

SEAFARERS LOG



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No. 29

WINNING OUR BEEF



This is the way we won our beef. The picketlines formed early at the North River piers, and business did not go on as usual. All cooperating affiliates of the Greater New York AFL Maritime Council participated in the picketing, but it was mainly an SIU-SUP show. And show the CMU we did. (Other pictures of the action on pages 8 and 9.)

Senate Gives Full Control Over Seamen To Coast Guard

WASHINGTON — American seamen have been saddled permanently with the Coast Guard as a result of the Senate's passage last week of the President's Reorganization Plan 3, Part 1. The vote was 37 for, 30 against the bill.

With its eye obviously on the November elections, the Senate lined up with the Administration forces and followed Truman's recommendation to transfer the Bureau of Marine Inspection and Navigation from the Department of Commerce to the Coast Guard.

Previously, the House had rejected the transfer of the marine bureau by an overwhelming majority. The law makers in the lower house accepted its committee's recommendation.

SHOCK

The Senate action came as a shock to seamen, for the Judiciary Committee, which conducted hearings on the plan, previously recommended against the President's bill by a vote of nine to six. It had been believed that the committee's recommendation was to be followed and the bill defeated on the Senate floor.

Faced with defeat, the Administration marshalled its forces and promised support in the coming elections to all Democratic Senators who voted for the plan. In spite of their personal opposition to the transfer of the marine

bureau to a military body, a sufficient number of Senators capitulated to the promise.

John Hawk, Secretary-Treasurer, expressed vigorous determination to continue the fight to rid seamen of military control. "Meanwhile," he said, "we will remain just as vigilant as ever to see that the Coast Guard does not abuse its authority."

"Even though they are now under the Coast Guard, merchant seamen still remain civilian workers and should not be governed by the military code. Our continuing fight is now against the restrictive regulations that were brought into being strictly as wartime measures. The Seafarers will continue its role as the only defender of the unlicensed seamen."

Report On ILO

On Page 3 of this issue Morris Weisberger reports on the ILO Maritime Conference recently concluded in Seattle. Brother Weisberger acted as a personal representative of Harry Lundeberg, who was unable to attend as delegate. Next week, Weisberger will conclude his report with a summary of the actions taken.

AFL Maritime Solidarity Beats Bridges, CMU Raid On SIU Pacific District

NEW YORK—Following a telegram from Harry Lundeberg, President of the Seafarers International Union, AFL, to Paul Hall, Chairman of the Greater New York AFL Maritime Council, picketing of the CMU ships docked at the Staten Island and North River piers was called off on July 14 for two weeks, pending arbitration of the beef by a committee appointed by Secretary of Labor Schwollenbach.

SIU Rejects Operators' Inadequate Proposals

NEW YORK, July 18 — The Seafarers negotiating committee has rejected flatly a proposal by the shipowners for an ad interim agreement on wages, hours and working conditions, which would apply on SIU contracted ships until a final agreement has been ratified by the membership. Secretary-Treasurer John Hawk, chairman of the committee, reported.

The proposal was much closer to the Seafarers' original demands, however, and the SIU has submitted a counter proposal which now is being studied by the shipowners.

The proposal of the shipowners indicates that they realize that they have to get down to brass tacks, and talk turkey. In the main, the proposed wage scale does not smell as bad as the shipowners original propositions.

Principal points of departure are in the over-all terms of the agreement, in which the shipowners—as usual—have some double action clinchers which could be interpreted in more ways than appear on the surface.

NO APPROVAL

The proposed agreement stipulates, for instance, that it be subject to the approval of the WSA and the Wage Stabilization Board for the monthly wage scales.

The SIU takes the position that the Wage Stabilization Act, to all intents and purposes, expired on June 30, 1946, and that there is no necessity for approval by any Government Board, insofar as ships operated for private profit are concerned.

As to WSA approval, the SIU put it on the record with WSA that negotiations with private operators need no approval from WSA for private operated ships—that if private operators saw fit to come to an agreement with the SIU, the WSA should approve

automatically any agreement reached for operation of WSA ships.

KICKER

Here's one of those double-action things the shipowners negotiating committee threw in:

"The basic monthly wage for this rating (this applies to Bosun, Deck Engineer and other day work ratings) shall be in lieu of overtime for any work performed at sea on Sundays."

Get it? Sure, they're pulling a fast one. That little item means that the Bosuns and other men so designated could—and prob-

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The telegram said, in part, that the Teamsters and California State Federation of Labor, in conjunction with the SIU-SUP representatives, had been in almost continuous session with Government representatives sent in by the Department of Labor, and they had acceded to their requests and released ships pending findings by the Committee appointed by Schwollenbach. The committee must make its findings within fourteen days.

This action followed almost a week of continuous picketing of the most busy CMU docks.

The action started on Wednesday, July 10, when the SIU-SUP, in conjunction with the Greater New York AFL Maritime Council, began picketing the docks at which ships contracted to the CMU were berthed. All of this action stemmed out of the refusal of Harry Bridges' ILWU men to work cargo on the SS Mello Franco, an SUP contracted ship, in Coos Bay, Oregon.

ORIGIN OF BEEF

The ship, belonging to the American Steamship Company, was a dry cargo vessel, converted from a tanker. This, the ILWU

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SIU Pressure Improves Treatment In New Orleans Marine Hospital

By D. D. Dambrino

NEW ORLEANS—Pressure on the Marine Hospital here has resulted in great improvement in the treatment of patients.

The men are treated with more respect now than they have been in years. No longer are they forced to mop floors, scrub walls or similar tasks. There is vast improvement in the food, with the men being asked if they want second helpings.

Seamen are not being dogged any more. Six nurses have been fired for mistreatment of seafaring men.

Thus the obvious results that have been attained proves that

this pressure must be continued, or conditions will revert to the level of the old system.

Hope is expressed that all Halls on the East Coast will follow the same procedure, and apply every possible pressure on all Marine Hospitals so that seamen be given the same status as ex-GIs in Veteran's hospitals—so that a bona-fide seaman (three years service) would receive medical attention for the rest of his life.

The accomplishment of this victory will be of tremendous help to both the SIU and seamen as a whole.

It is something worth fighting for.

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* * * *

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Real Unity Wins

Events of the last week have proven very definitely that there is no substitute for unity and solidarity. All the hoop-la and propoganda in the world would not have halted Harry Bridges' raiding had we not been able to mass a great deal of strength against him.

It took militancy and courage to stand off the most determined threat yet made by the Committee for Maritime Unity, the front through which the communist elements in the maritime industry operate. The refusal of the ILWU to work cargo on an SUP ship in Coos Bay was but an opening wedge in Bridges' campaign to dominate every union connected in any way with the waterfront.

That was the original idea behind the formation of the CMU. When that didn't serve to fool the SIU, Bridges started his all-out raiding. That the SIU and SUP were able to make him back water and accept arbitration, is a great feather in our caps, and an outstanding victory for the New York AFL Maritime Council.

We must remember, however, that the entire beef is not yet settled. The SIU-SUP has agreed to discontinue the picketing of CMU ships for two weeks, in which time the matter will be investigated by an arbitrator from the U. S. Conciliation Service.

But Harry Bridges knows the score. He realizes better than anyone else that his new venture into the field of union raiding has been met with a decisive rebuff. He knows that if he ever tries the same thing again, he will be met with the same militant, unified, Seafarers front.

We must maintain this solidarity and strength. Only by so doing can we be assured that the shipowners and the communist-minded waterfront groups will always be defeated by us as they have been in the past.

Still Pitching

Against every effort of the SIU, and by what can only be termed backdoor politicking, the Coast Guard has been given peacetime control of the merchant marine. After hearings on the President's Reorganization Bill, which gave this power to the CG, had already been closed, the CG was allowed at the last minute to introduce new testimony designed to put them in a more favorable light with the Senate.

And with all this finagling, the deciding vote was very close. The supporters of the bill squeaked through with the narrow margin of 37 to 30.

We of the SIU have taken the stand that the whole fight is not lost. Only one round in the struggle against CG control has been fought, and we lost that round. But we intend to keep fighting to change the regulations and we will continue to defend any of our men who happen to run afoul of the many petty rules and regulations set up by the Coast Guard bureaucracy.

The merchant marine does not belong under the supervision of a military part of the Government. The Seafarers International Union will not give up the fight until we are transferred back to a civilian agency, where we belong.

"Detour!"



Men Now In The Marine Hospitals

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

STATEN ISLAND HOSP.

