridge, 1863          | 183         |
| T. Griffiths, 115            | 353         |
| E. A. Parr, 96               | 577         |
| J. Sweeney, 1530             | 2181*       |
| Write Ins, Voids, No Votes   | 535         |
| <b>Total</b>                 | <b>4049</b> |
| <b>NEW YORK</b>              |             |
| <b>Agent</b>                 |             |
| Paul Hall, 190               | 3541*       |
| Write Ins, Voids, No Votes   | 508         |
| <b>Total</b>                 | <b>4049</b> |
| <b>Deck Patrolmen</b>        |             |
| J. Algina, 1320              | 2854*       |
| E. Guszczynsky, 3100         | 622         |
| J. Sheehan, 306              | 2918*       |
| Write Ins, Voids, No Votes   | 1704        |
| <b>Total</b>                 | <b>8098</b> |
| <b>Engine Patrolmen</b>      |             |
| J. Purcell, 27124            | 2718*       |
| J. Volpian, 56               | 2988*       |
| Write Ins, Voids, No Votes   | 2392        |
| <b>Total</b>                 | <b>8098</b> |
| <b>Steward Patrolmen</b>     |             |
| R. Gonzales, 174             | 2490*       |
| H. Guinier, 478              | 2244*       |
| W. Hamilton, 3400            | 830         |
| C. Stevens, 7036             | 886         |
| Write Ins, Voids, No Votes   | 1648        |
| <b>Total</b>                 | <b>8098</b> |
| <b>Joint Patrolmen</b>       |             |
| R. Bunce, 7165               | 1240        |
| J. Drawdy, 28523             | 2146*       |
| L. Goffin, 4526              | 2460*       |
| J. Udiljak, 7163             | 637         |
| Write Ins, Voids, No Votes   | 1615        |
| <b>Total</b>                 | <b>8098</b> |

|                            |             |
|----------------------------|-------------|
| <b>PHILADELPHIA</b>        |             |
| <b>Agent</b>               |             |
| E. Higdon, 182             | 2284*       |
| J. Truesdale, 3517         | 1365        |
| Write Ins, Voids, No Votes | 400         |
| <b>Total</b>               | <b>4049</b> |
| <b>Patrolman</b>           |             |
| C. Bush, 127               | 2628*       |
| Write Ins, Voids, No Votes | 1421        |
| <b>Total</b>               | <b>4049</b> |
| <b>BALTIMORE</b>           |             |
| <b>Agent</b>               |             |
| W. McKay, 8                | 1214        |
| W. Rentz, 26445            | 2464*       |
| Write Ins, Voids, No Votes | 371         |
| <b>Total</b>               | <b>4049</b> |
| <b>Deck Patrolman</b>      |             |
| R. Dickey, 652             | 2773*       |
| Write Ins, Voids, No Votes | 1276        |
| <b>Total</b>               | <b>4049</b> |
| <b>Engine Patrolman</b>    |             |
| E. DiPietro, 35            | 997         |
| G. Masterson, 20297        | 2419*       |
| Write Ins, Voids, No Votes | 633         |
| <b>Total</b>               | <b>4049</b> |
| <b>Steward Patrolman</b>   |             |
| J. Hatgimiosios, 23434     | 2901*       |
| Write Ins, Voids, No Votes | 1148        |
| <b>Total</b>               | <b>4049</b> |
| <b>NORFOLK</b>             |             |
| <b>Agent</b>               |             |
| P. Gavillo, 21001          | 334         |
| R. White, 57               | 3339*       |
| Write Ins, Voids, No Votes | 376         |
| <b>Total</b>               | <b>4049</b> |
| <b>Joint Patrolman</b>     |             |
| B. Rees, 95                | 2751*       |
| Write Ins, Voids, No Votes | 1298        |
| <b>Total</b>               | <b>4049</b> |
| <b>CHARLESTON</b>          |             |
| <b>Agent</b>               |             |
| E. Smith, 20057            | 2434*       |
| E. Tilley, 75              | 1077        |
| Write Ins, Voids, No Votes | 538         |
| <b>Total</b>               | <b>4049</b> |
| <b>SAVANNAH</b>            |             |
| <b>Agent</b>               |             |
| W. Brantley, 111           | 769         |
| C. Starling, 6920          | 2126*       |

|                            |             |
|----------------------------|-------------|
| J. Tucker, 2209            | 634         |
| Write Ins, Voids, No Votes | 550         |
| <b>Total</b>               | <b>4049</b> |
| <b>JACKSONVILLE</b>        |             |
| <b>Agent</b>               |             |
| J. Hanners, 256            | 3319*       |
| Write Ins, Voids, No Votes | 730         |
| <b>Total</b>               | <b>4049</b> |
| <b>TAMPA</b>               |             |
| <b>Agent</b>               |             |
| C. Simmons, 368            | 3158*       |
| Write Ins, Voids, No Votes | 891         |
| <b>Total</b>               | <b>4049</b> |
| <b>MOBILE</b>              |             |
| <b>Agent</b>               |             |
| L. Collins, 5              | 845         |
| J. Prescott, 114           | 449         |
| C. Tanner, 44              | 2278*       |
| Write Ins, Voids, No Votes | 477         |
| <b>Total</b>               | <b>4049</b> |
| <b>Joint Patrolmen</b>     |             |
| J. Carroll, 14             | 977         |
| R. Jordan, 71              | 660         |
| L. F. Lewis, 2029          | 1645*       |

|                            |             |
|----------------------------|-------------|
| J. Morrison, 34213         | 1815*       |
| W. Thomas, 12              | 622         |
| P. Warren, 114             | 562         |
| Write Ins, Voids, No Votes | 1817        |
| <b>Total</b>               | <b>8098</b> |
| <b>NEW ORLEANS</b>         |             |
| <b>Agent</b>               |             |
| Steely White, 56           | 3114*       |
| Write Ins, Voids, No Votes | 935         |
| <b>Total</b>               | <b>4049</b> |
| <b>Engine Patrolman</b>    |             |
| L. Neira, 26393            | 791         |
| C. J. Stephens, 76         | 2657*       |
| Write Ins, Voids, No Votes | 601         |
| <b>Total</b>               | <b>4049</b> |
| <b>Deck Patrolman</b>      |             |
| C. Gibbs, 2341             | 333         |
| J. Johnston, 53            | 1721*       |
| C. Kimball, 52             | 519         |
| F. Sullivan, 2             | 868         |
| Write Ins, Voids, No Votes | 608         |
| <b>Total</b>               | <b>4049</b> |
| <b>Steward Patrolman</b>   |             |
| R. Birmingham, 390         | 727         |
| C. Turner, 15              | 2550*       |

|                            |             |
|----------------------------|-------------|
| Write Ins, Voids, No Votes | 772         |
| <b>Total</b>               | <b>4049</b> |
| <b>HOUSTON</b>             |             |
| <b>Agent</b>               |             |
| C. Haymond, 98             | 2636*       |
| Write Ins, Voids, No Votes | 1413        |
| <b>Total</b>               | <b>4049</b> |
| <b>Patrolman</b>           |             |
| W. Brightwell, 390         | 934         |
| G. Suit, 6951              | 2508*       |
| Write Ins, Voids, No Votes | 607         |
| <b>Total</b>               | <b>4049</b> |
| <b>GALVESTON</b>           |             |
| <b>Agent</b>               |             |
| D. Parker, 160             | 3157*       |
| Write Ins, Voids, No Votes | 692         |
| <b>Total</b>               | <b>4049</b> |
| <b>Patrolman</b>           |             |
| J. DeVito, 185             | 1434        |
| L. MacDonnell, 343         | 446         |
| R. Sweeney, 20             | 1606*       |
| Write Ins, Voids, No Votes | 563         |
| <b>Total</b>               | <b>4049</b> |
| <b>PORT ARTHUR</b>         |             |
| <b>Agent</b>               |             |
| L. Johnson, 108            | 2724*       |
| Write Ins, Voids, No Votes | 1325        |
| <b>Total</b>               | <b>4049</b> |
| <b>SAN JUAN</b>            |             |
| <b>Agent</b>               |             |
| D. Butts, 190              | 957         |
| S. Colls, 21085            | 1691*       |
| J. Wagner, 153             | 860         |
| Write Ins, Voids, No Votes | 541         |
| <b>Total</b>               | <b>4049</b> |
| <b>SAN FRANCISCO</b>       |             |
| <b>Agent</b>               |             |
| W. Simmons, 215            | 2939*       |
| Write Ins, Voids, No Votes | 1110        |
| <b>Total</b>               | <b>4049</b> |
| <b>RESOLUTION</b>          |             |
| Yes                        | 2917*       |
| No                         | 251         |
| Voids, No Votes            | 881         |
| <b>Total</b>               | <b>4049</b> |

## REPORT OF SIU TALLYING COMMITTEE

We, the undersigned Tally Committee, duly elected at the regular business meeting at Headquarters January 2, 1947, submit the following report and recommendations:

All used ballots were counted and the corrected tally is submitted herein. An asterik is placed besides the names of the candidates that were elected to office. The ballots used and unused in each port were checked and the correct check is submitted herein.

Nineteen (19) votes from the Port of Galveston were voided in their entirety due to the fact that one envelope containing eight (8) ballots did not have the signatures of the Tally Committee in the Port of Galveston and one envelope containing eleven (11) ballots was unsealed. It is to be noted that the voiding of these ballots in no way affected the election of any candidate inasmuch as each man elected was elected by more than a majority of nineteen (19) votes.

It is to be pointed out further that this Committee on checking various outport ballots and tally

sheets found that all reports submitted by all outports' committees were correct and in every case checked evenly with the New York Headquarters Committee's tallies.

The Resolution calling for the raising of hospital benefits from \$2.00 to \$3.00 per week carried by over a two-thirds majority as required by the Constitution.

This committee recommends that the total results of this election, giving number of votes received by each candidate, be carried in as early an issue as possible of the *Seafarers Log*. This to be done for the benefit of our members who are now at sea.

This committee found one ballot missing from the returns of the Port of Philadelphia. This finding checked with the tally of the committee elected in the Port of Philadelphia to count the ballots in that port.

This ballot was not included in the tabulation sheets. Thus, the actual vote returns show the figure of 378 votes cast in Philadelphia instead of 379.

This committee points out in this case that this in no way af-

fects the outcome of the election for any candidate elected for office.

Due to the fact that it is impossible to determine the number of the ballot missing, this report includes the missing ballot listed as a used ballot.

This committee recommends that these used ballots be held on hand in the Headquarters Offices as per constitution.

It is to be noted that two committee members' signatures do not appear in the mimeographed sheets. This is due to the fact that R. Jones shipped before this report was mimeographed in its entirety and L. Salvatore wasn't present.

Their signatures do appear however in reports now held in Headquarters Office.

Fraternally submitted,

- W. Higgs, 223
- Sam Luttrell, 4656\*
- L. Salvatore, 7336
- R. Hillman, 3188
- R. Jones, 22238
- I. Miller, 6522
- M. Sams, 21386; Alt.

## Midland Victory Clears The Way For An All-Out Drive On Lakes

By HENRY W. CHAPPELL

TOLEDO—Now that the lights have changed from red to green for seamen's unions, and it has been proven to the rank and file of the NMU that their union and treasury has been used as a front for the communist political party, the real sailors union can go ahead and concentrate on our common enemies the shipowners and their government agencies.

The NLRB has at last certified the SIU as the bargaining agent for the Midland Line on the Great Lakes. Now Midland seamen can enjoy the same working conditions as other SIU ships have had for years.

Contracts are now in negotiation with his line and will be the same as other SIU freight ships which are the best of any contracts on the Great Lakes.

These contracts will be amended each year to include any improvements the membership desires, and any suggestions from the crews will be acted on by the negotiating committees.

If a crew member has any suggestions for improvements it is his duty to notify union officials so it can be acted on.

### NMU EXPOSED

Recent developments within the NMU should prove conclusively to the members that they have been governed for years by a group of politicians who place their political ambitions above the memberships desires and interests.

Results of this discovery are beginning to show already on the Lakes as more men are coming into SIU halls each day, inquiring about how our Union is run, and wondering why it took Joe Curran so long to find out what was happening to his union, when it was common knowledge to all other interested parties.

It's too early to predict what the company-sponsored Lakes Seamen's Union will attempt to

group of employees start a union after first finding out how wages and conditions are on union ships, and then adjusting their wages to a slightly higher scale, and in some instances granting minor concessions to the crews.

The SIU doesn't expect much opposition from this phony LSU, but is prepared to expect more resistance from the men who cannot see through the ruses, and believe the companies give these conditions out of the goodness of their hearts.

These men, who are known as back riders, are always ready to accept union wages and conditions after they have been fought for, but they are never ready to give a hand.

The SIU Great Lakes district has at last cast off our mooring lines, and while we are going ahead on a slow bell now, this spring, when the ships start to fit out and SIU organizers are contacting them, we will put her over to full speed ahead and steady as she goes.

## SIU Certified As Bargaining Agent In Midland; NLRB Throws Out Usual Vicious Protest Of NMU

By FRED EARNEN

DETROIT—Last September a bargaining election was held on the seven ships comprising the entire fleet of the Midland Steamship Company.

The Seafarers International

## Mate Discovers He Must Follow SIU Contract

By J. S. WILLIAMS

CORPUS CHRISTI — After a spurt of business last week, things have slowed down pretty much in this port.

The only ship tied up here at present is the Cape Corwin, Bull line, and she will be leaving soon for New Orleans where she will be delivered to another company.

The crew isn't happy about losing their home, but there isn't much that can be done about it.

When we went aboard her to settle a few beefs, we found that they were all due to the stupidity of the phony Chief Mate.