- G. A. SMITH
- V. HAMMARGREN
- E. H. ENYART
- J. E. TUCKER
- H. NEILSEN
- A. NELSON
- L. KAY
- L. A. CORNWALL
- R. G. MOSSELLER
- W. B. MUIR
- J. M. DALY
- J. L. WEEKS
- L. R. BORJA
- L. L. MOODY, Jr.
- ©. P. RAEBURN
- C. A. MILLER
- M. J. FORTES
- W. J. GEIGER
- W. G. ROBERTS
- E. WEINGARTEN
- G. KUBIK
- C. KUPLIKI
- E. B. HOLMES
- R. SAVIOR
- G. JANAVARIS
- C. G. SMITH
- R. MORCIGLIO
- G. H. STEVENSON
- C. T. DYER
- A. M. HAM
- J. S. SEELEY, Jr.
- L. L. OWENS

- M. C. BROOKS
- T. L. KEITH
- R. A. YOUNG
- M. FELICIANO
- T. J. DAWES
- S. T. PATTERSON

NORFOLK HOSPITAL

- R. F. HOLLAND
- WILLIAM OATIS
- JUDY
- PILE
- JACKEL
- SCHMIDT
- SHINAULT
- W. LEWIS
- W. G. WASHAM

NEW ORLEANS HOSPITAL

- HAROLD CLODIUS
- ROY PINK
- ARTHUR MITCHELL
- E. A. NOONAN
- J. GAHAN
- JESSE LOW
- WILBUR MANNING
- J. W. DENNIS
- EDWARD CUSTER
- R. M. NOLAN
- W. F. LEWIS
- JOHN R. GOMEZ

Hospital Patients

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

Staten Island Hospital

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

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

- GLEN CURL
- JAMES LEWIS

GALVESTON HOSPITAL

- R. V. JONES
- KELFORD
- SPINKS
- WEST
- WALDROP
- HAYES
- BROWN
- LARSON
- HULL
- BENAVIDO

BALTIMORE HOSPITAL

- IVER IVERSEN
- E. J. DELLAMANO
- STEVE KOLINA
- CLAUDE FOWLER
- VAN WARFIELD
- CHARLES DUNN
- HARRY BENNETT
- JAMES KELLY
- MOSES MORRIS
- ARTHUR VIPPERMAN
- ROY BURKITT
- THOMAS KING
- CLINTON HAMER
- FRIEDHOF FONDULA
- JOSEPH SMITH

LATE REPORT



Pete De Cotte, left, and Curly Rentz, right, SUP and SIU Baltimore Port Agents respectively, address recent stop-work meeting in Baltimore. All hands seemed interested in discussion.

Weisberger, Delegate To ILO, Reports To Seafarers' Members

When it is borne in mind that whatever is adopted as a "Convention" or "Recommendation" at these conferences, such as the one just finished at Seattle and on which your delegate is now reporting, has the chance of becoming a law governing the workers of any particular country which ratifies such Conventions the policy which your representative took during the course of the recent Conference will become clear.

In view of the fact that some of the newer members of our organization are not familiar with the set-up of either the ILO or its Maritime Section, it might be well to dwell at some length on the actual set-up and how it functions. For many years, the American Seamen were represented at the ILO Maritime Conferences by the late Andrew Furuseth.

ILO OFFICIAL

The International Labor Organization is an official national institution created by the Peace Treaties of 1919. Its membership consists of States. Each country is represented in the Organization through its Government and its most representative organizations of employers and workers.

The funds of the Organization are provided, in varying proportions, by the Governments of the States Members.

The Organization meets at least once a year (except during the abnormal conditions of the war) and is composed of four delegates from each member State; two are Government delegates and two represent respectively employers and workers, chosen by the Governments in agreement with the most representative employers and workers' organizations in their respective country.

The decisions reached by the Conference, normally take the form of draft "Conventions" or "Recommendations". They cannot be adopted unless two-thirds of the delegates vote for them. A draft Convention is a draft international treaty. A Recommendation is of less formal nature.

NOTHING BINDING

The Conventions so adopted do not thereby become binding on the Member States, but there are two things which each State must do in respect of them. The first is absolute, the second conditional.

The Absolute requirement is that each State must within a

year from the closing of the Session of the Conference, or at latest within 18 months, bring the Convention before the authority or authorities within whose competence the matter lies for the enactment of legislation or other action.

That authority is generally the National Parliament, or as in the United States, the Congress and Senate.

The second requirement depends upon the result of the first. If it obtains the consent of the authority just mentioned (Congress and Senate and/or Parliaments, as the case may be) each State must communicate its formal ratification of the Convention and take such action as may be necessary to make the provisions of the Convention effective. The first obligation applies even if the representatives of the State did not vote in favor of the Convention when it was adopted at the Conference.

At this point it might be well to state that precisely because such Conventions when passed must be taken up by our Senate

and Congress, the American workers' delegate was always forced to finally vote "No" on the actual Convention, although in Committee was consistently fighting and trying to get the other workers' delegates to adopt higher standards than they seemed to think they could get by with their own Parliaments.

FUTURE GOOD

The American delegation were forced to steer a rather precarious course, but we feel confident that in the long-pull, our course will be found to provide more maximum security for the seafaring men.

In the case of a Recommendation, if the States accept the Recommendation, they must report the action taken.

States which have ratified a Convention must render an annual report upon the measures that it has taken to give effect to it. These reports are examined every year by a committee of the Conference, which calls upon the Government representatives of

(Continued on Page 14)

Seamen Are Saddled With Coast Guard Although Senate Vote In Favor Is Close

By ROBERT A. MATTHEWS

The fight against President Truman's Reorganizational Plan 3, which assigned permanent jurisdiction over the Bureau of Marine Inspection and Navigation to the U. S. Coast Guard, was a good fight, but a vain one.

John Hawk, Secretary-Treasurer of the Seafarers International Union, spearheaded the opposition to this plan when he appeared before the House and Senate committees in Washington and gave his testimony.

He went before the committees as the representative of the SIU, the Masters, Mates and Pilots and the International Longshoremen's Association. Although the plan was defeated in the House, the Senate adopted the President's Reorganizational Plan 3 by a majority of 37 to 30.

KEEP STEADY

This means, in simple language, that all the functions of the Bureau of Marine Inspection and Navigation are under the jurisdiction of the U. S. Coast Guard. It means that you, as a sea-

man, must still answer to the Coast Guard for any alleged acts of misconduct aboard ship. It means that, for the present, or until we see indications of what the Coast Guard's long-range program is to be, you will individually have to keep your nose clean.

When you ship, go aboard in a sober manner, do your work properly and don't stick your chin out, for in all likelihood, you will be tagged.

The Seafarers must embark at once on a long-range program to have the existing laws affecting Merchant Seamen changed or amended. We still have laws on the statute books that were written a hundred years ago. You are still saddled with old articles that were in effect in the old sailing ships. There is a crying need for them to be modernized so as to give some protection to seamen.

ONE AT A TIME

For the immediate it is imperative that, in planning any strategy, our actions be carefully

Just Everybody Knows Seafarers Is Winning The Isthmian Election

By EARL SHEPPARD

With two Isthmian ships voted in the past week and another one scheduled to vote this week, the Isthmian election is gaining momentum in its concluding days. Last week, the Red Rover was balloted at Boston and the Anniston City at New York. This week, the Sea Triton will be voted at New Orleans. All three of these ships shape up well for the Seafarers, and should register better than a 75 percent average in favor of the SIU.

The National Labor Relations Board notified the SIU that both the Sea Lynx and Kathleen Holmes are on a steady shuttle run between Honolulu and the Islands, and that these two ships will be voted at Honolulu in the very near future.

Outside of these two vessels and the Pere Marquette, which has been out 8 months and might not return until November, all other Isthmian ships will have completed their voting within the next 6 weeks.

CORROBORATION

At the present writing, the SIU is maintaining its commanding lead over the NMU and company in the Isthmian election. Appearing in the Journal of Commerce of July 11, a column written by Stanley Ferguson for this usually conservative paper corroborates this.

Ferguson states, "An AFL victory in the Isthmian election, which now appears virtually assured on the basis of unofficial tabulations, would add several thousand more men and a great deal of prestige to the AFL groups, and might succeed in carrying with it enough of the smaller maritime groups to dip the balance in favor of the SIU and SUP groups."

In his recent blast at his for-

mer commie allies within the NMU, Joe Curran also concedes the Isthmian Lines to the SIU. Curran charged that NMU Isthmian organizers spent so much of their time organizing for the communists that they had little time to do a job for the NMU.

BEEF AGAINST BRIDGES

The recent beef with the West Coast Longshoremen and CMU groups over the raiding attempts of Harry Bridges and his commie cohorts on the West Coast SUP-contracted American Pacific Steamship Company ships clearly demonstrated that the large majority of Isthmian seamen supported the SIU-SUP. These men have readily adopted the Seafarers traditions of militant action and resistance to outside forces which attempt to dictate their phony policies to the Seafarers.

During the demonstrations (numerous pictures appear in other sections of the Log) at Staten Island piers and at Piers 57 through 62 in Manhattan, many Seafarers members among Isthmian crews showed up for picket duty and other assignments. Other Isthmian seamen, who were not members of the SIU, supported the beef 100 percent. Some of these men later joined the SIU because they liked the way the Seafarers handled the entire beef and wanted to become a part of our militant Union.

AFL SOLIDARITY

Throughout the demonstrations — on picket lines, soup lines, special details, or any place — it was plainly evident that members of the SIU and SUP presented a solid front against a common foe and in a common cause. It was a fine example of how closely both the SIU and SUP members can cooperate in settling a mutual beef and solving mutual problems.

Now, in the event of any possible future trouble with the shipowners or with raiding commies, SIU members can be confident of strong support from our brothers in the Sailors Union of the Pacific.

Strong support also came from other member Unions of the AFL Maritime Council of Greater New York. ILA members cooperated fully by strictly observing SIU-SUP picket lines, and also marching with the other demonstrators. Truck drivers, who are members of the AFL Teamsters Union, stopped their vehicles, inquired about the trouble, read the bulletins, and then pulled their trucks away without loading or unloading them.

In addition, numerous individual CIO members of CMU Unions and the Shipyard Workers pledged their support to the Seafarers, denouncing the Bridges' tactics.

Yes, commie leaders of the Committee for Maritime Unity (CMU) talk of maritime unity, and then practice union raiding. We in the Seafarers, along with our AFL brothers, practice what we like to refer to as "solidarity" because the very word "unity" has such a strong odor in our nostrils.

THE CMU CLAIMS TO PREACH UNITY — THE SIU-SUP PRACTICE SOLIDARITY!!



Seafarers Great Lakes District Presses Organizing Of Midland

DETROIT—With the date for the election in the Midland Steamship Company to be set soon by the National Labor Relations Board, the SIU expressed confidence in the outcome as it announced that approximately 90 per cent of the company's Lakes fleet workers had already pledged to the Seafarers. The election will decide which maritime union will represent seamen aboard Midland's vessels.

The SIU announcement of its pledges moved the National Maritime Union and the Lakes Seamen's Union to belated action. Both appealed to the NLRB for a place on the ballot. The government agency granted them an additional week to produce satisfactory evidence of their eligibility to appear on the ballot.

The SIU organizational staff is being expanded in the Midland drive. Sheldon "Red" Boulanger is being sent up the Sault Ste. Marie to aid in the effort to gain SIU representation for the Midland men. Brother Boulanger will contact all Midland ships passing through the "Soo" locks.

GOOD CHANCES

The prospect for Midland seamen under the SIU banner is

Calls For Hams, The Acting Kind

By ERIC UPCHURCH

All the SIU men interested in helping to develop dramaturgy as a means of illustrative education on unionism, write me in care of the Hall. This is an original idea, and doesn't have the sanction of the officialdom and membership, as yet. Before asking for it, the thoroughness and value of the program must be determined. I am positive this is the perfect way of educating the members who do not yet understand the mechanisms, origin, and aims of Labor.

Our plan could be the writing of one-act plays or skits not exceeding 15 minutes in length, and confined to one setting of not too lavish design. Once every three months we could announce a topic, and encourage the members to write a play or skit around it. One or more judges could then decide which play or skit to be presented, their judgment being based on inexpensiveness, color and all-around value.

SHOWING HOW

For instance, we take the topic, "Negotiating a New Contract." This could be in one setting, showing only a long table, with shipowners and Unionists going through the process indicated in the title.

If the founders of this plan ever became noticeably advanced, the aid of professional actors and playwrights, who are in sentiment with Labor, would be enlisted. And, in the event some dramatic genius was unveiled in the rank and file, we could work out a satisfactory method of his or their promotion to higher places, although the highest I consider any man capable of climbing is to being an actor on the labor stage. But there is nothing to prevent the labor unions from exploiting and promoting individual talents in members.

bright. The SS J. P. Wells, formerly the Hazen Butler, points up the improved conditions which SIU representation brings.

The Wells was transferred from the Midland outfit and now is operated by the Detroit and Cleveland Navigation Company, which is under contract to the SIU. The vessel was a virtual hell ship before coming into the SIU fold. Not so, now.

The SIU forced the D and C to install additional heads and showers at a cost of \$19,000. Fans were placed in every room, and a dog-house put on the after end.

The SIU had the company add three additional Firemen, making

a total of six. A Steward's Utility was added to take care of the crew's fo'c'sle.

All ratings were given an increase of \$5.00 over the Lake Carrier's Association scale. Painting, chipping, and soogeeing before 8 a.m. and after 5 p.m. was stopped. These are but a few of the improvements the SIU gained for the Wells men.

Midland seamen will do well to study the present SIU conditions aboard this ship. SIU officials here point out that a vote for the Seafarers in the coming election will be a guarantee of like conditions on all vessels of the Midland fleet.

QUESTION: What do you think of Harry Bridges' action of tying up SIU-SUP ships on the West Coast, and the SIU method of dealing with his raiding tactics?

JACKIE COOPER, Bosun:

This only proves what I have always thought about Harry Bridges. Lots of people used to say that he was providing real leadership for his union, but I always said that he would wind up by using the ILWU for his own personal advancement. He wants to become the big shot in American labor so that he can dictate his communist policies to real trade unions. Nobody else has tried to stop him, but now he is in for it. If he hadn't started in on us, we would have left him alone, but he asked for war and he is going to get it.



PERCIVAL BARCLAY, Messman:

The thing that gets me sore is that Bridges hollered for unity when he was in trouble with the Government and the shipowners. Then he waited for us to get involved in negotiations with the shipowners and started raiding us. I guess this will prove to him that we can fight two battles at once if we have to. And the reason for this is that we are united. We are not bothered with fighting amongst ourselves when we should be using everything we have against the common enemy. Our enemies right now are the shipowners and Harry Bridges.

JAMES YEAGER, AB:

Why else would I be out here if I didn't think that what Bridges is attempting is wrong? Would I be picketing if I wasn't heart and soul convinced that the SIU is doing the right thing in putting pressure on Harry so that he will load and unload our West Coast ships? This thing will get bigger and bigger, and if we don't get action pretty soon, we will tie up every port on both coasts. We can do it too. We proved that in the work stoppage on June 6.



VERNON E. JACOBS, Chief Cook:

What I think about Harry Bridges and his raiding couldn't be printed in the Seafarers Log. He is playing right into the hands of the shipowners when he starts this kind of trouble. We have a contract with the shipping company involved. We got the contract through our own efforts, and now he wants to replace our crews with CMU men. That can't be excused because it is nothing more than union raiding. What we are doing is the only solution. Even the NMU men are on our side, and thoroughly fed up with Bridges and his commie practices.



MEET THE SEAFARERS

Abe Goldsmit



Abe Goldsmit doesn't look like a battler, or a man who would relish the thought of marching on a picketline. He is a small fellow, with a pleasant smile, and an air of friendliness that has made him one of the most popular men in the Seafarers. But don't let his pleasant smile or air of friendliness fool you into thinking that he is not a fighter for what he believes in.

Abe has been battling all his life. Fighting for a living, struggling against the economic slavery imposed by the shipowners, and fighting fascism in World Wars I and II. That is a record to be proud of.

Goldsmit's sea career is sort of a mistake. He really tried to get down to the Canal Zone in 1910 to help build the Panama Canal, but by the time he could make all the necessary arrangements, no more men were needed. So Abe was prevailed on to go into the merchant marine where his talents as a butcher and cook could be utilized.

REAL AMERICAN

"I always was patriotic," he says, "and I still am. This is my country, and I'm proud of it. When the First World War started, I enlisted and I was discharged after the Armistice in the grade of Sergeant."

In this war, however, Abe got all the action he wanted by sticking right to the merchant marine. From the day that war started in Europe, he was in the forefront of America's effort to supply the food and armaments to the fighters against fascism.

Abe's presence on a ship finally became known as a good omen because not one of the ships he sailed on was torpedoed. As he states, "I saw plenty of boats sunk, and we picked up lots of survivors, but we were never touched. But we got plenty of other action."

That they did, as did all other Seafarers who answered their country's call during the recent emergency. Goldsmit made the Atlantic and Mediterranean runs many times. He was bombed in Oran, Algiers, and the Bay of Naples. He was also present during the invasion of Southern France.

"That was a time that separated the men from the boys," he



recalls. "They threw everything at us, and the sky was black with airplanes, not all of them ours."

UNION RECORD

Abe's record as a union man is as good as his record in both wars. In the 1919, 1921, and 1923 strike action he was always to be found on the picketline. He didn't limit his activities to waiting for picketlines to form, either. Abe always talks union, and has done a large part in organizing the unorganized.

The Bonus Strike in 1941 is another highpoint in Goldsmit's life. "We were the only ones to fight for seamen at that time," he remembers. "Everybody else was ready to forget us, but we won that one, and all seamen benefited."

Ask him about Harry Bridges' raiding activities on the West Coast, and Abe turns a violent orange color. "That buzzard," as he calls Bridges, "is ruining the maritime labor unions." What the ILWU needs, according to Abe, is leadership that takes orders from the rank-and-file, instead of giving the orders.

"That's where we in the SIU is lucky," he says. "We never have to worry about being sold out. We run the union, and the officers, not the other way around."

It's militant men like Abe who make a strong union like the SIU possible. He has been a fighter for a long time, and he is continuing in the fight. More power to him, and we hope he is a good example to the newcomers.

Operators' Proposals Called Inadequate

(Continued from Page 1)

ably would have to work all day Sunday without compensation.

PASSENGER VESSELS

The formula set forth in the offer for the other ratings in the Stewards Department will govern rates on passenger vessels.

2. To increase the overtime rate for Unlicensed Personnel to \$1.00 per hour.

(The SIU demands that ratings where the monthly pay is \$200 or more, the overtime payment shall be \$1.50 an hour.)

3. To pay overtime at sea for all hours worked in excess of 48 in each week to all Unlicensed Personnel whose basic work week is 56 hours or more; for the purpose of this paragraph, Sunday at sea shall be considered the overtime day.

4. To reduce the work week in port from 44 to 40 hours and pay overtime for all hours worked in excess of 40; the purpose of this is to pay overtime for all hours worked on Saturday and Sunday in port.

(The SIU demands that the wording of this item be changed to read: "To reduce the straight time work week in port from 44 to 40 hours and pay overtime for all work performed in excess of 40; the purpose of this is to pay overtime for all work performed on Saturday and Sunday in port." This substitution in the wording guarantees payment for fractions of hours worked, rather than full hours.)

5. Under no circumstance shall there be any duplication or pyramiding of overtime.

6. That the Union and the above named Operators appoint four committees for the purpose of working out a uniform agreement covering wages, general rules and working conditions. One of the said committees shall attempt to work out satisfactory working rules in the Deck Department, another committee shall attempt to work out satisfactory working rules for the Engine Department, another shall attempt to work out satisfactory working rules for the Stewards Department and the fourth of such committees shall attempt to work out satisfactory general rules. When such rules have been approved by the parties, the approval shall be deemed acceptance by the parties of the above rates.

(The SIU demands that the wording of this item be changed to read "That the Union and the above named Operators each appoint a committee for the purpose of negotiations, clarification or amendments to the agreements covering general rules and working conditions." The Seafarers insists that the four-committee clause be knocked out, since the operators would be in a position to negotiate some fast ones with individual committees, which would not be subject to ratification by the membership.)