This bird couldn't get it through his head that we have a contract with the Bull Line which covers our men, and the interpretation of that agreement is not for every bucko mate to decide.

### TAUGHT CONTRACT

We went round and round with him for awhile convincing him that the rules aboard ship have already been laid down and agreed to by the company and the Union; and that no one, even if he does wear a high pressure hat, is going to make up his own rules aboard ship.

He was finally convinced that there were a few things out of his jurisdiction and we left the ship in shipshape condition.

We expect business to be somewhat better next week, and with it more to report from this Texas port.

## AROUND THE PORTS

### NO NEWS??

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

PHILADELPHIA  
BOSTON  
CHARLESTON  
HOUSTON  
NORFOLK  
JACKSONVILLE  
MOBILE  
BALTIMORE

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

## NMU Develops Sudden Interest In Sun Oil, But Little Too Late

By BLACKIE CARDULLO

MARCUS HOOK — News has been kind of scarce in the port of Marcus Hook for the past week; however, we will make up for it in this issue.

Now that we have all of the tankers in this area to payoff, and due to the fact that there has been an increase in the number of tankers coming out of the boneyard, we have been kept quite busy.

We don't feel sorry about this increase in business, and our organizers are busy contacting the ships as soon as they come in. With the increase in activity of

shipping our organizing drive has likewise increased its tempo.

Evidently since the NMU lost the Isthmian election, they have changed their tactics of organizing, or is it possible that Joe Stack-it has been taught a new line by the Communist Party.

### LINE CHANGE

The NMU's practice used to be to shun the Sun Oil seamen by calling them scabs, finks, company stooges, and everything foul they could lay their tongue to. But since the SIU has come into this port, and shown the Sun Oil seamen what a real Seamen's union is like, the NMU has suddenly grown awfully concerned with the welfare of the Sun Oil men.

Now they are leaning over backwards to be friendly to them, but they are doomed to the same failure in Sun Oil as they were in Isthmian.

They are also doomed in City Service, Tidewater, and all other companies that the SIU is organizing, because they have nothing to sell a seaman but overcrowded union halls, and over-stacked membership, with 20 men for every job.

A few years back the NMU tried to organize the Sun Oil and their name stunk. Today it still stinks, only with a much stronger odor.

It runs the same way in Russia. Everytime Russia fails in any undertaking off go a lot of heads and a new change takes place in their line.

### SOME CHANGES MADE

We have been paying off quite a few Pacific Tankers and have run across a character who is a company agent for them, by the name of Captain Cole.

He is not a bad guy, and yet he is not a good guy either. We are going to go to work on him soon, and he'll be a different man when we get through. He'll be tipping his hat to the Agent and Patrolman in this port. That is, if he continues to come down here for the payoffs.

We wonder where Captain Dyer, his running mate, spends his evenings when he is away from home? Question, Captain Dyer.

A bit of gossip: Is it romance or trouble between our dispatcher Bob Pohle and a certain ex-Wac?

### NO SALUTE, PLEASE

Our two Wilmington flashes just passed through the port. Brothers Chandler and Gordon, we mean, and they are still aboard the SS Carlsbad. We wonder whether Gordon has his alimony paid up yet? As for you Bosun Chandler, the ordinary seamen don't have to salute you coming on and going off watch... don't do it Mike.

Will the joker whom I saved from going on the rock pile for 30 days be kind enough to send me the money it cost me, so that I can get the next guy out.

P. S. to Pat from New Orleans: Guess who is doing my typing?

Union won this election by a wide majority, but the NMU refused to take this decision, and thereupon filed objections with the National Labor Relations Board.

The fact that the NMU filed objections after a fair and square election is bad enough, but the vicious lies they used to back up their charges is something that will not soon be forgotten by Great Lakes seamen.

Now, after months of delay, the NLRB has finally certified the SIU as the bargaining agent for unlicensed Midland seamen. No doubt, the NMU officials will try to excuse themselves to Midland seamen for depriving them of Union representation by telling them it was all a mistake and that they are sorry it happened.

That's what they did last August when their attempt to picket ships under contract to the SIU was broken up at the Bob-Lo dock in Detroit.

### SIU CONTRACTS BEST

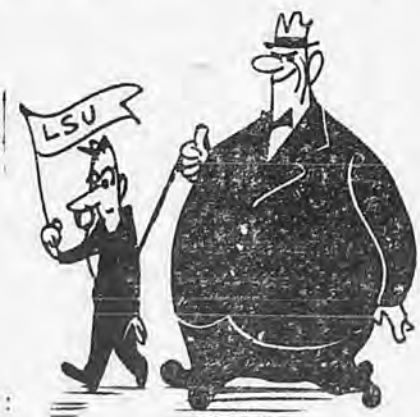
With this line under our banner, the Midland seamen will be able to see how democratically the SIU is run. These freighters will enjoy the same privileges, decent



wages, and Union conditions that have been enjoyed by SIU contract ships for years.

Any unbelievers are urged to look at our contracts and see for themselves that we had the 40-hour week in 1942 for work during fit-out and lay-up.

The Negotiating Committee on



pull on the Lakes this spring. The majority of Lakemen know that this outfit is no union, and that its real purpose is to keep any union out that wants to put its oars in when wages, working conditions, etc., are to be discussed.

### SEAMEN WISED-UP

The company that sponsors this phony set-up still regard sailors as a group of morons who are incapable of thinking for themselves, and will accept any wages and conditions that they deem sufficient. But those days are gone forever, and the type of man who goes to sea these days demands to be recognized as an important factor in this great industry.

This demand can be achieved not by individuals, but by the merging of all seamen in one body.

The shipowners knew this years ago. That's why companies like Cleveland Cliffs have a

TALKING OVER SIU ORGANIZING PROBLEMS



Seated around a conference table in the Organizers' Headquarters at the New York Hall are (left to right): Johnny Ward, Blackie Cardullo, Lindsey Williams, Bob Pohle and Al Kerr. They all hold various positions on the Seafarers organizational staff, and are discussing mutual problems encountered in their day-to-day activities.

Midland Contract Will Be The Best Organizing Aid

By EINAR NORDAAS

DULUTH—Though things are at a standstill up here in the frozen north, the seamen around here still manage to come down to the Hall to inquire how things are shaping up on the Lakes.

Well, this week we have good news to pass on to them, as we were notified that the SIU has been recognized by the NLRB as the bargaining agent for the Midland Company.

Now that we have these ships, we will soon have them in SIU-shape, and they will be floating examples of real unionism to all unorganized seamen on the Lakes.

The SIU won this company through the efforts of the men who work the Midland ships, and they will be our best salesmen for unionism to the other unorganized seamen when we install the SIU procedure aboard the ships.

These seamen recognized the NMU for the bungling outfit it is and chose the only Union on the lakes with a solid trade union foundation. They will have no regrets.

A great deal of credit should also be given to Joe Shima, who, for awhile, gave me a hand in this port last fall. He was tireless in his efforts to convince Midland men that the SIU was the only union that is interested in seamen's welfare.

I hear that Joe went to the coast after shipping ended here last fall. Wherever he is I'm sure he will be in there plugging for the SIU.

Now that the NMU is falling apart and trying to rid itself of the communist-dominated CMU, the rank and file of that outfit can see for themselves that they have been played for suckers all along by a few ranking officials, who have proven that they are only interested in promoting the CP line. By their tactic these officials have demonstrated that the seamen were secondary to their interests and efforts.

When Union conditions are noticed by the men who sail unorganized ships, they will want the same. So, through the united efforts of the SIU men on the Lakes we will give them the Union representation they want and make the Great Lakes solid for the SIU.

MEET THE SEAFARERS



Bill Higgs

Bill Higgs, Chief Steward, comes from a long family of seafaring men, and he is carrying on the traditions of his family. Bill started sailing in 1935, and has been following the sea ever since.

In the days when he first started, conditions were pretty bad. Some of the men used to bring their own canned food aboard to supplement the meager feeding.

"Those days were plenty bad," Bill recalls. "We couldn't do anything with the owners, and so it became obvious that the union was the only solution to seamen's problems."

That's why, when the SIU was organized, Bill Higgs was one of the first men to join. That's why Bill has been in the forefront of practically all the action that the SIU has participated in during it's experience.

ACTION STARTS

He wasn't in the Union very long before he was taking part in the P&O Strike in Tampa, Florida. He was in charge of the stewpot, and also collected money from incoming ships to buy food.

After that he was in the Seatrains Strike in New Orleans, in 1938. This was a hot time for all concerned, and Bill was right in the thick of everything.

When there was no trouble brewing, Bill sailed on ships to all corners of the earth. And during the war he sailed on ships that carried supplies to Europe.

He was in the first convoy that went into Antwerp after the Battle of the Bulge, and he still remembers the buzz bombs that came hurtling out of the air without warning.

ALMOST SUNK

That, however, was not his first experience with the enemy. Sub attacks marked practically every crossing, and when he was aboard the Walter M. Christensen, American Range Liberty Lines, the ship hit a mine, and almost went down. No lives were lost, but three other ships in the convoy were sent to the bottom.

With the end of the war, Bill did not forget the militancy that had marked all his years in the Union. During the Longshore

Beef, he was on the beach in New York, where he took part in the move that drove the communists off the New York docks.

Later he was assigned to the Bisso Tug Beef in New Orleans, and the Ferry Strike in Norfolk. When the Seafarers General Strike came off, Brother Higgs was an Area Commander and then stood special picket duty.

LAKES NEXT

Bill has sailed on many unorganized ships during the course of the many organizing drives undertaken by the SIU. In the Spring he expects to go up to the Great Lakes to aid in the SIU drive in that area.

"I've seen the whole waterfront change in the ten years that I have been sailing," Bill says. "In the past, the sea was the last refuge for bums, and guys who couldn't get jobs ashore. Now that has all changed. Through Unions, seamen now enjoy the dignity that other workers are receiving."

What Brother Higgs says is absolutely true. And it is through the work of men like him that the SIU has been able to make the strides forward that have benefitted all seamen.



Plenty Of Ships Hit New York But They Are All In Transit

By JOE ALGINA

NEW YORK—This port is like the old maid in the song who was always a bridesmaid, but never a bride.

Every day we see plenty of ships come into the port of New York, and after we service them here, the ships take off for Philadelphia or Baltimore for final discharge.

Now don't get the idea that we mind that. That's not it at all; we would just like to have some pay-offs and sign-ons in this port for a change.

Shipping has taken an awful slump since our last bragging column, and last week was the poorest week in many a month. We are keeping our spirits up, and hoping that better days and weeks are in store.

STRICTLY ON BALL

One thing about ships in transit—they keep the Patrolmen hopping. New York Patrolmen have been hitting the ships that come in here just to visit, and they are also busy contacting the coast-

wise tankers for organizational purposes.

When we start getting calls for men to crew ships, then we will all be happy in this Branch; that is if Congress doesn't figure out a new way to put a straight-jacket on merchant seamen.

The crew of the SS American Press contributed \$27.00 to the hospital fund. Most SIU crews are generous to their Brothers who are laid up in the various marine hospitals—some of them for long periods of time. But true unionism is more than wages and conditions—and that is the SIU way.

Heavy Fog Halts All Shipping In Port Arthur

PORT ARTHUR—Four days of very bad weather have brought the movement of vessels in this area almost to a standstill. At least 17 ships last night were at anchor off Sabine Bar, awaiting the lifting of one of the most severe fogs in years before venturing into the ports in the Sabine district.

As a result, sailings of ships from ports within the district are being handicapped because of the fog. The oldtimers around here say it is the worst fog since 1938, when a heavy fog kept all shipping at a standstill for five days.

SOUP IS THICK

The fog is so bad that ships are afraid to move through the canal to docks, and ships tied up at municipal docks are not receiving cargo. When that happens, you can guess how thick the soup is here.

Right now we have riding at anchor 17 ships and 6 more are expected in the next few days.



We're really going to have our hands full when they all scramble for berths at once, and all start calling for Patrolmen.

Many of these ships are unorganized and we're waiting eagerly for them to tie-up so we can get aboard. This port is really booming and with this flood of ships we can keep our organizers busy contacting them and squaring things away.

In my last report to the Log I mentioned that there were rumors that J. M. "Windy" Walsh was about to get spliced. Having just received a letter from him, I find that he has shipped to Germany. He'll be back in nine or ten weeks, so he might take up where he left off and get spliced after all.

Galveston Goes Back To Normal After Holiday

By R. W. SWEENEY

GALVESTON—Well, the holidays are over and the boys have all started coming back to Galveston to ship out. During the holidays we were short of all ratings, but now shipping has slowed down and this port is somewhat normal again.

WATERMANS IN

We are having several Waterman ships hitting here while in transit from Mobile to load grain, but there are very few replacements needed. We still have some of the tankers in, but not as many as before.

I would like to remind any member who signs on a ship in one port on foreign articles and goes to another, that unless the man and the Master can come to a mutual agreement to pay him off, there is very little any Patrolman or Agent can do about it.

Another thing—I think all members should be informed that when one man pays off under mutual consent, that does not break the articles for the balance of the crew.

If there is any doubt in your mind regarding this, please check with the Agent of your port.

OLDTIMERS AROUND

Lately we have had several oldtimers in here. Brother H. J. Collins paid off the Council Crest in Texas City recently, and the ship left here in A-1 shape with plenty of stores and everything properly stored.

Just a word about the slop-chests: Brothers, remember to check your slopchest before you sign on, because after your name is on those Articles it is a hell of a lot harder to get what you want than it would be had you not signed on.

Whenever you are in a port where there is a Hall, drop around—you may see and hear something new.

# A G R E E M E N T

—Between—

## Seafarers International Union Of North America

—And—

## Eastern Steamship Lines, Inc.

Supplement Agreement to Agreement dated October 23, 1946, between Eastern Steamship Lines, Inc., and the Seafarers' International Union of North America.

### GENERAL RULES

**Employment.** The Company agrees that only members of the Union shall be employed in all unlicensed personnel ratings on their Passenger vessels or American Flag Passenger vessels taken over on bareboat charter, with the exception of the following: Cadets, Super-Cargo, Pursers, Doctors, Concessionaires, and female employees other than Stewardesses and Waitresses.

Except as provided herein, all other provisions of the General Rules of the agreement shall apply.

### DECK DEPARTMENT

Special Working Rules and Wages for certain ratings in the Deck Department of the SS YARMOUTH AND EVANGELINE type passenger vessels.

|  | Monthly Wages |
|--|---------------|
| Boatswain (Yarmouth and Evangeline type passenger vessel)        | \$225.00      |
| Carpenter (Yarmouth and Evangeline type passenger vessel)        | 225.00        |
| Boatswain's Mate (Yarmouth and Evangeline type passenger vessel) | 205.00        |

#### Section 1. Boatswain's Mate and Night AB Maintenance Men:

(a) **Off-Shore Service:** (1) While at sea, and in port when watches are not broken, their regular working hours shall be from 3 A.M. to 11 A.M., Monday through Friday with an unbroken hour for breakfast from 7 A.M. to 8 A.M. and from 3 A.M. to 7 A.M. on Saturdays, Sundays, and Holidays. Overtime to be paid for all hours worked at sea on Sundays and Holidays, and on Saturday, Sunday and Holidays in port.

(2) Between 3 A.M. and 7 A.M., their work shall be confined to general cleaning, such as cleaning paint work, barberizing, sweeping and washing down decks, washing windows, polishing brass and wiping rails. They shall not be required to scrub or barberize boat covers, awnings or canvas weather screens, or do general sougeeing or painting between 3 A.M. and 7 A.M. without the payment of overtime.

(3) In all ports where stay of vessel will exceed twenty-four (24) hours, the above ratings shall work the same hours as provided for other unlicensed deck personnel on day work.

(b) **Overnight Service:** (1) The hours of work for the above mentioned ratings shall be as set forth in Article 3, Section 6 of the Deck Department Working Rules.

#### Section 2. Watchmen's Duties:

(a) Watchmen shall stand watches of eight (8) hours on and sixteen (16) hours off and shall be required to make regular rounds of watchmen's key stations and punch clocks; they may also be required to stand gangway watches in port and while on gangway watch they shall only be required to raise or lower gangway, tend gangway lights, and man ropes.

(b) Watchmen shall be paid overtime for all watches stood on Sundays at sea. Watchmen shall receive overtime for all watches stood on Saturday, Sunday, and Holidays in port.

(c) Watchmen shall not be required to perform duties normally under the jurisdiction of a Master-At-Arms.

Where no Master-at-Arms is carried, his duties shall not be delegated to other members of the Deck Department.

(d) Any work performed by Watchmen other than their regular and accepted duties shall be paid for at the regular overtime rate.

#### Section 3. Quartermaster's Duties:

(a) While on watch the Quartermaster shall not be required to leave the wheelhouse or navigation bridge for any purpose unless relieved by another Quartermaster or by an Able Seaman. The sending of the Quartermaster on watch for tools or supplies or for the purpose of carrying messages shall not be deemed an adequate reason for his leaving the bridge or wheelhouse without proper relief.

(b) Quartermaster shall be relieved thirty (30) minutes during each watch for coffee by one of the AB's on his watch. However, the AB shall not receive any extra compensation for such relief. In port Quartermasters may be required to stand gangway watches without payment of overtime except on Saturdays, Sunday, and Holidays.

(c) The Quartermaster shall be responsible for the rigging of the flags upon arrival or departure of the vessel from any port. Other members of the Deck Department shall not be utilized for this purpose except when ship is being dressed.

**Section 4. Sanitary Work:** In overnight services the watch on deck shall perform sanitary work week days between 6 A.M. and 8 A.M. without overtime. Sanitary work shall mean sweeping down bridge deck, boat deck, and passenger decks only. However, the watch on deck between 5 P.M. and 8 A.M. shall be required to wipe off rails on passenger decks, and fold and lash chairs in event the vessel runs aground or encounters heavy weather or rain without the payment of overtime. This shall not include folding and lashing of chairs in order to clear decks before arrival in port. The customary cleaning and washing of the wheelhouse, chart room, and bridge deck shall be performed between 8 A.M. and 5 P.M.

Except as provided herein, all other provisions of the Deck Department Working Rules of the Agreement shall apply.

### ENGINE DEPARTMENT

Special working rules to cover certain ratings in the Engine Department on Twin Screw, Yarmouth, and Evangeline type passenger vessels. Except as provided herein, all other rules of the Engine Department Working Rules of the Agreement shall apply.

#### Section 1. Donkey Watches. (Off-Shore Trade and Overnight Runs):

(a) When the vessel is in port, as defined in port time clause, Article II, Section 20, and sea watches are broken, watertenders shall be put on Donkey Watches in the fireroom for the purpose of keeping steam for the auxiliaries. Three oilers shall be assigned to stand Donkey Watches in the Engine Room for the purpose of taking care of auxiliaries. The other three oilers shall be put on day work. These Donkey Watches shall be stood without the payment of overtime Monday through Friday. For such watches stood on Saturdays, Sundays, and holidays, both the watertender and the oiler shall be paid at the regular overtime rate of pay.

(b) When sea watches are broken at any time and two or more boilers are cut in, a Fireman shall be assigned to the Donkey Watch with the watertender in the fireroom.

**Section 2. Duties of Firemen at Sea.** (a) Firemen shall perform routine duties, clean burners, clean strainers, clean drip pans, punch carbon, keep steam, watch fuel oil pressure and temperature.

(b) On all watches he shall clean up excess oil occasioned by cleaning burners and strainers without the payment of overtime, and shall leave the fireroom at the end of the watch in a safe condition.

(c) Firemen on watch shall be required to keep their respective stations cleaned between the lowest grating and the floor plates. On vessels with irregular gratings, ten (10) feet from the floor plates shall be considered the fireman's station limit. Cleaning work for firemen on watch shall be confined to the hours between 8 A.M. and 5 P.M. week days and between 8 A.M. and 12 Noon on Saturdays. Firemen on sea watch shall not be required to do any painting, wirebrushing, chipping, or scaling without the payment of overtime.

**Section 3. Firemen—In Port—Sea Watches.** When a vessel is in port as defined in port time clause, Article 2, Section 20, and sea watches are maintained, the firemen shall work as follows:

(a) When only one boiler is being used to maintain steam, both firemen on the watch may be required to do repair work on boiler auxiliaries and boiler mounts in the fireroom between the hours of 8 A.M. and 5 P.M. Monday through Friday.

(b) When either two or three boilers are cut in and being used, one fireman shall assist the Watertender in maintaining steam and one Fireman may be required to do repair work on boiler auxiliaries and boiler mounts in the Fireroom between the hours of 8 A.M. and 5 P.M. Monday through Friday.

(c) When all four boilers are cut in and are being used, both Firemen on the watch shall assist the Watertender in maintaining steam and they shall not be required to do repair work.

(d) Any repair work other than that provided for under this Section, or outside the hours provided for under this section, shall be paid for at the overtime rate of pay.

**Section 4. Firemen—In Port—Day Work.** (a) In Port, when seawatches are broken and Firemen have been put on day work, their working hours shall be the same as those for day workers.

(b) In port, Firemen on day work may be required to do general cleaning, polishing, and painting work in the fireroom, sponging and blowing tubes, and assist the engineer in making repairs to boiler mounts and boiler auxiliaries in the fireroom.

(c) When firemen are required to enter boilers or fire boxes for the purpose of cleaning or making repairs therein, they shall be paid for this work at the regular overtime rate.

### STEWARDS DEPARTMENT

#### Working Rules

**Section 1. Routine Duties.** (a) Routine duties for the members of the Stewards Department shall be to prepare and serve regular meals, cleaning and maintenance of licensed officers, staff officers, chief stewards, and passengers' quarters, dining rooms and messrooms, all enclosed passageways, smoking and lounge rooms, dance hall, bath rooms, toilets, galleys, pantries, and all departmental equipment.

(b) When dock porters are not employed to handle passengers' hand baggage, members of the Stewards Department shall carry such baggage from dock entrance to staterooms when embarking passengers. When disembarking passengers, they shall carry hand baggage from rooms to Customs Inspection section on dock.



**Section 2. Selection of Personnel.** (a) Recognizing the fact that the following are essential to the welfare of the passengers the Union agrees that the Company may select and employ men for the following ratings from those members of the Union who are available, provided such men are suitable to the Company. The Company shall be the sole judge of the man's competence. The Company agrees to make every reasonable effort to obtain suitable men from within the membership of the Union, and if such men are not available from among the Union membership, the Union agrees that the Company may secure men for those ratings from any source. Men so selected may remain in the employ of the Company provided that they are acceptable to and become members of the Union.

The penalty provided in Article 1, Section 3 of the General Rules shall not be applicable to this section.

|                     |               |             |
|---------------------|---------------|-------------|
| Chief Steward       | Head Waiter   | Chief Baker |
| Ass't Chief Steward | Head Cafe Man | Cashier     |
| 2nd Steward         | Storekeeper   | Checker     |
| 3rd Steward         | Chief Cook    |             |

(b) The Company agrees to select all other unlicensed personnel in the Stewards Department through the offices of the Union.

**Section 3. Overtime Work.** (a) All work performed on Saturdays, Sundays and holidays in port, and Sundays and holidays at sea shall be paid at the overtime rate.

(b) **(Overnight Services.)** On days when vessels arrive and sail the same day, the hours of work shall be eight hours within a spread of sixteen hours. All work in excess of eight hours within a spread of sixteen hours shall be paid for at the regular overtime rate. All work outside of a spread of sixteen hours shall be paid for at the rate of overtime and one-half.

(c) On days when ship does not arrive and sail the same day, the hours of work shall be eight hours within a spread of twelve hours. Any work in excess of eight hours or in excess of the spread of twelve hours shall be paid for at the regular overtime rate.

(d) **(Off-Shore Services.)** The hours of work shall be eight hours in a spread of fourteen hours. Any work in excess of eight hours or outside the spread of fourteen hours shall be paid for at the regular overtime rate.

(e) At all times, members of the Stewards Department assigned for the exclusive service of the crew shall perform their regular duties between the hours of 6:30 A.M. and 6:30 P.M.

**Section 4. Saloon Service and Bell Service.** (a) The Master, Licensed Officers, Staff Officers, Cruise Director, Chief Steward, Beauticians, and Musicians shall be served in the dining saloon. One messman shall be assigned to serve the officers' table when in the dining saloon but shall not be required to serve passengers.

(b) Bell service shall be rendered to the Master, Chief Engineer, Doctor, Purser, Cruise Director, Chief Steward, Second Steward, and Purser's office.

(c) No member of the Stewards Department shall be required to serve meals to officers or crew [except those entitled to dining saloon service as provided in Section 4, Paragraph (a)] outside their respective messrooms, without the payment of overtime. This section shall not be construed to apply to passengers or unlicensed personnel served during regular working hours on account of illness.

**Section 5. Late Meals.** (a) When members of the Stewards Department are required to serve late meals due to officers failure to eat within the prescribed time, the members of the Stewards Department actually required to stand by to prepare and serve the late meal shall be paid at the regular overtime rate.

(b) The above shall not be construed to apply when meal hours are shifted in accordance with Section 37, Paragraph (c), Article 2, of this agreement.

**Section 6. Extra Meals.** (a) When meals are served to other than officers or crew in the messrooms, fifty cents (50c) per meal shall be paid. This is to be divided among the members of the Stewards Department actually engaged in preparing and serving the meals. No extra meals shall be served without the authority of the Master or the Chief Steward of the vessel.

(b) In off-shore service, all meals served in vessel's dining saloon other than to passengers, vessel personnel listed in Section 4 (a), Company executives, or Government officials, shall be paid for at the rate of fifty cents (50c) per meal served, to be paid to the waiter actually serving the meals. However, guests may be served during the regular eight (8) hours without extra compensation when the combined total of passengers on board and guests does not exceed 380 persons on the "YARMOUTH" and "EVANGELINE" type vessels.

(c) When in overnight service dining room men shall serve a total of 12 extra meals to Company officials or employees, guests, or Government officials within their 8 hours without extra compensation. Meals in excess of 12 shall be compensated for to the man serving same by payment of fifty cents (50c) per "extra" meal served.

**Section 7. Stores and Linen.** Members of the Stewards Department shall not be required to carry stores or linen to or from the dock, but when stores or linen are delivered aboard the ship, members of the Stewards Department may place them in their respective store rooms within their regular prescribed eight hours without the payment of overtime.

**Section 8. Cleaning Chill Boxes.** Members of the Stewards Department shall be assigned by the Steward to clean domestic refrigerated walk-in boxes and shall be paid at the regular overtime rate for the time that the work is performed. This shall not apply to refrigerators in pantries, messrooms, bake shops, etc.

**Section 9. Chipping and Painting.** Members of the Stewards Department shall not be required to chip, scale, or paint.

**Section 10. Sougeeing.** At sea, members of the Stewards Department, other than Porters, Utility men,

and waiters and bedroom stewards on day work when full passenger complement is not carried, shall be paid overtime when required to sougee; however, spotting up shall be performed within the regular 8 hours without the payment of overtime.