7. Pending the conclusion of a satisfactory uniform agreement covering wages, general rules and working conditions to run to September 30, 1947, the wages and working conditions presently in effect shall continue, but upon the conclusion of the said uniform agreement the wages shall be retroactive to April 1, 1946 and the overtime rate shall be retroactive to June 15, 1946, provided, however, that where any

vessel operated by any of the Companies may hereafter be delayed in her movements or sailing the retroactive feature shall be suspended to the date when such interference or delay ceases.

(The SIU demanded that the wording of item 7 be changed to read: "The agreement is to run to September 30, 1947." The SIU further demanded that a clause be put into every agreement that

wages and all other monetary matters, except working conditions, can be opened for negotiation with any of the contracted companies without termination of contract.)

The Seafarers' International of North America, hereby accepts this 11th day of July 1946, the above offers jointly made by the Operators and the Union hereby

undertakes and agrees that any and all vessels which are presently "tied-up" as a result of "job action" shall be immediately released and that pending conclusion of a uniform agreement or a complete break-down in negotiations towards such uniform agreement there shall be no "tie-up" of any vessel operated by any of the Companies nor shall there be a refusal by members of the Union to sign on or sign off Shipping Articles nor will there be any other action of any sort

for any reason whatsoever, either on the part of the Union or its members, which will in any way interfere with or delay the movement or sailing of any vessel.

(The SIU won't go for such a binding clause in the agreement as this, because the Union is currently in disagreement with Alcoa Steamship Co. in respect to riders in the ships' articles, and the SIU cannot sign away the rights of the individual members of the Union who are demanding proper riders for ships' articles.)

SHIPOWNERS PROPOSALS

Here are the basic wage proposals as set forth by the operators' negotiating committee. These proposals have been completely rejected by the Union.

Deck Department

	Proposed
Bosun	\$202.50
Bosun's Mate	172.50
Carpenter	195.00
Storekeeper	192.50
AB Maintenance	187.50
Quartermaster	172.50
Able Seaman	172.50
Watchman	172.50
Ordinary Seaman	150.00

Engine Department

C Type and Victory Type Vessels	Proposed
Chief Electrician	\$269.50
Assistant Electrician	200.00
Unlicensed Jr. Engineer	205.00
Machinist Plumber	232.00
Deck Engineer	200.00
Refrigerating Engineer	246.50
(when only one is carried)	
Engine Storekeeper	192.50
Engine Maintenance Man	187.50
Evaporator Maintenance Man	190.00
Oiler	172.50
Watertender	172.50
Combination Fireman-Watertender	172.50
Fireman	162.50
Wiper	150.00
When three Refrigerating Engineers are carried—	
Chief	269.50
1st Ass't.	237.50
2nd Ass't.	218.50

Stewards Department

Freight Vessels	Proposed
Chief Steward	\$220.00
Chief Cook	200.00
Night Cook and Baker	200.00
2nd Cook and Baker	185.00
Assistant Cook	175.00
Messman	150.00
Utilityman	150.00

Ships Just Lay Up In Savannah

By ARTHUR THOMPSON

SAVANNAH—We shipped out 48 men this week and that isn't too bad considering the fact that we only had one SIU payoff. The SS James Swan came back after being out about six weeks and paid off without any beefs pending. We sent a new crew aboard, but when they heard that the new agreement had not been signed yet, and no raise was forthcoming, they decided they would not sign on.

We had the SS James Miller in and sent a few replacements aboard her. We still need a couple of FWT's and if we can get them she'll be squared away.

We spent a pretty rugged week-end getting replacements for the MV Oregon Fir, but just managed to get her out with a full crew and no delay.

At the present writing we have

six SUP ships in and nobody knows where or when they are going. They've been in port for some time now and the boys are getting restless.

The SS John Lawson is still hanging around and we don't know what her fate is. Ships have been laying here so long that it looks as though the bone-yard was moved to Savannah.

We have formed a Maritime Council here in Savannah composed of the MM&P, the ILA, the Teamsters and ourselves. We are prepared for practically any eventuality.

Our stenographer had a proposal of marriage by telegram. It was signed by "Danny". This looks like something for Brother Hawk to check on. We know the telegram came from New York, but we are not sure who Danny is.

AFL Solidarity Beats CMU Raid On SIU-SUP

(Continued from Page 1)

claimed, should be manned by a CMU crew, and failure to agree to this outrageous demand caused the ILWU to refuse to load or unload any cargo for the SS Mello Franco.

When the picketing first started there was a problem of immediately throwing the entire strength of the Seafarers into the field on this very important beef. With the assistance of the Greater New York AFL Maritime Council, everything went smoothly. In spite of some initial confusion, the picketline, set up where the CMU ships were most heavily concentrated, resulted in a 100 percent tie-up of the docks.

As Paul Hall said, "Picketlines were established at the Staten Island docks as a warning to Harry Bridges and the commies to stop raiding SIU-SUP ships. The spread of picketing to other docks in the New York area and to other ports is in line with the planned strategy of continuing the extension of picketing until it covers all ships manned by the CMU or until this beef breaks."

BEEF GROWS

When Bridges did not take the warning, the picketing was extended. On Friday, July 12, Manhattan docks along the North River, handling NMU ships, were involved in the tie-up.

This also resulted in a complete cessation of all business on the piers picketed. When the lines formed around the docks numbered 57 to 62 inclusive, the longshoremen, members of the International Longshoremen's Association, AFL, walked off the docks, and refused to work until the sailors' beef was settled.

The pattern in both cases was the same. As soon as the picketlines were established on Staten Island, and at the North River docks, the longshoremen immediately walked off, and the truck drivers, members of the AFL Teamsters Union, would not, under any circumstances, cross the lines set up by the SIU-SUP, in conjunction with the AFL Maritime Council.

At the height of the beef, added support was received in the form of a telegram from William Green, President of the American Federation of Labor, to Harry Lundeberg, President of the SIU.

AFL SUPPORTS

The telegram pledged all aid of the National AFL in the present dispute, and called "upon all central bodies and officers of National Unions whose locals are

established on the Pacific Coast and all our friends to rally to your support to assist and help you in every possible way."

President Green closed with a request, "Please advise me of any special definite way in which I can help you quickly and immediately."

In the words of competent observers, never before have so many maritime workers been united on a beef. It turned out to be a great victory for the Greater New York AFL Maritime Council, and when honors are distributed, all credit should go to the rank-and-file.

As an aftermath of the West Coast beef, William Green has instructed representatives of all AFL Maritime Unions, or unions connected with the maritime industry, to convene in Chicago on August 12 to set up an AFL Maritime Council.

STRONGER THAN CMU

"This," said Paul Hall, "will make the SIU part of a powerful alignment of maritime unions much stronger than the CMU. And in addition, it will help the SIU-SUP immeasurably when it comes to actual organizational work."

On the whole, the idea of an AFL Maritime Council has already proved its worth. In the past beef, this council was instrumental in lining up support from the ILA, the Teamsters Union, the MM&P, the Radio Officers Union, and the Pursers Union of the SIU, all affiliated with the AFL.

Baltimore Seafarers Give To Hospitalized

By WM. (CURLY) RENTZ

BALTIMORE — SIU members in this port continue to remember their Union brothers confined in the Marine Hospital. John Taurin, of the hospital committee, reports this week that the crews of five vessels donated \$57.00 to be distributed among the hospitalized men.

Donations totalling \$22.00 were received from the SS Petersburg Victory crew, while the SS Venore men contributed \$14.00. The other three vessels responding were the SS Thomas Nelson, \$11.00; SS Cubore, \$4.00; and the SS Thomas Hyde, \$6.00.

For personal expenses while in the hospital, \$3.50 was given to each of the following: Arthur Viperman, Roy Burkett, Clinton Hamer, Moses Morris, James E. Kelly, E. J. Dellamano, Van Warfield, Charles Dunn, C. Fowler and I. Iversen.

AROUND THE PORTS



Crew Sticks Together And Wins Transportation To West Coast

By JOHN MOGAN

BOSTON—Business still very slow at this port, but shipping has picked up some with a lot of jobs on the board during the week. The SS Samuel Walker (Bull) paid off in Portland, Me. all beefs were settled at the pay-off.

The SS Louis McHenry Howe (Luckenbach-West Coast) paid off also. This vessel was changing ownership, from Luckenbach to American President Lines, and a transportation beef developed. WSA refused to pay the \$125 transportation back to Seattle, as the ship was going on a round-the-world run from San Francisco.

WSA contended that inasmuch as the ship was returning to the West Coast, the men, therefore, were not entitled to transportation. The Union's contention was that the Articles would be broken



when the ship paid off the Inter-coastal Articles and signed Coastwise Articles with the new company.

CAME THROUGH

A meeting was held and the members went on record not to payoff the old Articles or sail the ship from Boston until the transportation was paid. The company was notified of the crew's action, and within two hours called up to state that they were ready to payoff with transportation. This was another example of the crew sticking together on a beef, and remaining perfectly sober until the end.

We were disappointed in not being able to have our regular meeting of July 3 at the new location. But we had a good meeting, nevertheless, and all are looking forward to the next meeting to be held in the new Hall.

Business and shipping both appear to be on the pick-up. The Mechanicsville (Pacific tanker) pays off tomorrow at Providence, R. I., after a four-month voyage. The SS Drury Victory has just been turned over to Waterman and will crew up in the next couple of days. Another tanker or two is expected during the week also. However, it will take a half-dozen ships to make a dent in the register.

We are still having our troubles with the Coast Guard, in that it is practically impossible to have a member get an indorsement in less than a week's time—and even then he might be told to come back in another week.

The cooperation of our Congressmen from Massachusetts in

defeating the President's Reorganizational Plan No. 3 is appreciated by the membership. The names of those legislators who expressed themselves as being alongside us in this fight were read off at the last meeting, and the membership voted to extend to all of them a vote of thanks. It is hoped that the Senate will be equally judicious in disposing of the Plan.

NO NEWS??

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

- NORFOLK
- PORT ARTHUR
- HOUSTON
- CHARLESTON
- MOBILE
- SAN JUAN
- GALVESTON
- TAMPA
- JACKSONVILLE

WITH THE SIU IN CANADA

By HUGH MURPHY

The continual efforts of the SIU in Canada for the enactment of seamen's legislation, revision of the "Canada Shipping Act" and for a Seamen's Bill of Rights, to bring our maritime industry up to a similar level of other modern maritime nations, has just been further advanced by Brother Harry Archibald, M.P. (Skeena), who has sailed on the B.C. Coast and has first hand knowledge of the conditions of seamen.

On June 28th, 1946, when Department of Transport estimates came before the House under "National Health and Welfare" Brother Archibald brought to the attention of the Government the unfair status of Coast Seamen in regard to the terms of Section 305, Part V, of the "Canada Shipping Act" and also the unfair terms of Section 288 in regard to the treatment of seamen who may have been unfortunate in contracting venereal disease. The following is an extract from the discussion which took place on these matters and as published in Hansard, June 28th, 1946.

Mr. Archibald: Under that section seamen engaged along the coast of British Columbia or in the provinces of Ontario and Quebec do not have the benefit of hospital treatment which is provided for seamen on ships plying between different provinces. In British Columbia we would like to see the act extended so that seamen engaged in the coastal trade in that province could receive treatment. These exceptions should be done away with as they were during the war.

In this connection, dealing with the health of seamen I should like to deal with section 288. This section allows for treatment of venereal disease in any Canadian port whether a man is ashore or on shipboard, but if a man on a Canadian vessel contracts venereal disease in a port other than a Canadian one he is responsible for his own treatment. In this connection, it is to be noted that Canadian vessels are the only vessels in the world today where this is still the practice. A little action by the government in line

with other maritime nations would save a great deal of unnecessary suffering and needless expense to the individuals concerned.

This is a matter of vital concern to the seamen of Canada's merchant marine, and with all the talk we hear from the present government as to their interest in social welfare, why cannot they maintain the order in council which they passed during the war? It is part and parcel of the general set-up of other maritime nations. It was regarded as very necessary in time of war. Some day we might want these seamen again, and they might not be willing to sail the boats unless conditions are changed. I am interested in this matter because I have worked on coastal



boats and am a member of the SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA. I should like to see these men given the service they deserve.

Brother Archibald's statement was corroborated by the Honorable Mr. McInnis, who rose to speak after Mr. Archibald had finished his prepared statement. Mr. McInnis has been in favor of progressive legislation for seamen for quite some time, and has many times spoken in behalf of such action.

GOOD WORDS

Mr. McInnis: I should like to say a few words in support of some of the points raised by the hon. member for Skeena. The minister may remember that I discussed this matter with him last year. I first took it up with the Minister of Transport, and had prepared an amendment to the Canada Shipping Act which I thought would meet the situation. The men, and the women

Waterman Officers Pull In Horns When Hard-Talk Showdown Comes

By JAMES "Red" TRUESDALE

PHILADELPHIA—Last week we had a funny situation that was made to order for the comic books. Lots of times we hear of one officer on a ship who throws his weight around with a Patrolman, and then backs down at the last minute. This time it was the whole complement of brass that refused to fight after threatening that they would use a baseball bat on the Patrolman.

CHIP ON SHOULDER

What happened was that a Waterman scow put in here with plenty of beefs regarding overtime. As the Patrolman was trying to settle things with "Red Pencil" Perkins, the Waterman Gestapo, the Chief Mate and a couple of bucko Engineers began putting their two cents in.

They were told to keep out of

it as it was none of their business. Thereupon they told the Patrolman that they would use a baseball bat on him, and that they had a couple of tough guys that could take care of him. Not being one to duck a fight when the odds are against him, the Patrolman invited them all to meet him on the dock, immediately.

The bucko boys did not feel secure with their baseball bat so they went topside to recruit some more officers for their goon squad. In front of their wives, who were visiting them, they were throwing out their chests and bragging



over what they were going to do to the poor Patrolman.

When it came time to go on the dock, however, they changed their minds. A team of wild horses couldn't have dragged them off that ship. The big goon squad figured that the Patrolman who had settled all the beefs for the crew could also settle their own hash. And they were right.

NO PROTECTION

Shipping continues very good with plenty of ships being paid off and signed on each week. We are still having trouble with some of the Shipping Commissioners who have forgotten that their jobs were created for the protection of the seamen. The seamen get about as much protection from them as Hitler gave the Polish people.

Two ships are now being held up in this port because the men refuse to sign on until they are definite about the pay they are to collect. The ships are: the Cape May, Bull Line, and the Yaka, Waterman Lines. Until this matter is settled, the ships will remain deserted. That's what we call action in Philadelphia.

The Otis Hall, American Liberty Line, came in and paid off without any fuss or bother. All the crew had a good word for the Skipper.

All Hands Okay

The important thought in the minds of the Patrolmen, this Patrolman anyway, is the way the membership handled the picketing this past week. It was a wonderful job, and as the officials have already publicly said, all the credit goes to the militant, united rank-and-file.

The oldtimers who knew what it was all about, having hit the bricks many times in the past, helped the new hands. They taught them all they could about the art of walking a picketline.

And maybe those new men didn't learn quick. It was a great experience to hear them tell strangers why we were marching, and asking them to respect our picketlines. For the way the membership acted during this beef, they deserve a rousing "well done, all hands."

Johnnie Johnston.

Coast Guard Control Of Seamen Is Not What Mariners Fought For

By JOE ALGINA

NEW YORK—It looks like the Coast Guard has the Merchant Marine through an act of Congress. The temporary war time measure of allowing the Merchant Seamen to be controlled by the CG is now made permanent, but we have a little bit of comfort in the fact that the vote was very close, 37 to 30.

It is funny that the men who howl the loudest about absenteeism are the ones who take advantage of the fact that they don't have to punch a time clock. Out of 96 Senators, only 67 found time to be present to vote on such an important piece of legislation. The others were probably busy covering up their tracks so that what happened to Representative May won't be repeated with them in the hot spot.

I don't think we ought to get too much discouraged over the fact that we still must take orders from the Coast Guard. First of all, it is still possible for some friendly Congressman to introduce a law throwing the CG out on its ear. This is possible, but hardly probable.

SOME HOPE

The second solution would be in having the International pressure Congress into changing the laws governing civilian seamen. We shouldn't have to stand for such business as is going on in Washington today. Those bureaucrats have become the worst kind of anti-labor strike breakers. Now that Truman has shown the way, the rest seem to be trying to outdo each other in thinking up new ways to shackle labor.

The 6,000 men who are lying at the bottom of the ocean did not die so that the CG could have soft, cushy jobs controlling a peace-time industry. Now that the flagwaving is over, we seamen have found out that everything that was said about us during the war was just words.

Our picketlines during the last week must have given Harry Bridges and his CMU a pain right where they sit. We sewed up this port and could have sewed up every port on the Atlantic, Gulf, and West Coasts.

SNEAKY TRICK

We showed the CMU, and anyone else who might be interested, that we will not tolerate raiding. It was really funny the way they quickly drew in their horns when they saw that we were ready and willing to fight them to a finish.

Like the rats they are, they waited until we got ourselves all tangled up in negotiations with

the shipowners before they started to raid. But we fooled them by being able to take on two enemies at the same time. We don't like to do it that way, but when the



ships are down, we fight to win and we win our fights.

Shipping in the port of New York is still good, and would have been better if we hadn't had to establish picketlines from Staten Island up to the North River. A number of ships have come in recently from long voyages and they have the usual number of beefs aboard. We settle them all as they come up, and all at the point of production where you can get quick action and no double-talk.

The Patrolmen Say...

Unnecessary Calls

Every day the Patrolmen get from one hundred to two hundred telephone calls. Most of them are unnecessary, and some of them are downright foolish.

Take these for instance. A guy calls up and says, "Let me talk to that tall, thin Patrolman—you know who I mean."

Or another call something like this: "This is Mike. I paid off in Mobile. Is my overtime settled yet?"

And last but not least is the call that sounds like this one. "Say, Patrolman, the Steward left the ship with the keys and we can't get any chow. What shall we do, claim subsistence?"

You can see for yourself that these calls do not accomplish a single thing. Before you call make sure you have a good beef. When you call, give the name of your ship, name of the operator, location of the ship, nature of the beef, and any other information. In this way, your Patrolman will be able to do a better and faster job for you.

Ray Gonzales
Salvador Colls.

† † †

Solidarity Needed

I would like to call to the attention of the many Union Brothers the fact that the conditions which seamen now have were not handed to them on a silver platter. We had to take part in plenty of job action before we won what we have today.

I can remember the SS Julia Luckenbach in 1935, in the port of San Pedro, when the crew had to walk off the ship twice within two days to secure cots to sleep on.

Such happenings were not uncommon. In those days the Stewards Department had to work from 5 a.m. until all the work was finished, and that could mean anytime early the following morning.

I bring this up in connection with a ship I paid off recently.