**Section 11. Shifting Ship.** When a ship is making a shift as prescribed in this agreement, Article II, Section 21, it shall be considered in port and overtime shall be paid to members of the Stewards Department on duty on Saturdays, Sundays, and holidays.

**Section 12. Required Complement.** (a) When members of the Stewards Department are required to do extra work because a vessel sailed without the full complement required by this agreement or because of illness or injury, the wages of the missing or disabled men shall be divided among the men who do their work, but no overtime shall be included in such wages. This shall not apply when extra work is not necessary due to the fact that the number of passengers carried does not require the services of the full Stewards Department complement.

(b) In port, members of the Stewards Department shall be paid overtime for work in excess of eight hours caused by the shortage in the department, but there shall be no division of wages because of such shortage.

**Section 13. Galley Gear and Uniforms.** (a) The Company shall furnish all tools for the galley including knives for the cook. White caps, aprons, and coats worn by the Stewards Department shall be furnished and laundered by the Company.

(b) The uniforms worn by the Stewardesses shall be furnished and laundered by the Company.

**Section 14. Fireroom, etc.** Members of the Stewards Department shall not be required to enter the Engine Room or Fireroom for any purpose.

**Section 15. Minimum Complement.** (a) No member of the Stewards Department shall be laid off Sundays or holidays while at sea.

(b) On ships arriving or sailing on Saturdays, overtime shall be paid to members of the Stewards Department for hours actually worked in port.

(c) When the ship is in port and no passengers are aboard but officers and crew are eating aboard, the minimum Stewards Department required aboard on Saturdays, Sundays, and holidays for the purpose of preparing and serving meals shall be one cook, one crew cook, one galley utility, five messmen, and one dining room man. The above members of the Stewards Department shall be required to do all cooking and serving the officers and crew in port. Other members of the Stewards Department whose service is not required by the Company shall not be turned on Saturdays, Sundays or holidays in any continental U. S. port.

**Section 16. Cleaning Toilets.** No member of the Stewards Department who is required to handle food for the unlicensed personnel shall be required to clean toilets or baths.

**Section 17. Day Work.** (a) When the full complement of the Stewards Department is carried and the passenger complement aboard ship does not require full Stewards Department service, members of the Stewards Department not required for the service of the passengers may be placed on day work and shall be subject to the following working rules:

(b) When members of the Stewards Department are on day work, they may be required to work in storerooms, linen lockers, toilets, passenger and officer quarters, messrooms, galleys, bake shops, and butcher shops, steward department passageways, and do general cleaning, including sougeeing, within their regular hours without the payment of overtime.

(c) When members of the Stewards Department are on day work their hours shall be from 8 A.M. to 12 Noon and from 1 P.M. to 5 P.M. Mondays through Fridays.

(d) When members of the Stewards Department are on day work they shall receive one full hour from 12 Noon to 1 P.M. for lunch.

(e) When any members of the Stewards Department on day work are required to change their hours so as to serve visitors, parties other than passengers, in the dining saloon, they shall be knocked off their day work at least four hours prior to the time of beginning such service or shall be paid at the regular overtime rate for all work performed outside of their regular day work schedule.

**Section 18. Penalty work.** Any work performed by the Stewards Department that is not recognized as routine duties in this agreement shall be paid at the regular overtime rate.

**Section 19. Authority of Chief Steward.** Nothing in these working rules shall be deemed to detract from the authority of the Chief Steward who shall be final authority aboard the vessel in all disputes in the Stewards Department, subject to the provisions of Article II, Section 9 of this agreement.

**Section 20.** The working rules for the Steward Department, as outlined herein, are applicable to Passenger vessels of the SS YARMOUTH and EVANGELINE type only.

|    |                             |        |
|----|-----------------------------|--------|
| 2  | Telephone Operators         | 150.00 |
| 1  | Linen Keeper                | 165.00 |
| 1  | Head Cafe Man               | 182.50 |
| 1  | Service Bar Man             | 172.50 |
| 1  | Cafe Waiter                 | 150.00 |
| 1  | Chief Cook                  | 260.00 |
| 1  | Second Cook                 | 220.00 |
| 1  | Third Cook                  | 195.00 |
| 1  | Fourth Cook                 | 180.00 |
| 1  | Assistant Cook              | 175.00 |
| 1  | Crew Cook                   | 205.00 |
| 2  | Galley Utilitymen           | 150.00 |
| 1  | Butcher                     | 222.75 |
| 1  | Baker                       | 250.00 |
| 1  | Head Pantryman              | 195.00 |
| 1  | Second Pantryman            | 180.00 |
| 6  | Pantry Utilitymen           | 150.00 |
| 5  | Messmen                     | 150.00 |
| 1  | Gloryhole Steward           | 150.00 |
| 2  | Porters                     | 152.50 |
| 1  | Stewardess                  | 175.00 |
| 1  | Deck Steward (when carried) | 155.00 |
| 1  | Office Man                  | 150.00 |
| 1  | Bath Steward                | 150.00 |
| 1  | Night Bellman               | 150.00 |
| 2  | Bellmen                     | 150.00 |
| 1  | Head Waiter                 | 205.00 |
| 1  | Captain's Waiter            | 150.00 |
| 3  | Dining Room men             | 150.00 |
| 22 | Waiters—Bedroom Stewards    | 150.00 |

## Manning and Wage Scale Off-Shore Service

| Number | Rating                            | Monthly Wage Rate |
|--------|-----------------------------------|-------------------|
| 1      | Chief Steward                     | \$325.00          |
| 1      | Ass't Chief Steward               | 225.00            |
| 1      | Second Steward                    | 220.00            |
| 1      | Third Steward                     | 185.00            |
| 1      | Storekeeper                       | 195.00            |
| 1      | Printer-Porter                    | 152.50            |
| 1      | Deck Steward                      | 155.00            |
| 1      | Ass't Deck Steward (when carried) | 150.00            |
| 2      | Bath Stewards                     | 150.00            |
| 1      | Stewardess                        | 175.00            |
| 1      | Ass't Stewardess                  | 150.00            |
| 1      | Gloryhole Steward                 | 150.00            |
| 2      | Officers' Bedroom Stewards        | 150.00            |
| 3      | Porters (Two to work nights)      | 152.50            |
| 1      | Linen Keeper                      | 165.00            |
| 3      | Telephone Operators               | 150.00            |
| 1      | Night Bellman                     | 150.00            |
| 3      | Bellmen                           | 150.00            |
| 1      | Head Cafe Man                     | 182.50            |
| 1      | Service Bar Man                   | 172.50            |
| 2      | Cafe Waiters                      | 150.00            |
| 1      | Chief Cook                        | 260.00            |
| 1      | Second Cook                       | 220.00            |
| 1      | Third Cook                        | 195.00            |
| 1      | Fourth Cook                       | 180.00            |
| 3      | Ass't Cooks (one to work nights)  | 175.00            |
| 1      | Chief Butcher                     | 222.75            |
| 1      | Second Butcher                    | 190.00            |
| 1      | Chief Baker                       | 250.00            |
| 1      | Second Baker                      | 211.25            |
| 1      | Crew Cook                         | 205.00            |
| 4      | Galley Utilities                  | 150.00            |
| 5      | Messmen                           | 150.00            |
| 1      | Chief Pantryman                   | 195.00            |
| 1      | Second Pantryman                  | 180.00            |
| 1      | Third Pantryman                   | 170.00            |
| 6      | Pantry Utilities                  | 150.00            |
| 1      | Head Waiter                       | 205.00            |
| 1      | Captain's Waiter                  | 150.00            |
| 18     | Dining Room Waiters               | 150.00            |
| 17     | Bedroom Stewards                  | 150.00            |

\*This rating is only to be carried on the cruise run.

The number of bedroom stewards in this Manning Scale is based on the occupancy of 170-186 bedrooms. When the number of rooms in use is less than 170, the number of bedroom stewards may be reduced by the ratio of one (1) bedroom steward for each ten (10) rooms. If the number of bedrooms exceeds 186, one (1) bedroom steward shall be added for each ten (10) rooms or fractional part thereof.

This manning scale is based on a maximum of 380 passengers. When less than 300 passengers are carried, the number of waiters may be reduced by the ratio of one (1) waiter for each twenty (20) passengers.

This supplement agreement is being signed subject to the ratification of the membership of the Union and in case no notice is given the Company within thirty (30) days from January 17, 1947, it shall be deemed ratified by the Union and binding on both parties hereto.

This supplement agreement shall automatically go into effect on January 17, 1947.

Dated:—January 17, 1947

EASTERN STEAMSHIP LINES, INC.

Signed by:

T. W. NORTON  
L. A. PARKS

SEAFARERS INTERNATIONAL UNION  
OF NORTH AMERICA

Signed by:

JOHN HAWK  
J. P. SHULER  
ROBT. A. MATTHEWS  
PAUL HALL

## Manning and Wage Scale Overnight Service

| Number | Rating              | Monthly Wage Rate |
|--------|---------------------|-------------------|
| 1      | Chief Steward       | \$325.00          |
| 1      | Ass't Chief Steward | 225.00            |
| 1      | Second Steward      | 220.00            |
| 1      | Third Steward       | 185.00            |
| 1      | Cashier             | 175.00            |
| 1      | Checker             | 170.00            |



# SHIPS' MINUTES AND NEWS

## THE GEORGE WASHINGTON GOES TO BERMUDA



Photo at left shows crowd gathered at dock in Hamilton, Bermuda, awaiting debarkation of the Alcoa vessel's passengers. At right is a view from the ship's bridge, as the vessel was tied up. Fort Townsend lies in the background.



Due to continued heavy demand for passenger accommodations, Alcoa has extended the George Washington's weekly run to Bermuda until April. The run, which began last July, was to have been suspended on Jan. 1. Passenger capacity was reduced recently from 270 berths to provide more two-room berths. The Washington leaves New York on Saturdays and returns on Thursdays.

## SIU Makes Short Shrift Of Chief Eng.

A problem that might have proved a difficult affair aboard a non-Union ship was swept aside in clean SIU fashion by the Engine Delegate aboard the SS L. J. Duster.

More accurately the problem was the Chief Engineer. The Delegate who set him straight was Seafarer Donald Short, Deck Engineer. The point at issue was overtime. Here's the story, as culled from a recent set of the ship's minutes:

It seems the Chief had some peculiar notion concerning overtime. He made some shelves in the steering-engine room—did it all by himself, too. When the Wipers put in for overtime, the Chief, very firmly, said no.

The Wipers, who know the advantages of Union protection against such incursions, went to their department Delegate, Brother Short. The Black Gang Delegate, in turn, saw the Chief Engineer. A discussion followed. When it was over, the Chief understood that his tactic was wrong and didn't hold water.

But the engineering officer wasn't one to give up after the first try. He next tried to get one of the Wipers, Brother King, to work on Saturday evening because he had missed three days work on account of a leg injury. Delegate Short set him straight on that one, too. The Union men held the line all along the way. Sounds like a good Short Story.



Posing on deck are three Seafarers: (left to right) George Tazzini, Joe Hilton and Deck Delegate Stanley Brown.



Brother Brown models the latest in sea-going headgear. All photos were taken by Stanley Hunt.

## Cooperation Sparks The Newhall Hills

Cooperation is the keynote aboard the Newhall Hills, Pacific Tankers' according to the minutes submitted by Brother D. Burback, who recorded the proceedings at the shipboard meetings.

Brother Burback, in giving the dope as to what took place at two shipboard meetings, stressed the cooperation received from Captain Lenahan, who attended the Good and Welfare part of the meetings.

At the meeting of Nov. 2, the crew invited the Master to sit in on the last part of the session, at which time he agreed to the painting of the quarters as per



crew vote. For his cooperation the crew gave him a vote of thanks.

At the next meeting, held Dec. 8, the Captain was again invited, and gave his okay to have a washing machine installed in the gun crew quarters head. This time it was the Captain who did the praising. He rose and gave the crew a vote of thanks for their cooperation.

The amiable relations between Captain Lenahan and the SIU crew aboard has its assets for the ship's delegates at both meetings reported no beefs in their respective departments. The meetings were chaired by Brother Shea.

According to the terms of the subsidy, a minimum of 12 sailings a year must be made to the ports specified.

The commission's approval of the Mississippi outfit's request for an operating differential subsidy was granted under the Merchant Marine Act of 1936. The Government financial aid is given to enable American shipping companies to meet lower-cost foreign competition.

A subsidy was granted also to the American South African Line for a service out of Atlantic ports to the West Coast of Africa. An application from Seas Shipping, Inc. for a subsidy to operate over the same route was denied.

The commission, in explaining the rejection of the Seas Shipping application, said a survey of traffic potentialities indicated that movements from Atlantic ports are not yet in sufficient volume to warrant subsidies to two operators.

## Four Seafarers Injured On Coastal Mariner

Four Seafarers were injured, three of them seriously, in an accident aboard the MV Coastal Mariner, at sea, on Jan. 1. The three with serious injuries are in a Norfolk hospital, where they were rushed after being transferred from the Mariner to a Coast Guard cutter off the Virginia shore.

The accident occurred at night as the Deck Gang was stowing lines in the forward part of the ship, according to R. L. McKenzie, a Coastal Mariner crewmember.

The victims of the accident, who were hospitalized, and the injuries they sustained, are as follows:

FITTS, ROY, an AB of Tynningville, Miss.; broken arm and back injuries.

BURGOS, JUAN, an OS, of Tajapo, P. R.; broken leg and back injuries.

McNEELY, JAMES, Deck Dept., address unavailable; both legs broken.

Pedro Erazo, the Coastal Mariner's Bosun, suffered minor injuries in the mishap but did not require hospitalization.