LIFESAVER



This is Seafarer Richard Kipp, an AB on the Moran tug Montauk Point, who last week risked his life to save a man who fell off Pier 73, East River. Kipp was working on the Pigeon Point when he heard someone yell "man overboard." The man lost his grip on a piling and sank just as Kipp came up. Kipp kicked off his shoes, dived, got a bearing on where the man went down, surface dived 20 feet and came up under the drowning man. Then he held the man's head up, next to a piling until a rope was lowered. The man proved to be Richard Dunn.

Calmar Crew Advised To Stay Together Right Through Payoff

By JOHNNIE HATGIMISIOS

BALTIMORE—At the moment shipping is slow in this port, with indications that the situation will improve, according to the way ships are paying off.

All ships that paid off were in clean and good condition, proving the point that an SIU ship is a clean ship. This reflects on the men who sail these vessels. Their ship is their home, and they want a clean home.

I see where the NMU is crying already. Their tears are over the wage raise we will get soon. It may take us a little longer, but we get what we go after, and without selling out the membership.

The NMU didn't even keep its word about striking. When they were offered a \$17.50 increase in pay, they thought that we would get the same. But, as our record points out, we always stick out for more. When it comes to wages and conditions, the SIU has it over any other union.

HIHER WAGES

Our wage contracts always have been higher than the NMU's. As soon as they learn that we have gained more for our members than they have for theirs, out come the crying towels. Like confused, mistreated little babies they cry when they know they are beaten. In the bonus strike they cried "phony," then went to Washington to get what we had gained for our men.

The CMU also gives me a great

big laugh, with their cry of "Unity!" The \$64 question is, "Have they ever tried to keep unity?" Perhaps to them their disruptive tactics are unity, but to the SIU it all is a phony build-up for the commies to get their hands on everything they can. The Furniture Union expose last week points this out once again.

CALMAR GETS TOUGH

Once again the Calmar Line is trying to get a little tough. We try to keep them in their place, or they get to be a good pain in the neck. I advise all men who are on Calmar ships to stick together, particularly at the payoff. The wise thing is for all the departments to work as one strong unit. Keep a few bucks on you in the event the payoff is delayed a bit, so that no one has to break the ranks and run to the Commissioner to sign off.

We have agreements now, and we should take advantage of them. They should be read since they vary with the different companies. I had one ship here at a payoff that had most of the Stewards Department on overtime. But all they did was put down the words "two hours" on the sheet, and no further explanation. The ship had been on a four month trip and the necessary facts were difficult to ferret out. I had to take about ten aspirins after settling that one.

OVERTIME

So remember, put your overtime down with all the essential information. Time of starting, knocking off time, and what the overtime was for. Then there will be little trouble in collecting.

The Isthmian drive continues to go along swell. What has been done has been handled well. But until the final vote is in, the job is not finished. Before you know it, we will have wages and conditions for the Isthmian men just as we do for the other companies under SIU contract. The Seafarers way is the right way.

Wear your SIU pin. It is the mark of a better Union. It stands for all the conditions won as the result of long and bitter struggles. Steady as she goes!

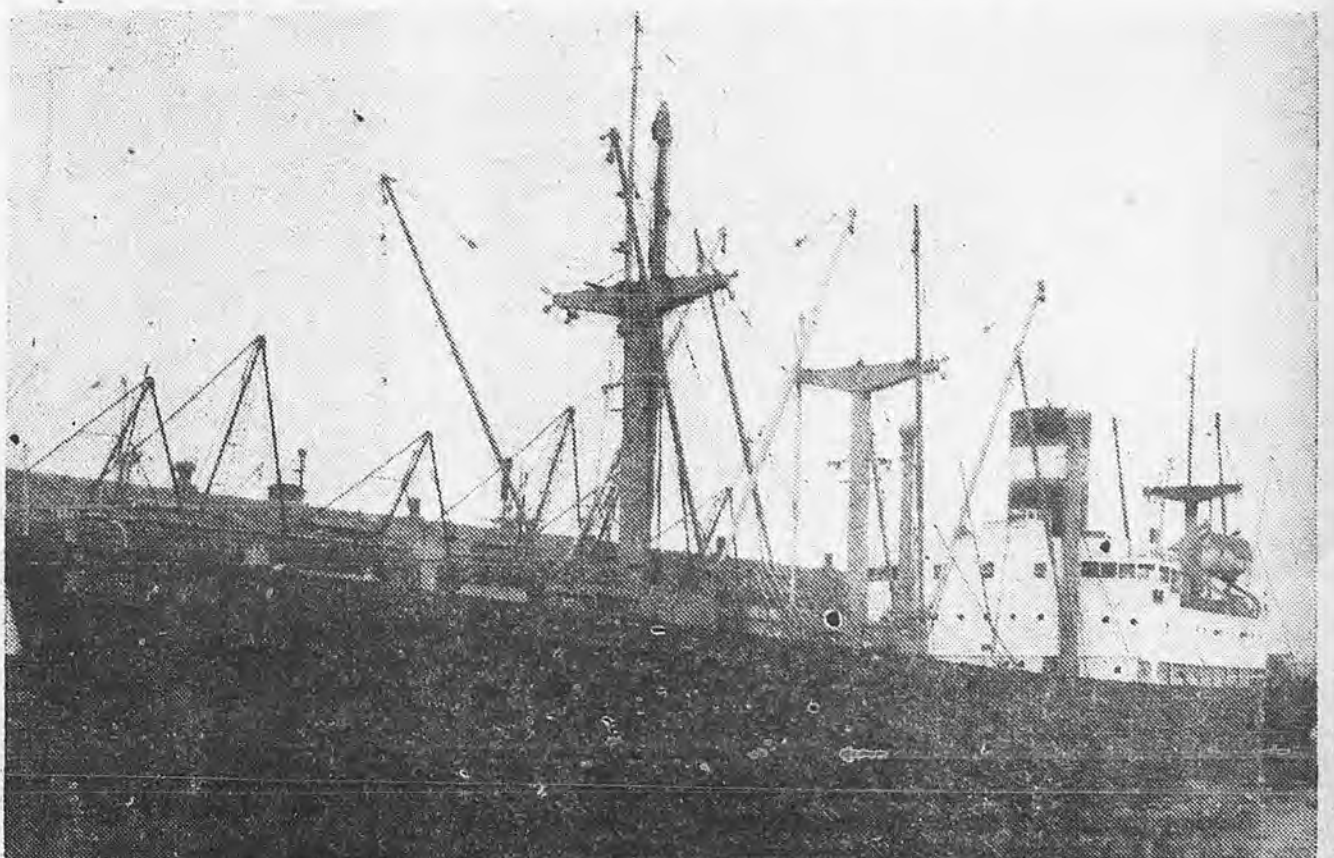
Attention Members!

Seafarers Sailing As Engineers

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

Claude Fisher.

COLD, STONE DEAD IN THE HARBOR



This is what a ship looks like when the crew walks off to enforce reasonable treatment from the company. The picture of this deserted ship was sent in from Philadelphia where a militant SIU crew has tied up the SS Cape May, Bull Lines.

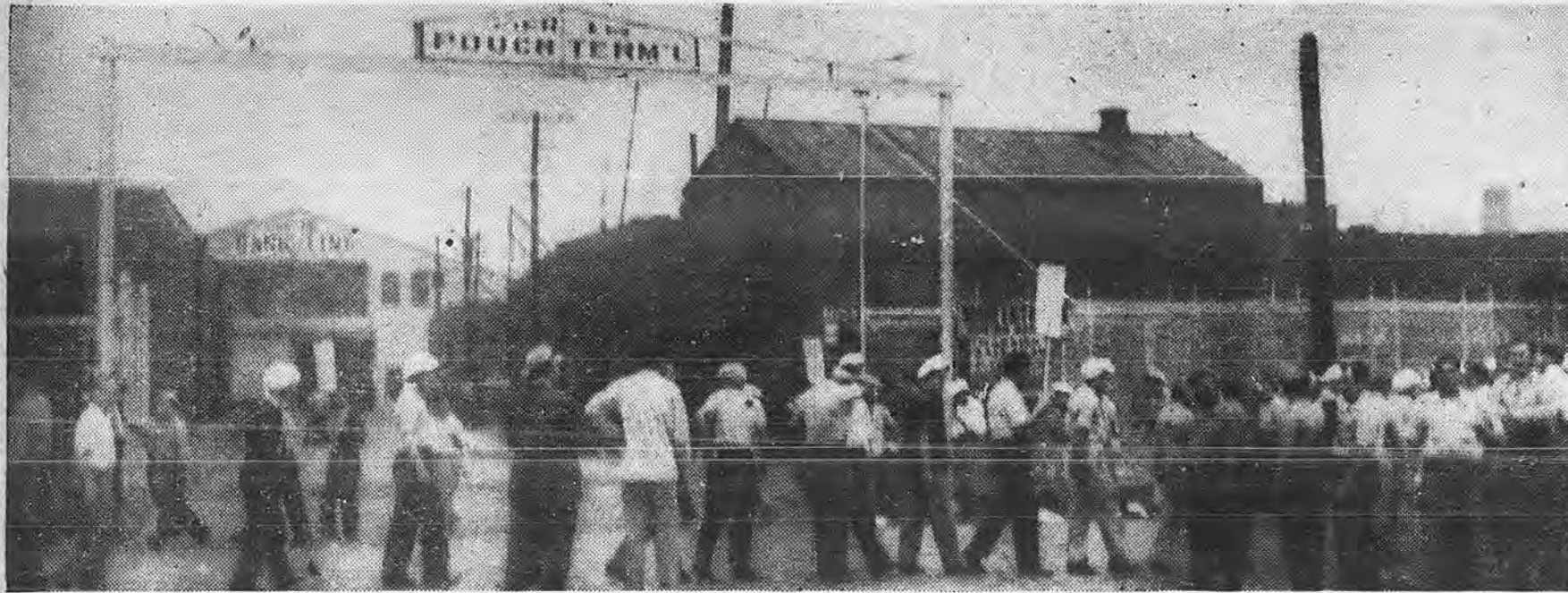
Even Blood

SIU solidarity that may prove to be a life-saver was demonstrated in two instances in New Orleans this week.