Immediately after the accident, the vessel, which was on a southern run, headed for Norfolk, the nearest port, so that the injured men could be transferred to a hos-

pital, and replacements for them taken on. Meanwhile, the Mariner's Captain, radioed the Coast Guard to have a vessel ready in the stream to lend aid. Heavy fog impeded the Mariner's progress and she arrived off Norfolk five hours late. The cutter likewise had difficulty making the rendezvous, due to the poor visibility, McKenzie reports. The Mariner dropped anchor and waited for the cutter to arrive.

Two hours later, McKenzie said, the cutter came alongside the Mariner and removed the injured Seafarers. She headed for port, while the Mariner resumed her course.

## Severe Storm Abates In North Atlantic

The violent storms that have plagued trans-Atlantic shipping for 10 days appeared to be subsiding last week end. Heavy fog that further hampered ship movements had lifted and operations began to approach normal.

For the entire ten-day period, ships plying the North Atlantic lanes were buffeted about on the storm-swept seas. Crews of battered vessels arriving in East coast ports from one to four days late, reported that they encountered waves 50 to 60 feet high at the peak of the storm. Winds of hurricane proportions added to the hazards.

In addition to the delays in ship arrivals, postponements in the sailing time of numerous vessels were announced as a result of the heavy fog in New York harbor.

### TRAWLER MISSING

Late reports said that the search continues for the Boston fishing trawler, Belle, unheard from since Jan. 9, when she radioed that her engines were disabled 100 miles off Boston. Eight planes have joined the Coast Guard cutter combing the Cape Cod area for the missing vessel, which has a 17-man crew. Another storm casualty, the

## Mississippi Gets Subsidy For New Run

The Mississippi Shipping Company has been granted a subsidy by the Maritime Commission for service between Gulf ports and ports on the West African coast from the southern border of French Morocco to Cape Frio.

British tanker Fousularca, has not been heard from since her report on Jan. 15 that she was unable to steer because of rudder damage. The Empire McCallum, a British freighter, was believed to be in somewhere near the stricken tanker, approximately 300 miles east of St. John's, Nfld.

A Canadian freighter, originally reported to be breaking up in a storm off Argentina, Nfld., is now heading south for Bermuda. Aided by following seas, the freighter was proceeding at seven knots.

Veterans of North Atlantic crossings said that the storm was the worst within memory.



# Digested Minutes Of SIU Ship Meetings

ARGONAUT, Dec. 8—Chairman L. Meaney; Secretary J. Evga. Motion carried to delegate one man to secure new books for library. Motion carried to fine anyone abusing pantry toaster. Motion carried to fine anyone leaving dirty cups on messhall tables; wearing dirty clothes into messhall; defacing messroom in any way. Fine agreed upon to be 50c minimum, with money to go to the hospital fund. Good and Welfare: There was a question on the floor as to whether there is adequate linen aboard. Steward said there is enough linen and soap.



pair all porthole gaskets that require such work; check and repair all toilet bowls; repair all bed springs; repair or renew all lockers in crew quarters; have ship fumigated.

WILLIAM H. CLAGETT, June 13—Chairman J. Flanagan; Secretary R. Littleton. Delegates reported everything okay. Motions carried: to draw up a list of fines owing to the condition of toilets, messroom and passageways; that money collected be donated to hospital fund; that the ship's delegate present the Captain with a copy of the rules pertaining to keeping the messroom in good condition. Good and Welfare: Brother Flanagan read a letter which he wrote to Brother Renz, Baltimore Agent, in regards to the Coast Guard's attitude toward a sick man on this vessel. A suggestion was made for the men to give the names and addresses of some good gin mills down South America way to be sent to the Log. One minute of silence for departed brothers.

LEBORE, Dec. 22—Chairman (not given); Secretary John E. Harris. Due to having so many non-union men aboard, all books, strike clearance and dues were checked before meeting was called to order. 18 members were present which comprised the union crew on board the ship. We are hoping the next trip will have a 100 per cent union crew. Steward Department delgate reported Bedroom Steward to see Patrolman about Steward counting dirty linen. Cooks to see Patrolman about the cleaning of iceboxes if the three weekly hours for cleaning applies to this company. Good and Welfare: Recommended that one non-union wiper, who calls himself "Chief Wiper" be removed from P. O. mess.

## Keep It Clean!

It is the proud boast of the Seafarers International Union that an SIU ship is a clean ship. Let's keep it that way. Although most of the crews leave a ship in excellent condition, it has come to the attention of the membership that a few crews have violated this rule. So they have gone on record to have all quarters inspected by the Patrolman before the payoff, and if the conditions are unsatisfactory, he has the right to hold up the payoff until everything is spic and span.

Remember that the Patrolman can only have repairs made if he knows what has to be done. Cooperate by making up a repair list before the ship docks. Give one copy to the Skipper, and one to the Patrolman. Then you'll see some action.

EVELYN, Dec. 22—Chairman Matthew Brune; Secretary Everett W. Swanson. Motions carried: to serve Christmas dinner on Tuesday; to place perculators in officers lounge, crew's mess, and engine room accepted; that request be made to Captain that crew be paid off in full on December 31, and articles be broken so the crew's income tax would not be fouled up. Also that some sort of receipt be made out with a total of overtime due when a draw is made within the six month's articles. Good and Welfare: plea made by Tilley that all excess linen be brought back to the Steward. This was mainly for face towels, due to the shortage. Request to have First Engineer remove or fix plug in laundry room for the use of iron. Request to put braces around the crew's mess hot plate. Request to install writing desks in all crew's foc'sles. Request to install sufficient locker space in order to hang dress clothes. One minute of silence for Brothers lost at sea.

## Wanna Electrocute A Cheese-Burger, Bud?

Grilled cheese sandwiches are to be grilled—not toasted.

But some guys aboard the SS Wild Ranger have a theory that it works the other way around, according to a recent set of the ship's minutes.

These cheesy experimenters have been bucking the elements by placing the cheese in the bread toasters, and the elements are beginning to show the effects. Consequently, the toasters are breaking down.

The perpetrators have been advised to lay off, the minutes say. For their own good, too. If they fail to heed this sound, earthy advice, they may find themselves eating their grilled cheese snacks riding skyward on an overdose of current.

The toasters, it was brought out at the meeting, are of high voltage.

That should be enough to make anyone think twice.



NEWHALL HILLS, Dec. 8—Chairman W. Shea; Secretary Burbach. Departmental delegates reported everything okay. New Business: Motion carried to have committee elected to approach Captain regarding the use of the gun crew quarters head as a laundry. Good and Welfare: Suggested Chief Steward try to procure equipment such as toasters, electric perculators, and juice squeezers. It was decided that each foc'sle for repairs such as locks, lockers, screens, fans, bunk lights, etc., and to turn list into the Ship's Delegate. Also decided to have slopchest checked by patrolman before ship sails regarding cigarettes, etc. Raingear for fellows working in tanks should be furnished by company and should be purchased before next trip. Captain called to meeting and gave his thanks to crew for their spirit of cooperation and gave his okay to install a washing machine in the gun crew quarters head. Said he had already taken steps to have glass ports installed. Crew gave Captain vote of thanks.

# SEAFARER SAM SAYS:



## CUT and RUN

By HANK

Shipping sure picked up. January-registered cards are going out fast because the wet ships are finally coming in, wagging their fan-tails and shaking off that recent big Atlantic storm. Well, since his shipping mate, "Lil Abner" Barthes, the newly-welded electrician, shipped out—Brother J. Schupstik, nicknamed "Chopsticks," is anchoring down this town by himself, after his other shipmate, Deck Engineer Guy Whitehurst, also shipped. Brother "Red" Summers, who's waiting for an Oiler's job, smilingly said that he was accidentally involved with a South Street NMU stiff and a copy of the Pilot. Steward Joe Ryan is still aboard the tug, Pigeon Point, probably waiting for the company to give him a vacation or a pension. Little Joe really dishes out with real tasty humor, indeed. Fireman-Watertender W. W. "Boaty" Boatwright just grabbed a scow this week, we've noticed. Last week, Bosun "Lucky Lee" Luciano and his wife, celebrated the happy birth of his third mate's ticket. Congratulations, good luck and mucho clear sailing when you get your first ship, Lee.

Brother John W. Prescott, Electrician was in town about two weeks ago. Henry Robinson just blew in after an Isthmian trip. Oldtimer Steward Frank Inman is still in town. Frank, we had no special Steward in mind when we recently wrote that article about belly-robbers. We wonder if Bosun Robert Hillman and Sam Lutrell are sharpening their winter tools and mothballing their horse sense for some ship soon. Even oldtimer Isaac Miller is waiting for a ship—any ship going anywhere. Before Leslie Leslie Brilhart sailed, he celebrated Christmas by telling us of his son, Robert John, who was four and a half months at Christmastime. Sorry, Leslie, but your photo of your son was not printed since it was too small and faded.

Relaxing from repairing electric bulbs and winding up those electric winches, Electrician Frank Bose sends us this short-circuited letter: "I see by the papers (Log) that you are getting to be quite an editorial writer. Can't see how you analyze the Steward situation the way you do. Now take me (if you have a strong stomach), I figure it this way. When I go aboard a scow, I look up the Steward. If he's of the big fat type a la Collins or Seeburger, then I figure he likes to eat well and so I take a chance and sign on. If he's the tall skinny type a la J. P., I decide to stay ashore a little longer. The big, roly-poly type feed much better. Of course, this is only one man's opinion. Mine. Hope this don't start a controversy about Stewards, but I just thought I'd let you know how I pick them. I'm taking a short vacation and won't be ready to ship until some time in March. Just sitting around, spending all that retroactive and blood money I earned last trip. Good luck and I'll be seeing you." Well, Frank, your shipmate of an electrician, Charlie Scofield, says that when you were with him on a ship you never did eat anything, anyway. Just gin and Virginia Dare!

Here's a list of oldtime Brothers in two departments, who either shipped, or are still in town: Stewards Dept.—M. Gordils; V. Bonet, F. Guinjaya, J. McGrath, H. Martin, C. Choice, G. Mirabueno, J. Hernandez, A. Gurskie, M. Serrano, A. Frizarry, A. Vance, P. O'Connor, E. Seeley, Colon Juan, R. Martinez, V. Silva, A. Morales, A. Sanchez, A. J. Lomas, V. Hammarcrea. Deck Dept.—L. Figueroa, R. Garrett, P. Sofo, A. Garofalo, J. Corsa, J.J. Livingston, C. De French, S. Lesley, J. Landron, F. Fromm, E. Larson, N. Lundquist, F. Martens, J. Norgaard, P. Barbosa, L. Zwerling, W. Morse, M. Murphy, A. Gonzalez and J. Rockhill.



MALDAN VICTORY, Dec. 29—Chair. R. L. Arnall; Secretary L. B. Clyde. New Business: to have port officials investigate through company why seamen can't get U. S. money in foreign ports of call; to investigate slop chest on insufficient clothing for cold weather and items required by Federal law; all crew members and pro-book members be obligated at earliest convenient meeting; that all crew members stay in contact with Union Hall until all disputed overtime is settled; that any crewmember being disorderly or drunk at payoff will be fined \$5, money going to Seafarers Log; that all crewmembers turn in all dirty linen to Steward and leave quarters clean for new crew. Good and Welfare: to have all radiators repaired or replaced; repair locks on all doors that require such work; run steam line into crew's laundry; re-

# THE MEMBERSHIP SPEAKS



## Labor Must Gird For Fight To Preserve Hard-Won Gains

Dear Editor:

The excellent editorial in this week's Log (Jan. 10) gives a true picture of how Congress operates as one of the arms of Big Business. It ends up saying that the only way that labor can lick this monster is to organize against this mis-representation of the American working people.

Okay, Brothers, that's the straight goods. But what kind of organization is it that labor needs in order to beat these Washington servants of the monopolists at their own game? If economic organization alone could do the trick we would have had them on the run a long time ago.

The 15 million members of American trade unions are not only the strongest labor movement in American history, but also the strongest labor movement the world has ever seen. And yet the Washington bureaucrats are able to threaten us with vicious anti-labor legislation which will deprive us of all we've earned, the hard way, over the years.

### MINER'S STRIKE

Let's look at it this way. Recently our brother union, the United Mine Workers, were



forced to hit the bricks for higher wages and better conditions. Economically their strike was a great success. It could hardly have been more successful. You could take all the scab coal that was mined and pile it into a fly's eye and it wouldn't make him blink. And the miners received support from all sections of the labor movement, our own Union included.

Nevertheless, they had to go back to work without their contract. Why? Were they beaten economically? No! They were beaten by the political combination of the courts of Big Business and its ally, the corporation-dominated Congress.

### POLITICAL SET-UP

Well, Brothers, it looks like this: Economic action, by itself, is just not enough to bring home the pork chops nowadays. Whatever we wring out of the shipowners and industrialists by our hard fought strikes they steal from us by their control of the political set-up of this country. And the



only way for us to beat their politics is for us to organize ourselves politically. Only by an independent organization of all labor can we put an end to the switch game that the two corporation-dominated parties have been running in the Capitol for years.

It will only be when we have our own union representatives in the houses of Congress and we back them up all up and down the economic front that we will be able to call the shots on whether or not this country is to be run for the shipowners and their allies, or for the seamen and our allies.

Joseph Dames

## 'ONE HAPPY CREW'



All full book men, says the information accompanying this picture of the SS John P. Mitchell. It adds that Jack Zievies is Bosun aboard the Robin line vessel.

## The Threat Of Idleness Sharpens Need For The Four-Watch System

Dear Editor:

Today, and every day, we read of workers crying out in protest against increased prices and idleness being forced upon the wage slave by his masters of the capitalist system. To meet such a problem, we as workers, especially in the Marine Industry, must advocate the four-watch system to stem the tide of unemployment that will eventually roll upon us, as it has done after all of these so-called reconversion war periods.

There is something structurally wrong, and vitally wrong, in any human society wherein men are held inferior to machines and money. The earliest, and the simplest, of instruments are the plow and the ax. The primitive man who used them was also the owner of them. He was their master; they were his tools.

There came a time when the user of the tools found that somebody else owned them, and that the person who owned the tools—a person whom he may have never seen—could deprive him of their use, and expel him from the land and send him into outer darkness without means to support himself.

### PATTERN DEVELOPS

From this beginning the pattern of capitalist society developed. But it became so thoroughly entrenched in the course of centuries that the social order itself degenerated into a function of capitalism. We have seen the spectacle of millions of people out of work and living on public charity, while in the silent mills and ships' graveyards, machinery stood in shining insolence, carefully housed and protected.

Thousands of thoughtful and class-conscious workers in years past have looked to the general strike for deliverance from wage slavery. Today their hopes are stronger than ever. Their number has been increased with additional thousands who are confident that the general strike, and the general strike alone, can save humanity from the torture and degradation of the continuation of capitalism and the misery and

privation of its recurrent wars and depressions.

### LABOR'S CHILD

The general strike is the child of the labor movement. It is Labor's natural reaction to a system of society based up on the private ownership of the machinery of production. It is Labor's ultimate attitude in the class struggle. It is Labor's answer to the problem of economic disorganization.

Logically enough, the general strike has become the rallying-cry of millions of persons the world over who favor it simply because they do not wish to see the highly industrialized modern world sink into chaos, and human society sink to the level of

savage survival.

The idea of the general strike is here to stay. It came into being with the perfection of the machine process and the centralization of control which made it possible. And it will remain as a constant challenge to capitalism as long as the machinery of production is operated for profit instead of for use.

"The working class and the employing class have nothing in common. There can be no peace so long as hunger and want are found among millions of the working people, and the few, who make up the employing class, have all the good things in life."

Joseph Buckley  
Baltimore, Md.

## Seafarer Sails On Standard Tanker, Finds Union Needed

Dear Editor:

Having heard so much about the lovely conditions enjoyed by Standard Oil seamen and as how there was no sentiment for organization I decided to make a trip on one of their scows.

I signed on in Houston, Texas, as AB aboard the SS — bound for New York and during my



trip up the East Coast I learned a lot about open shop conditions.

On my watch below I used to listen to my watch partner, who was an old time S. O. tanker, relate how the company used discrimination against old timers who refused to honey around the officers and not carry tales against their shipmates, by pulling them off the ships and assigning them to shore relief

jobs where S. O. could keep an eye on them. Also if the company suspected that they had union ideas, the S. O. would have their company doctors disqualify them physically and on many other pretenses to get rid of them.

### SIU FRATERNITY

On this ship a seaman who has been used to union conditions and enjoyed the fraternal comradeship that exists among SIU members could see that these unorganized yokels had no use for one another and were afraid and suspicious of each other's intentions. They seemed to always be looking for a chance to get something on each other so they could run to the Mate and snitch on one another.

Regardless of the big money that S. O. pays their seamen, the desire to organize and enjoy union hiring and conditions is strong among the better element of old time tankermen working for S. O. and they will eventually organize in the SIU to achieve these conditions.

My impression is that the bonafide Standard Oil seaman resent the company-union plan of and it is only the ranting kind of "Johnnie-come-lately" that sticks up for it.

Ropeyarn

## Log-A-Rhythms

### Tale Of A Trip

By Dennis Saunders

She's a Laker, a Bull Line ship,  
And she sailed out on a southern trip,  
She had dead heads and gas-hounds in her crew,  
And some who didn't lush, but they were few.

Characters from all parts of the U. S. A.  
Were on the Jean when she went out the bay,  
From Baltimore to Santos all went well,  
But in Santos they let out like wild men in hell.

The Chief Cook stayed drunk for two weeks straight  
And cursed everyone from mess boy to Mate,  
The old man spent his time paying bail  
For fun-loving characters who had got in jail.

The purser was a phony, the Third Mate was too,  
Such were the men who comprised the Jean's crew;  
Chips was a bull-thrower, and to him  
Throwing the bull was a natural whim.

Frank, the messboy, was a ladies' man,  
Until, one night, he was lodged in the can;  
Sporty (chief character) was a natural viper,  
But the Worst Assistant changed him to wiper.



There was Red, with the great big feet,  
Who never seemed to get enough to eat,  
Then Teddy, who stayed true to a loved one at home,  
And swore that nevermore would he roam.

And don't forget Rispoli, the Brooklyn Blimp,  
Who fell for Celia until he was a simp,  
Also C - - - from Virginia Hills,  
Who always boarded but never paid bills.

And every day on a drinking bend  
Stayed Jimm B - - - on a Lost Weekend,  
So did Jimmy the Bosun, a Simon Legree,  
Who drank all he could when it was free.

(Continued on Page 13)

# Seamen's War Record Earned Them A 'Bill Of Rights' — Bause

Dear Editor:

If you will permit me, I would like to reply to the unnamed SUP Brother regarding my "exaggerated statement" on food and conditions in this institution.

I would like to assure the Brother that as far as food in concerned, it has improved considerably since a year ago today. A year ago, the food was not only insufficient, but also was served cold and of poor quality. There is still much room for improvement.

I merely took advantage of my rights as an American citizen, at



the time, to criticize a deplorable situation. I saw no reason not to sign my name. I have enough confidence in the truth of my statement or I would not send them to be published.

### AGREES ON LAXITY

Your statement that attention is lax has its point. Let me call

## Log-A-Rhythms

(Continued From Page 12)

Diego, Tony, Carlos and Cintron were San Juan men

Who swore never to sail deep sea again.

Three dogs were also in the crew, Along with a cat and a monkey too.

Then there was Hugh who slept on the floor

In his condition he couldn't get out the door.

L - - - spent his first night ashore In company of a lady who proved an awful bore.

Goldie, Jerry and Callis wouldn't drink

But they were right guys, so I think.

Lame-brain Sammy stayed off the beam.

He once tried to catch a bucket of steam.

Santos and Rio were two ports they made.

B. A. and Rosario were the longest we stayed.

Montevideo for fuel and some letters mailed.

And on to the Canary Islands they sailed.

In the twenty days they spent at sea,

Every one was as sober as could be,

But ashore in Las Palmas they ran into some

Brandy, wine, Cognac and rum.

At present the Jean is bound for Sweden shore,

Where the characters hope to indulge in more

Of anything that contains a bit of alcohol.

As long as it's not hair tonic or petrol.

So, the Chief Bellyrobber, your usual scribe,

Bids you goodbye, from this character tribe.

your attention to a few facts that you may not know. I am in Ward B-5, so we shall take it as an example.

This ward is designed to house 14 beds. It has, today, 28 beds, including the solarium. Reason I mention this is that it may explain why you cannot get the nurse or orderly when you need them. I am reasonably sure that, while the patients have almost doubled, the staff has not been increased accordingly.

I don't know where the pressure should be put to remedy those conditions, but Washington, D. C. is a good place to start.

I regret, Brother SUP, that you criticized my statement rather than state your own complaint, for if you stated where the wrongs exist, something could be done about it.

I repeat, food and conditions have improved since I entered the hospital, and I am just as quick to show my appreciation as I was to criticize. That fact that this institution is overcrowded shows that hardships must be worked on the patients.

As a Union man I am aware that the condition also works hardship on those that take care of us. I have seen the same doctor coming in here at 7 a. m., leaving between 6-7 p. m. (Uncle Sam does not pay overtime here.

Although this place is known as a Marine Hospital, it is not for seamen only. Seamen are in the minority, in fact. I honestly believe that in the 12 months I have been here I have received the same attention the other patients. Facilities of all marine hospitals are overworked. The answer lies in more hospitals,

in order that the American seamen can get adequate care. Even though the American merchant marine has expanded to top position in world shipping, the government still works with the same facilities as when we were near the bottom of the list.

I would like to call to the attention of all Seafarers the fact that an effort is being made in Washington by Representative Fred Bradley of Michigan, the new chairman of the House Merchant Marine Committee, to pass a seamen's "Bill of Rights." This would give all seamen with wartime service, similar rights as contained in the GI bill, such as hospitalization, education, etc.

This bill was approved by the committee in the last session of Congress but was not acted upon in either House. This matter is of extreme importance and should be discussed at every meeting aboard ship and in the Union Halls. Send your sentiments to Rep. Fred Bradley, Chairman, House Merchant Marine Committee, Washington, D. C. Do it now!

More than 6,000 seamen gave their lives during the war, thousands more were disabled for the rest of their lives. Let's see to it this bill is not pigeon-holed. It may not seem so now, but it is a life-line that all of us will need sometime.

All wartime seamen have earned the right to these benefits, as contained in the bill. We should not, and must not, be deprived of it. It is our right and we will win it. Let's go!

William Bause  
Marine Hospital  
Staten Island, N. Y.



## GI SEAFARER WANTS INFO ON STATUS AFTER RELEASE

I have sailed as a member of the SIU, but since have found myself in army uniform. Therefore, I have a question to which I would appreciate an answer from you.

My papers were stolen from me while I was in basic training, and I would like to know what procedure I can follow in order to have them duplicated.

I was a tripcard man before I came into the army. I had enough time to get my probationary book, but I put it off until the next trip, as my payoff was very small. Before I could make another trip I was in the army.

Is there any way I could continue sailing after I am discharged without continuing as a tripcard man? In short, could I possibly get my probationary book while I'm in the army? If not, is there anyway I can be sure of getting my tripcard back when I get out?

Pvt. Billy E. Clantz  
APO 547, c/o PM  
San Francisco, Calif.

**ANSWER:**—Insofar as your papers are concerned, it is advisable that you communicate with the U. S. Shipping Commissioner now in the port where you originally got your papers. However, you can procure duplicates from a shipping commissioner anywhere, we have been told.

As for your status in the Union, the procedure is for Seafarers now in the armed forces to forward their cards or books to headquarters, where they are inserted in a file, pending discharge from the service. Dues must be paid up to the time of entry in the forces. Upon release from service, you can receive your card or book by coming to Union headquarters with your discharge papers.

In your case, however, we were unable to find any records, so we have turned the matter over to the bookkeeping department. They will check back and will communicate with you directly.

# Maine Seafarer Proposes Branch For Portland Port

Dear Editor:

I am a Portland, Maine, man and I believe I have a beef that I would like to bring to the attention of the membership.

Boston handles the shipping for the Port of Portland, although part of the time Portland has more shipping than Boston. Everyday a tanker or two comes in here. We're trying to organize tankers—right? Well, we have plenty of both Union and non-union tankers coming in; also a considerable number of freighters. This is also a port for Isthmian intercoastals, and I believe, therefore, we should have a hall here.

### SHUTTLE RUN

When a ship signs on or pays off here, we have a Boston Patrolman who has to make a shut-



tle run up here. The distance is 103 miles each way.

In the last month I have been on that shuttle run. I can't afford to live in Boston. (It's too cold to live in Boston Commons even if the cops would let me).

I have attended the last two meetings in Boston which I have to do in order to keep my ship-

## SEAFARER LIKES THINGS 'DEEP IN THE HEART OF'

Dear Editor:

Just to break the monotony of post-voyage articles in the paper, I'm writing a little pre-voyage note. This should be a good Voyage No. 1 aboard the good ship SS Charles Goodyear, of the Waterman company.

This is one of several ships that Waterman has pulled out of the Mobile river in the last couple of weeks. Shipping was the best I have ever seen two weeks ago in New Orleans and Mobile. This is especially true now when it is considered that Night Cook and Baker's jobs will be scarce as hell. There were several available down there in the Gulf.

### YOUNG CREW

As far as the crew goes aboard this ship, most of the men are in their early twenties, except for the Steward, Chief Cook and a couple of engineers.

We've been here in Galveston for 11 days now, and today is the first warm, sunny day we've experienced. Texans really got a nice 25 degree touch of our yankee weather. Oh yes, we've had quite a little "California dew," too.

All in all, Texas is really a friendly and carefree place to be. These Texas gals are really nice to dance with. They don't think evil like one is accustomed to find in most East coast ports.

Here's wishing all the Brothers well. I hope you've all recuperated from New Year's Eve. As for myself, I sailed out of Mobile at 10:30 that glorious night.

Robert A. Lowry  
Houston, Texas

ping card. At the meeting, 15 or 20 men get excused even though they live in Boston. Some are legitimate excuses, but most are probably not. I beefed against this but was over-ruled by the members, which is their right.

### MAINE TRAVELERS

But the Brother members who live in Maine and have 200 miles or more to travel are not excused. Why?

A few days ago the steamship agents told me they were going to call Boston for ABs the next day. I called Boston and asked them to throw in my shipping card by telephone because I was broke and didn't have the money to go to Boston and then back to Portland again to catch the ship. After that I raised enough money to go to the meeting and out of curiosity asked the dates of the men that got the jobs. One man had registered two days before. I therefore lost a job.

If headquarters can do anything to remedy this situation, the Maine brothers will be very much obliged.

Bob Burns

## CHOW SETUP POOR AT NEPONSIT, SAYS PATIENT

Dear Editor:

Sometime ago there was an article in the Log stating that there has been a new \$100,000 unit for cooking installed here and that we would get better meals.

Well, all I can say is that someone gave out the wrong dope because things have not changed. In fact, they are worse. The articles also said that we would get more hot rolls and biscuits. To tell you the truth I don't think they have anyone here that knows how to make them for we never see any.