At the Gulf port Marine Hospital a call went out for blood donors to aid two Union men seriously ill there. Eight Brothers responded with lightning speed.

The worthy Seafarers, whose blood may turn the tide in the sick men's favor, were: Gene Delp, W. W. Soderman, Dillon Fontenet, John W. Duncan, Frank Berzoff, Jimmie Watson, R. L. O'Dowd and Herman Darbone.

Militant SIU-SUP Shuts Down CMU Docks



* * *

One picketline formed about 1:00 P.M. on Wednesday, July 10, at the Staten Island docks, and within one half hour the piers were locked up tighter than a drum. Not one longshoreman tried to go through the picketline; and trucks by the hundreds, manned by members of the Teamsters Union, AFL, turned away when they saw the lines thrown around the docks. It was a complete tie-up, evidence of the strength of the AFL Maritime Council. This was the kind of unity and action that brings victory.

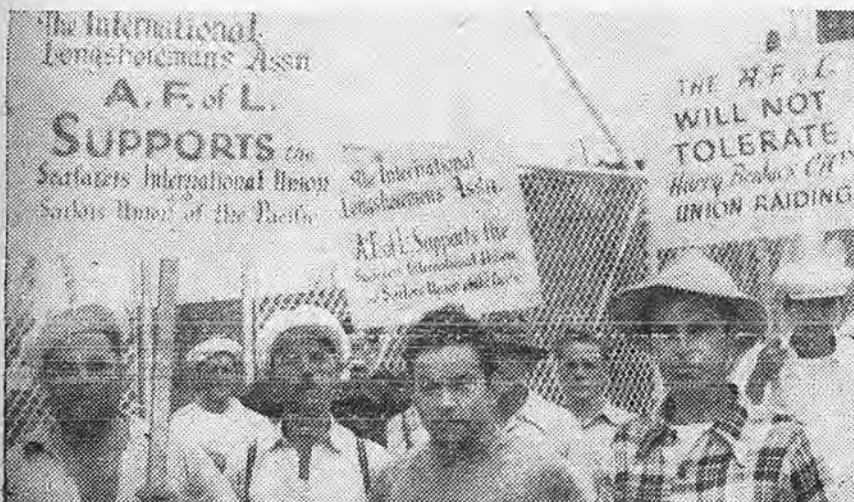
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All of the men who hit the bricks wanted the privilege of carrying the picketsigns. By the time the victory was won on Sunday, July 14, every Seafarer had a chance to hold aloft a sign which told the world why we walked a picketline in the hot sun. Here's one sign being displayed by an SIU member.



As soon as the lines formed, the longshoremen, members of the International Longshoremen's Association, AFL, walked off the piers in sympathy. They gathered across the street from where the lines were set up and waited to see whether any attempt would be made to violate the SIU-SUP picketlines. No attempts were made, but it was good to know that these men, and men like them, were right with us in this beef.



We told the world about the finky tactics and union raiding being indulged in by Harry Bridges, and the CMU. We also told the world about the unity of the AFL Maritime Council of Greater New-York. Some of the signs that told the story are displayed above.



It was a hot day on the picketline at the Staten Island docks, and time was frequently taken for refreshments. Here are a few of the SIU-SUP officials having something cooling. Pictured are Jack Dwyer, New York Port Agent of the SUP; Louis Glebe, SUP Patrolman; Paul Hall, SIU Director of Organization and New York Port Agent; Jack Parker, New York SIU official; and Steeley White, New Orleans Port Agent.



Roving squads of Seafarers, armed with literature giving our side of the story, distributed thousands of leaflets. Most trucks and passenger cars which passed by stopped to receive one of the flyers. Truckers were especially sympathetic, and not one of them even expressed a desire to go through the lines.



Here are the longshoremen leaving the job in sympathy with the SIU-SUP. The men who were out to lunch when the lines formed refused to go back, and the men who were already at work walked out as soon as they were informed.

AFL Maritime Council Goes To Town On Beef

The picketing, which started on Staten Island on July 10, was extended to the North River piers 57 through 62 on Friday, July 12. Nobody tried to go through the lines, not even CIO members. Most of the NMU men were sympathetic to the SIU point of view, and expressed the idea that Harry Bridges had overreached himself in this latest maneuver. The same spirit that made the Staten Island picketing successful was present at the North River docks.





This is another one of the three picketlines which were established at the Staten Island docks. Thousands of SIU-SUP members, plus representatives from other AFL Maritime Unions, formed solid lines in opposition to Harry Bridges' raiding.



One of the many truck drivers who came up to the picketline, saw the signs, learned the score, and then turned away. The trucks were lined up all along the docks on the days the SIU-SUP picketed piers 57 through 62 along the North River.



A few more Seafarers officials pictured as they planned strategy at the picketing at the North River docks. Earl Shepard, SIU Atlantic Coast Coordinator; John Hawk, SIU Secretary-Treasurer; and Robert Matthews, SIU San Francisco Port Agent, talk the situation over.



The longshoremen wouldn't even go through the lines to collect their pay on Friday afternoon when the SIU-SUP picketed piers along the North River. Arrangements were finally made for one window to be left open and the men lined up to collect their cabbage.



Monday, July 15, was a day of celebration for the SIU-SUP. All the men who had fought the battle through wanted to do something big, so the Union Strike Committee arranged a blow-out on the third deck of the New York Hall. Good hot food was served, and everyone had a different story to tell about the experiences on the picketline. Of course, the oldtimers remembered some bloody times in the past, but all agreed that the recent action was militant, and what is also important, we won our beef.



Two members of the Teamsters Union, Local 807, refused to go through the picketlines when they drove up to the Staten Island docks and saw the SIU-SUP men and the signs they carried. Left to right are Charles Pravata and Salvatore Cucurillo, who are reading the leaflet giving the AFL side of the story.

SHIPS' MINUTES AND NEWS



Survey Of Minutes Of 15 SIU-Crewed Ships Show Fo'c'sle, Messroom Beefs Top The List

The Captain Is A 'Lady' On Citadel

From the crew of the SS Citadel Victory comes a precedent-setting set of minutes. The June 19 minutes were sent in under the title, "Queer Antics," which is a masterpiece of understatement. Here is the recording, just as received:

At approximately 6:30 p.m. the ship's whistle began blowing "abandon ship." With the alarm ringing, the ship made a 360 degree right turn, then proceeded on her regular course.

One of the passengers was dressed in the Captain's uniform, though no reason was given for



this move. Two cases of rum had come aboard three days previously.

On June 14, the Captain fired several rounds of ammunition from a revolver in the Port and Starboard cabin deck. The sudden shots, with no previous warning, caused one lady passenger to faint, alarmed the entire crew. It looked as though the Captain was trying to impress the "lady" passengers, as well as trying to bluff the crew.

UNIONEER

At one point, the Captain, while talking to the Bosun, said that the Union was no good, and that he, the Captain, was a better Union man than anyone sailing below.

On arrival in New York, the Captain had money brought aboard for draws, but refused to give out the draw until the following day. This forced most of the crew to remain aboard for lack of money. (This happened once before, in Rio.)

In New York, the Captain said he was going to bed and sleep. He threatened that if anyone awakened him, he would "shoot" him.

The Captain was performing on the mainmast shrouds, going up the mainmast, then turning and coming down the shroud hand over hand. (Once more making a big impression on "lady" passengers.)

ENTERTAINER

The Captain has had rum parties almost every night, and has had ice and fruit taken to his cabin by the Bedroom Steward and Chief Steward on personal orders.

After giving orders to leave



Need for improvement in the crews' fo'c'sles and the messroom are the most frequently aired beefs at shipboard membership meetings, a survey of ship's minutes reveals. The Log took the minutes of 15 vessels and recorded the beefs in the order of their frequency.

Living conditions rated top attention. Almost half of the minutes studied showed crew dissatisfaction with their fo'c'sles and messroom facilities. Seven ships had fo'c'sle beefs, and an equal number found fault with the mess. Several of the tubs made both lists.

Faulty fo'c'sles were reported aboard the Joseph I. Kemp, the Alcoa Master, Brazil Victory, San Blas, Lawton B. Evans, Diamond Hitch, and one other vessel the name of which was omitted from the minutes.

Messed up were the messrooms on the following vessels: the Kemp, Edwin G. Weed, the Alcoa Master, Williams Victory, Brazil Victory, San Blas, Diamond Hitch.

It should be reported that conditions on several of the ships were subsequently cleared up as a result of crew action or Union intervention.

Close second in the beef race was the slopchest. One third of the vessels were inadequately supplying their crews. The five ships falling down in this department were the Kemp, which seems to be on the wrong side in all counts; the Weed; Brazil Victory; Diamond Hitch; and another anonymous seew, which called for "restocking of the slopchest with average size clothing."

Five ships have food failings, ranging from rotten meat to shortages. Again the Kemp was cited here, along with the Weed, Williams Victory, and the San Blas. The fifth ship in this category, another anonymity, sweetly but sadly said the "syrup was inferior."

Laundries were loused up, according to the minutes of three vessels. Exposed to insects and vermin, two of the vessels' crews demanded fumigation. Two crews also called for improvements in the Stewards Departments, one urged better conditions for the men in the Deck crew.