According to all medical books and doctors, TB patients are supposed to have good, wholesome and nutritious food four, five and even six times a day. Well, the setup here is breakfast at 7:30 a. m., dinner at 11:30 a. m. and supper at 4:30 p. m. From 4:30 p. m. until 7:30 a. m. the next morning they give you a glass of milk at about 7 p. m. That is supposed to do you until the next morning.

### HAVE GOOD APPETITES

Most of the patients here have good appetites and they are up and around. It is not enough even for the sick bed patients.

What I want to get at is why they can't make two shifts in the kitchen, say from four to twelve and from twelve to eight. Then someone would always be in the kitchen and we could have a decent breakfast and a night lunch.

As things are the kitchen is not open before 6 a. m. and you know you can't prepare a good meal in one and a half hours for 300 patients and about 100 employees. If you can, you're no, a cook—you're a magician.

James S. Campbell



## SIU Pledges Full Support To CIO Shipmen

(Continued from Page 1)

Board, last September. Brother Hall also explained that this same union had gone down the line with the SIU on several other beefs, and that they were entitled to the full support and backing of the Seafarers.

### PASS RESOLUTIONS

Following the discussion, several Seafarers hit the deck and all agreed that SIU support for the Shipbuilding Workers should, and would, be forthcoming. In line with this, a resolution was introduced to the meeting and was passed unanimously.

The resolution pledged all-out support from the SIU for the IUMSWA strikers, with the further stipulation that all shipowners who had contracts with the Seafarers would be notified that SIU crews would not handle ships going into the struck shipyard.

Further, the resolution promised any necessary support to the strikers. This will not probably take the line of financial support, inasmuch as the Shipbuilding Workers had asserted that they needed no financial assistance.

This action on the part of the Seafarers carried through on the SIU policy of cooperating with and supporting any legitimate strikes, whether the striking union be an AFL affiliate or a CIO union.

Certainly, a union like the Shipyard Workers, which has fully cooperated with the SIU on several occasions, deserves, and will get all-out support from the Seafarers.

## Send Those Minutes

Send in the minutes of your ship's meeting to the New York Hall. Only in that way can the membership act on your recommendations, and then the minutes can be printed in the LOG for the benefit of all other SIU crews.

Hold those shipboard meetings regularly, and send those minutes in as soon as possible. That's the SIU way!



By JOE VOLPIAN

Accidents aboard ships caused by heavy seas are frequent, and pose many interesting questions which the Courts are called upon to decide. Invariably, the defense set up by the shipowners is that the heavy swell which swept over the deck was an "Act of God" for which they are not responsible, and which they could not foresee and therefore could not provide against. This defense rarely holds water.

The first point to be considered from the injured seamen's angle is: Why was he sent out on open deck or other unprotected place to perform work which could have been done in calm weather or in a safe port?

Many cases arise where a ship sails from port after being loaded with cargo, but before the crew has had a chance to completely batten down hatches, or to properly secure cargo, or to secure gear, etc; the Master of the vessel, it is found, is trying to save the payment of overtime to the crew, or perhaps he is in a hurry to set a speed record, and so he sets sail thinking of having the crew do this work while on the high seas.

On the high seas, rough weather is encountered and all hands are ordered out on deck to do the work which could have been done, and should have been done, in a safe port.

Men are ordered out on deck to do dangerous work under extremely hazardous conditions under the guise of "safety of the ship" for which they may not make claim for overtime.

### STORMY WEATHER

The merchant seaman is not so much concerned with the paltry overtime which he loses by this trick, but what he so rightly decries is the fact that it is he who has to go out on the open deck in a raging storm, with heavy seas smashing across the slippery decks, to do something which could have been safely done before and under more favorable working conditions.

Another point to be considered concerns proper navigation

during rough weather. When seamen are ordered out to perform work on deck during inclement weather, the Master of the vessel should cause the vessel to be heaved to in order to afford the men some shelter from the seas.

He should also reduce the speed of the vessel. Failure of the Master to take these precautions may determine the liability for any injuries or loss to the seamen.

Still another point to be considered is: What precautions were taken by the officers to prevent the men from being washed overboard or injured?

For example, were life lines provided on which the men could hold to prevent being washed overboard? Could the storm have been anticipated in advance by radio communication, weather reports and ordinary sea experience?

If the storm could have been anticipated, then the Master should have seen to it that all necessary deck work was taken care of before the full fury of the storm struck. If necessary, he should alter his course to escape the brunt of the elements.

The loss of life and serious injury suffered by the seamen is deplorable enough, but when the claim agents employed by the shipowners then try to induce the victims or their next-of-kin to accept small amounts in settlement of their claims, because, as they assert, there is no liability for an "Act of God"—that is downright dishonesty.

## Isthmian Men Even More Pro-SIU Than Bargaining Election Showed

### Isthmian Fisherman



Isthmian volunteer organizer Charles H. Cummings claims to be the only Seafarer who ever caught an AB with his fishing ability.

Charles H. Cummings, who sails Deck Engineer, has made a couple of trips on the Isthmian well-qualified to give out with a scow, Monroe Victory, and is little Isthmian chatter. It's Charlie's studied opinion that Isthmian is practically all SIU today with very few NMUers left in the fleet.

This is not only due to the fact that Isthmian men voted SIU and that the NMU is delaying an SIU contract, but also because of the many advantages which Isthmian seamen can see in Seafarers membership, according to Cummings.

On the Monroe Victory, only a couple of NMUers are left, and this includes their ships organizer in the Stewards Department.

Brother Cummings declared, "A number of Isthmian men who were carrying NMU books have become disgusted with the internal dissension going on in that outfit. In addition, the statements of Curran and others, which reveal the commie control of the NMU, have made these men realize that they want no part of such a set-up.

"Isthmian seamen today realize," went on Cummings, "that only by joining the SIU can they secure real, honest-to-goodness union representation. They also are aware of the fact that the Seafarers is the only maritime union which is not only democratically run by the members, but is also completely free of any phony political entanglements with the commies and their stooge outfit, the CMU."

### REAL FISHERMAN

Among his many other accomplishments, Charlie claims to be the only SIU fisherman in existence who ever caught an AB on his hook. It happened in this manner: Charlie was trolling for whatever he could catch while

his ship was moving slowly at around ten knots. He was using gum wrappers (cellophane) for bait and had already caught two king mackerel.

Suddenly, there was a terrific pull on his hook; Charlie thought it must be at least a young shark. So, he pulled, and pulled. Finally when he had reeled his line in, an arm with an attached body broke the water's surface. Yes, sirree! He had hooked a man!

Seems as though one of the AB's had been draining out one of the lifeboats, when the boat broke loose and carried him overboard. The boat turned over on the helpless seaman, and he was partially stunned.

Chances are that, if Charlie hadn't accidentally hooked the lucky AB, that he would have been carried away by the ship's wake and drowned. However, he was lucky and only sustained a badly torn arm where the fish-hook ripped into the flesh.

### ISTHMIAN STATUS

Incidentally, while on the subject of Isthmian, here's the latest on the status of that company. Nothing new has developed since the Log article of last week.

The National Labor Relations Board is still considering the charges contained in an NMU brief that there was collusion between the SIU and the Isthmian Steamship Company in the recently-concluded election.

Certification of the SIU as the sole collective bargaining agent for all Isthmian unlicensed personnel will be held up until the NLRB hands down its final decision in this matter. However, there is no doubt of the final outcome as the Seafarers has clearly won the election with a 58.7 percentage, and the NMU's phony charges are merely so much whistling in the dark.

The only loser in the NMU's stalling devices is the Isthmian seaman, and the NMU misleaders certainly don't give a damn about him. They've proven that fact beyond doubt numerous times.

Isthmian seamen know this, and are governing their actions accordingly. They are telling one and all that they are holding the NMU solely responsible for their being denied the SIU representation which they voted so strongly for.

## What To Do: Some Departmental Suggestions For Second Cooks

(This article is not an interpretation of the agreement as it covers the Stewards Department. It merely makes suggestions to that Department in answer to many questions raised by members. Each week the Log prints an article making suggestions to each of the ratings in the Stewards Department. This week's, the third of the series, is for the benefit of the Second Cooks).

It is essential for the smooth functioning of the Stewards Department that the Second Cook work in the closest possible cooperation with the Chief Cook. It is well, in matters that raise doubts and questions, for the Second Cook to discuss them with the Chief Cook.

More specifically, the Second Cook is charged with the preparation of all vegetables for cooking and serving.

### CLEANLINESS

It is also necessary that he help maintain the cleanliness of the galley. It is the galley, which, above everything else, should be kept spotlessly clean and sanitary. Not only the Second Cook's, but the health of every man aboard ship, must be guarded, and a clean galley is a positive

means of protecting the health of all hands.

The Second Cook has the duty of preparing the grilled food served aboard his vessel. In addition, the dishing out of food in the galley should be his responsibility. Portions, of course, should be uniform—all hands are entitled to an equal ration.

The Second Cook should also feel that it is his duty to take care of the dairy box and vegetable box, or the "chill box," as it is commonly called. The boxes should be kept clean at all times, and items stored in it in a neat manner.

### NEAT AND DRY

He should also take an interest in the cleanliness of the dry storerooms. They should be kept neat, clean and dry. Dry stores should be stowed neatly, and in a way that makes them as accessible as conditions will permit.

Generally, the fresher stores should be placed behind the items that have been on hand longer, which, obviously should be used first.

(Next week the duties of Night Cook and Baker will be discussed and suggestions made.)

## New Congress Really On The Ball, Number Eight And Slightly Foul

(Continued from Page 1)

and about 105 bills, calling variously for compulsory arbitration, mediation, conciliation, and litigation by boards, panels, courts, voodoo and tea-leaf reading.

Those didn't show the real caliber of the new Congress. For that, you have to understand the subtle and complete political wisdom behind the following legislative brainstorm:

Rep. Bradley (Mich.) introduced 3 consecutive bills numbered HR 211, 212 and 213. The first would make it a felony to bet on any sporting event in Washington, D. C.; the second would prohibit "mixed boxing" in Washington, D. C.; and the third would prohibit boxing altogether in Washington, D. C.

Rep. Bulwinkle (N. Car.): A bill to investigate thunderstorms.

Rep. Dondero (Mich.): A bill to incorporate the "Moms of America."

Rep. Canfield (N. J.): A bill to create the office of "Senator At Large" for ex-presidents of the U. S.

Rep. Bradley again: A bill to prohibit the interstate transportation of "certain stolen dogs."

Rep. Sikes (Fla.): A bill requiring railroads to install reflectors on railroad cars.

That gives you an idea. About the only thing forgotten was a bill requiring General Eisenhower to salute all Boy Scouts, and one to force James C. Pettrillo to hire stand-bys for his 11 vice-presidents.

# BULLETIN BOARD

## Retroactive Pay Waiting American-Liberty SS Corp.

American-Liberty Steamship Corporation is holding retroactive pay checks for the following men at their offices, 75 West Street, New York 6, N. Y., room 902. The money can be claimed in person or by writing the company.

**SS THOMAS W. GREGORY**  
Antonio Colina, Clarence Cahpman, James Law, Sison Moises, R. Verderflor, L. Ramas, J. Higgins.

**SS STEPHEN W. GAMBRILL**  
Deibert Steele, Howard Savini, Samuel Harris, Joseph Fryoux, John Burgau, John Burgau, R. Plunket, N. Williams, C. Jackson, J. B. Norris.

**SS WALTER KIDDIE**  
Jesse Milton, M. Higginbotham, S. Frankiewitz, N. Serrano, F. Rylance, R. Jones, J. Hanna, A. Haag, R. Cissna, R. Padilla, H. Hopkins, C. D'Andrade.

**SS WEBB MILLER**  
J. Doyle, P. Workinger, A. Tamm, W. Cole, E. Belpre, T. Winey, R. Boyette, K. Perry.

**SS GEORGE G. CRAWFORD**  
T. Wooden, D. Convertino, C. Convertino, M. Fahkry, S. Eaves, S. Eaves, M. Eison, J. Davis, T. Conner, L. Cason, J. Blizzard, A. Boncel, R. Browder, W. Axgon, C. Barrineau, T. Ashe, H. Weathers, R. Woods, J. Whitley, R. MacColloch, C. Akers, L. Yarbrough, W. Youmans, J. Williams, F. Rauser, R. Williams, H. Weston, H. Thompson, C. Story, R. Strickland, A. Tannachi, E. Sims, M. Skinner, W. Smith, J. Roza, J. Pruitt, J. Martin, E. Mitchum, C. Mizel, W. Mochenfuss, O. Martin, F. Judah Jr., R. Kline.

J. Lassiter, M. Gordon, D. Greenhill, G. Finklea, T. Freeland, T. Doyle, J. Farrow, R. Phillips, C. Jaynor, J. Gavin.

**SS JAMES MANNING**  
T. Sondstern, C. Suppa, E. Sweeney, R. McCoy.

**SS COASTAL COMPETITOR**  
E. E. Weaver, M. Hagerty, C. Cummins.

**SS ROBERT S. LOVETT**  
H. Duggan, M. Delvalle, E. Rubio, J. Bernardo, T. Moriarty, L. Taylor, D. Matin, J. Wood, J. McMains.

**SS HALTON R. CAREY**  
J. Lanctot, F. Lambert, W.

### NOTICE!

Men who paid off the SS Sirocco on December 31, 1946, in San Francisco, can now collect their transportation pay which was okayed on January 3. Contact the company office for your money.

Kirkland, H. F. Kirk, F. Flaig, A. Broadwin, L. Armantano, E. Buzalewski, T. Bette, J. DeBase, P. Curtis, W. Fisher, M. Getchell, H. Hanscom, H. Mace, H. Milliron, N. Pearson, R. Rozpedowski, W. Nunn.

**JOHN LA FARGE**  
L. Baileau, A. Manhood, C. Brown, E. Getty, T. Malone, A. Shaw, R. Williams, L. McCarthy, J. Dulle, J. Manfredi, G. Shuler, C. Hunsicker, C. Duyer, F. Brewer, C. Dudley.

**SS JOSEPH I. KEMP**  
C. Gibbs, T. Diffie, J. Cotter, G. Bogden, A. Valdez, R. Moesant, H. Collins, B. Collings, A. Bunn.

L. Hartley, E. Strahan, H. Monteiro, G. Adams, A. Abates, L. Hilmuth, K. Romm, R. Frye, D. Hamilton, E. Crocker, J. Taylor.

**SS ALBERT S. BURLESON**  
J. Downie, C. Corbin, H. Johnson, F. Goldsborough, H. Mantel, E. Mantel, R. Matthews, R. Matthews.

P. Pager, J. Reynolds, S. Panela, C. Thomley, E. Smith, E. Spooner, R. White, J. Yarbrough, G. Neilsen, J. Self, D. Greenberg.

**SS LLOYD S. CARLSON**  
S. Haney, M. Kanter, E. Napier, R. Morris, Z. Foster, J. Ackerson, D. Nicholson, G. Prevost, D. Allen, J. Wing, G. Blackstock, B. Lucas.

**SS OTIS E. HALL**  
J. Lord, W. Taylor, A. Anagnostoy, J. Przeicki, E. O'Mara, W. Gardner, W. Dworanczyk, R. Di Pala, E. Dworanczyk.

L. Gillis, A. Goven, J. Motro, E. Johnson, J. Martin, H. Delhanty, H. Corbett, V. Mansalto, C. Conte, R. Padilla, J. Judge, F. Connel.

**SS W. CHRISTIANSEN**  
R. Harris, A. Morales, S. Heiducki, W. Gorman, C. Figueroa, W. Clift, B. Christensen, C. Moseley.

M. Walsh, L. Cannon, W. Tatham, A. Southers, M. McCullagh, C. Shartzter, W. Smith, J. Stuntebeck, L. Hummell, T. Baier, J. Madden.

## MONEY DUE

**SS A. H. STEPHENS**  
Deck department men who were aboard this vessel for Voyage No. 10 may obtain unclaimed wages (overtime) by writing to the Mississippi Shipping Company, New Orleans 9, La.

**SS R. SEMMES**  
L. A. Cheesemar, John Sheehan and H. L. Lewis can collect 125 hours of overtime due at the Waterman Offices, 19 Rector St., New York City.

## SIU HALLS

- BALTIMORE ..... 14 North Gay St. Calvert 4539
- BOSTON ..... 276 State St. Boudoin 4455
- BUFFALO ..... 10 Exchange St. Cleveland 7391
- CHARLESTON ..... 68 Society St. Phone 3-3680
- CHICAGO ..... 24 W. Superior Ave. Superior 5175
- CLEVELAND ..... 1014 E. St. Clair Ave. Main 0147
- CORPUS CHRISTI ..... 1824 Mesquite St. Corpus Christi 3-1509
- DETROIT ..... 1038 Third St. Cadillac 6857
- DULUTH ..... 531 W. Michigan St. Melrose 4110
- GALVESTON ..... 305 1/2 22nd St. 2-8448
- HONOLULU ..... 16 Merchant St. 58777
- HOUSTON ..... 1515 75th Street Phone Wentworth 3-3809
- JACKSONVILLE ..... 920 Main St. Phone 5-5919
- MARCUS HOOK ..... 1 1/2 W. 8th St. Chester 5-3110
- MIAMI ..... 1355 N. E. 1st Ave.
- 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 ..... 909 Fort Worth Ave. Phone: 2-8532
- PORTLAND ..... 111 W. Burnside St. Beacon 4336
- RICHMOND, Calif. .... 257 5th St. 2599
- SAN FRANCISCO ..... 105 Market St. Douglas 5475-8363
- SAN JUAN, P. R. .... 252 Ponce de Leon San Juan 2-5996
- SAVANNAH ..... 220 East Bay St. 8-1728
- 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. Garden 8331
- VANCOUVER ..... 144 W. Hastings St. Pacific 7824

## PERSONALS

**JOSEPH CIMINI**  
Please write to your mother as soon as possible.

**JOHN LAMAR FOLLIS**  
You are urgently requested to communicate immediately with Mrs. John L. Follis, Box 394, Hempstead, Texas.

**ANDREW FORD**  
Your sister, Mrs. Jessie Navejar, 1806 Edwards St., Houston, Texas, writes that she has not heard from you in some time. Three of her letters to you have been returned. She asks that you write her immediately.

**JAMES O. MARTIN ELVIN MOORE**  
Mrs. J. L. Twitty, 809 1/2 E. Osborne Ave., Tampa, Fla., is anxious to get in touch with you. She says that it is very important that you write to her as soon as possible.

**ROBERT GIDSON VORNON**  
John Popovich wishes to hear from you. Write him c/o United Seamen's Service, Manila, P.I.

**RALPH LARSON**  
Miss Mary Kathryn Green wishes to hear from you. Write her at 728 South Erie Street, Toledo 4, Ohio, or call her at MA 9\*21, extention 233, or EM 3093.

## TAX REBATES

### Mississippi Shipping Company

Seafarers who were employed on Mississippi Shipping Company vessels and have credit balances in their unclaimed wage account covering overdeductions of Social Security taxes for the years 1943, 1944 and 1945, can now receive money due them by writing to the Mississippi Shipping Company, 1300 Hibernia Building, New Orleans, La. When writing the company mention the money is due for Federal Old Age Benefit overdeductions, and give your Social Security number.

Those entitled to rebates and the amount due are listed below.

|                        |       |                    |      |
|------------------------|-------|--------------------|------|
| Gentry, Elmer L.       | .50   | Haukins, John      | 1.05 |
| Gillespie, John C.     | 3.60  | Haylock, Calude    | .02  |
| Girunis, M.            | 1.44  | Hemund, Rudolph L. | 4.00 |
| Gjedstad, Harry        | 1.11  | Herhansen, Otto T. | .97  |
| Glass, J. A.           | 9.85  | Hill, Charles E.   | .01  |
| Gobroski, Lawrence V.  | .12   | Hill, Edward C.    | 7.58 |
| Goddard, Robert P.     | 11.41 | Hill, Edwin W.     | 5.09 |
| Godwin, Weirose G.     | .26   | Hopkins, Charles   | 4.09 |
| Goland, Louis P.       | 2.65  | Howard, J. W.      | .39  |
| Goldstein, David       | 20.06 | Howard, Lloyd W.   | 1.25 |
| Gonzalez, O. R.        | 1.49  | Huffman, Turley S. | .21  |
| Gordon, William F.     | 20.12 | Hull, Arthur L.    | .87  |
| Goriup, Erminio        | 1.74  | Hulme, Kenneth A.  | 8.67 |
| Graham, Walter         | 16.29 |                    | 1.28 |
| Gray, Jackson D.       | 2.73  |                    |      |
| Green, Cass E.         | 1.59  |                    |      |
| Grenade, Louis         | .63   |                    |      |
| Grepp, Paul            | .68   |                    |      |
| Gresham, Thomas F.     | 14.26 |                    |      |
| Griffin, James R.      | .63   |                    |      |
| Grizzall, Frank J.     | 1.66  |                    |      |
| Galhandsen, Thorleif   | 9.21  |                    |      |
| Guresby, J.            | 12.00 |                    |      |
| Haggerty, W. F.        | .74   |                    |      |
| Haiffer, Paul          | 7.00  |                    |      |
| Halbe, Ed.             | .12   |                    |      |
| Hall, Claude W.        | .68   |                    |      |
| Halle, John F.         | 1.44  |                    |      |
| Hammer, Francis        | 22.70 |                    |      |
| Hanlon, Edmond F.      | 2.80  |                    |      |
| Hansen, Berge          | 1.44  |                    |      |
| Hare, Frederick P.     | 9.83  |                    |      |
| Harmen, Terry S.       | 12.28 |                    |      |
| Harpell, F. M.         | 1.89  |                    |      |
| Harrell, Frederick M.  | 8.24  |                    |      |
| Harrington, Ire W. Jr. | .11   |                    |      |
| Harten, James N.       | 32.26 |                    |      |
| Harton, Don C.         | 4.74  |                    |      |
| Hatte, Louis M.        | .02   |                    |      |
|                        | 1.64  |                    |      |
|                        | .96   |                    |      |
|                        | .12   |                    |      |

## NOTICE!

The following named members have papers, social security cards, dues receipts, birth certificates, and other miscellaneous papers, and what-not at the Baltimore Hall. Come and get them. Edgar Wilson Travis, Aloysius Kessen, George A. Victor, Wm. Joseph Pickley, Robert Lee Littleton, Harry Olsen, Oscar W. Jones, Willis Eugene Bancroft, Richard D. Baker, Nicholas T. Tala, Harold T. Doerfler, Orville Thompson, Gerald D. Martin, Donald Leroy Vangness, Wilmont Lee Draper, Daniel Gallagher, and James A. Linberger.

**JOHN LAMBERT No. 842**  
Vancouver Branch, SIU  
**AUGUST A. SMITH, No. 628**  
Vancouver Branch, SIU  
**L. REID, No. 2135**  
Vancouver Branch, SIU

Please have your books checked at 6th Floor, 51 Beaver St., New York City. There are discrepancies in your dues records.

## Retroactive Pay Waiting American-Hawaiian SS Company

Retroactive pay due the following named men, who sailed aboard the SS Colabee, during the period from April 1, 1946 to June 14, 1946, can be collected by calling at the Paymaster's office, American-Hawaiian Steamship Co., 2nd Floor, 90 Broad Street, New York 4, N. Y.

### SS COLABEE Voyage No. 14

Pedro Almoceras, Albin H. Anderson, Knut L. Anderson, Burmur C. Blair, Jr., Einer Blakstad, William S. Brackett, William R. Chevront, Eugene Dauber, Henry M. De La Haba, Helge A.

Erikson, Angelo Fort, Wilfred P. Garcia.

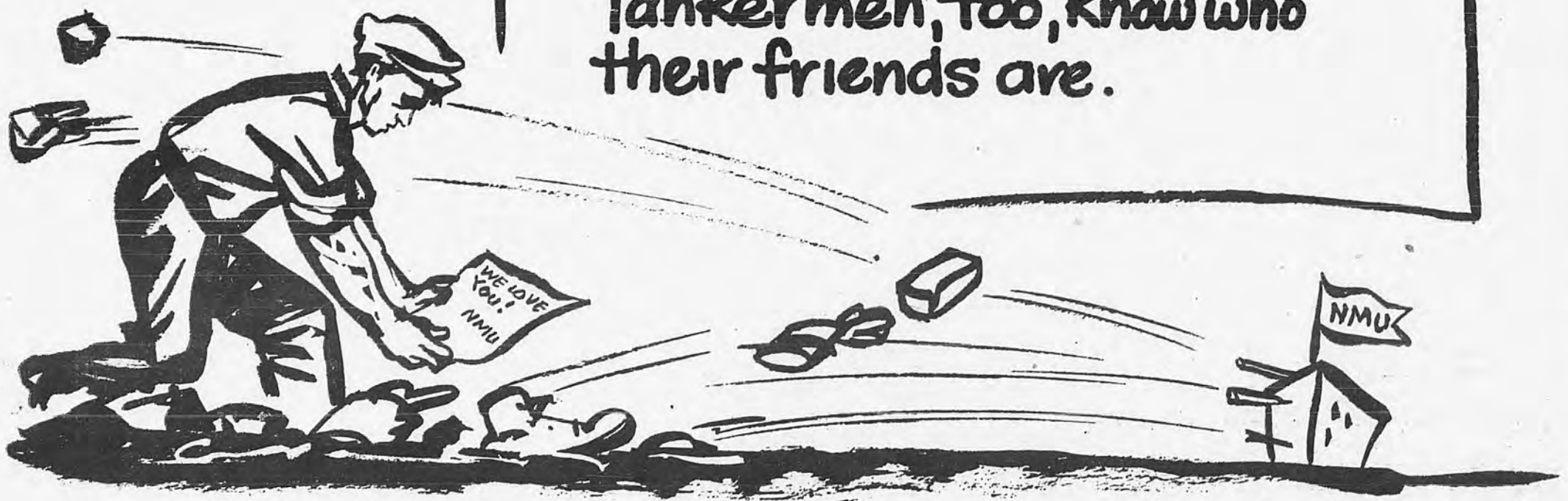
Edward F. Gibbs, Murray Gordon, William Hauck, Fred L. Hopfer, Edward F. Howell, Donald P. Huff, Robert E. Jessel, Albert Jones, Alvin J. Lawton, Francis Le Jan, Christopher Long, Martin V. McLoughlin, Ramon Morales, Theodore Murphy, Joseph V. Ornowski.

George O'Rourke, Nathan N. Pearce, Charles N. Pendergraft, Joe C. Rainwater, Anthony V. Rimkus, Merrill H. Robb, James C. Rocco, Alfred A. Rogers, Herman Schwartz, Herbert Stillman, Eugene Sullivan, Thomas Thomas.

# SUN OIL TANKERMEN!

For years the NMU could find no time for you; they called you scabs and finks; they never made any attempt to help you in any way. Now that the Seafarers has stepped in and is receiving your support, the NMU enters the picture for no other reason than to confuse the situation.

The Isthmian seamen recognized the NMU for what they are. Tankermen, too, know who their friends are.



**The Seafarers International Union  
of North America**