But all was not beef in the minutes. Two crews gave glowing commendation to the Stewards Departments of their ships for the excellent service and chow. And the men were not averse to self-criticism where necessary. Let there be less noise, said two crews.

Sprinkled throughout the minutes were motions urging donations to men in hospitals, and the Log; imposition of fines for carelessness and uncleanness on the members' part.

It should be pointed out, incidentally, that a survey of this type can be applied only to the vessels involved, and would not necessarily indicate an average for all ships. A study of the minutes of 15 other ships might reveal an entirely different picture. We just thought such a compilation might be interesting.

Alfaro Crew Goes To Bat, Writes To Congress

The following letter was sent by the crew of the SS Elroy Alfaro to the House Committee on Executive Department Expenditures, which was considering the transfer of the Bureau of Marine Inspection and Navigation to the Coast Guard.

Unhappily, the transfer went through in the Senate, after the House had defeated it.

But there is a possibility that it would not if every crew of every SIU ship had been as militant in presenting its opinion of the Coast Guard to the House and Senate committees as was that of the Alfaro.

We present, then, the crew's letter as an example of real unionism.

CREW LETTER
House Committee on Executive Department Expenditures
Capital Building
Washington, D. C.
Attention: Chairman Manasco

In view of the present plan in the President's Reorganization Plan 3, Part 1, which executive order would transfer jurisdiction of the Bureau of Marine Inspection and Navigation from the Commerce Department to the Coast Guard in perpetuity, we the following Merchant Seamen, crew members of the SS Elroy Alfaro, would like to present the following views on the subject for your consideration, before

Trinidad at 11:30, the Captain went ashore with passengers, and did not return until 1:20. The Mates would not take the ship out of the harbor. The Captain, too intoxicated to take it out, waited until daybreak.

The Captain dressed, not oddly but queerly, in a lady's dress and lipstick, then performed on the bridge.



any action is taken by the committee to sustain the President's plan that has been submitted.

The Coast Guard has constantly interfered with the seamen, by binding all our attempts to apply for positions needed in the marine industry with unnecessary red tape and humdrum.

During the recent acute shortages of merchant seamen for rated positions aboard ships, the overstuffed Dept. of Coast Guard Marine Inspection, demanded experienced seamen applying for certificates for these ratings, go to U.S. Maritime schools for weeks, even months, wasting their time listening to instructors who didn't know the work as well as they did; before they would issue the certificate allowing the men to ship. And at the same time this very same Department of the Coast Guard was issuing thousands of the same tickets to green men fresh out of Maritime rush courses, men who previously had no actual sea time, and who couldn't perform the first thing in the line of duty in their respective jobs aboard ship.

WHIMSICAL

Seamen are placed in the position where they have to constantly answer to the beck and call of the Coast Guard to re-

ceive, new kinds of tickets, extra endorsements, etc — due to the ever present inefficient Coast Guard working and filing systems which are incessantly being changed, and the unheard-of expenses of carrying out these whims, bears heavily on the taxpayers' purse. Not even mentioning the confusion it causes for the seamen, wondering what is going to be demanded of them next.

Every seaman knows straight from the records, that the Coast Guard has proved itself, that it is no friend of the unlicensed seaman, and has no wish for cooperation by the past case histories, which speak for themselves, of its injustices of the "Coast Guard Hearing Unit" that has always favored the officers aboard ship, and through their actions, this kangaroo court has deprived many an innocent seaman, old and young, of his future chances of continuing his livelihood at sea, and many, many times on the vaguest, and minorest of charges.

THE PROOF

Every effort and order issued by the Coast Guard to its enlisted men, during the recent maritime crisis, proved that they were ready at the President's order to step in and man the ships at a time when the merchant sailor was fighting for an honest wage and better working conditions, our constitutional rights, which at no time should have any threat of interference by governmental bodies, such as the Coast Guard. We must always demand our rights to negotiate between the shipowner and ourselves, and there the Coast Guard stood ready to stab us in the back. How can an organization like the Coast Guard, who has made themselves so unbearable in the

PORTRAIT OF SEAFARER



This is Edward (Grindstone) Johnson, a Seafarer aboard the SS Thomas J. Lyons. Someone took his picture and sent it in, so here it is.

past and which show such future intentions, pat the merchant seamen on the shoulder and expect our support and respect as our "Bureau of Marine Inspection and Navigation?"

We urge you to revise Plan 3, Part 1, of the President's Reorganization Plan to reinstate the "Commerce Department" to head the Marine Inspection and Navigation. They, to us are tried and true, and in the past worked more in the interest of the seaman. We guarantee our full-hearted support in every effort you can come to end this Coast Guard domination on an organization that once enjoyed free enterprise. No seaman or shipowner, who takes the trouble to think carefully over this question, will, after mature consideration, favor any such law.

Digested Minutes Of SIU Ship Meetings

EDWARD G. JANEWAY, April 21—Chairman E. B. Tilley; Secretary W. D. Strahle. Previous minutes read and accepted. Motions carried: to fine \$1.00 anyone found guilty of erasing a fine; that each man donate \$1.00 to the Log; to give vote of thanks to Steward Dept. for Easter dinner. Brother Tilley to explain Union procedure to trip cards wanting information. Ch. Cook to send in three names for Log mailing list. One minute of silence observed in memory of departed Brothers. Good and Welfare: a motion was carried to have Delegate see Mate in regard to obtaining new library for vessel.



Fellows Don't Know What Lies—A Head

A head is a head, a laundry is a laundry, and never the twain shall meet. So ruled the crew of the SS George Westinghouse at a recent membership meeting.

Some of the lads were confusing the purposes of the two accommodations. Said the ship's minutes: "All clothes should be washed in the laundry, instead of in the heads."

Possible explanation for the laundering efforts in the heads was offered by another item in the minutes. Under Good and Welfare the crew launched an "inquiry on the lack of buckets." The Steward said there weren't enough to go around.

RICHARD BASSETT, April 8—Chairman Anthony J. Stanton; Secretary Edward V. Stibler. Motion carried: that each member give delegate his book with a statement of amount he wants to pay up plus amount of any Log donation he may wish to make. Under Good and Welfare the following repairs were recommended: scrape and varnish chairs in crew's mess; soogie and paint crew's quarters; install soap holders, new port glass in gunner's mess; screens, new drinking water line in engine room; new steam in Deck and Steward showers; new flush valves in all toilets and floor boards in unlicensed personnel's showers. Repair mushroom ventilators in mess and crew's quarters, replace wooden toilet seats with porcelain; check and repair electrical equipment and lockers in Steward department quarters. Fireman should be given larger room. Provide three electric toasters, three percolators and new keys for all fo'c'sles.

BLUEFIELD VICTORY, April 15—Chairman Joe Askew; Secretary Joe Schwab. Election of officers. Reading of previous meeting's minutes and

action taken on beefs and gripes. Ch.eward has a west coast permit on which "not one cent of dues or assessments has been paid." Motions carried: to check on C.eward's status; to hold meetings at sea every Friday at 6:30 p.m. Books were checked and found to be in good order. Good and Welfare: Motions carried: to send a committee to Steward about variety of foods (Ch. Cook asked for an explanation); to turn gunner's mess into fo'c'sle; to have one man from each watch clean mess; to get new belt for washing machine; and to keep down noise at night.

Romance Flourishes After Two Mishaps

It took a lost rudder and a torn hull on the Nonpareil to bring romance to Seafarer Grover Stevens, Chief Steward aboard the ship on her recent run to Danzig.

SIU Bosun John Morgan sent the details to us in the form of a clipping from a Glasgow newspaper.

The Nonpareil, the paper says, left Danzig, was en route to Copenhagen, when she lost her rudder, hitting a submerged object. She was repaired at Gothenburg. She picked up passengers in Copenhagen, headed for Glasgow for fuel, hit dread Skerryvore reef and tore a hole in her hull but made Glasgow under her own power.

While repairs were being made Steward Stevens, who hails from Long Beach, met Miss Christina Bernadette Gordon of 15 Hill Street, Dumbarton, Glasgow. They were married.

DIAMOND HITCH, June 14—Chairman Jim Sellers; Secretary William Carroll. Crew to hold up payoff until all disputed overtime and beefs are settled. Subsistence has been due crew from the first of the trip. Good and Welfare: Recommended that Purser and Patrolman check slopchest at beginning of trip, several items missing. Motions carried: to fumigate ship; install screen door in booby hatch; that Purser give men receipts for each slopchest purchase; to have icebox locked and to supply keys to Saloon and crew messmen; to have Patrolman investigate irregularity whereby officers are in possession of keys to various food boxes in galley; to have icebox installed in galley so Ch. Cook can save time. Reported that Captain ordered bedroom Steward to clean Purser's room without overtime. One minute of silence observed for departed Union brothers.

ALCOA PIONEER, May 14—Chairman Thorne; Secretary Snelling. Motions carried: that men keep beefs within their own departments; to appoint

three men from each department to check their individual sections of Agreement and General Rules" with Alcoa SS Co. and suggested amendments to Alcoa, Bull, and Baltimore Insular lines—to be voted and passed on at next meeting. Good and Welfare: Crew urged to cooperate in keeping mess clean by returning cups and other gear to pantry after coffee time. Motions carried: to penalize offenders for failing in above, and for carelessness on showers, toilets, mess, fo'c'sles; to check up on disappearance of crew's electric iron.

There's A Wild One Aboard Some Ship

There's a "joker" in the deck—or in the Engine or Steward crews, says the minutes of the SS..... (sorry, the ship's name was not revealed).

Someone has been dealing from the bottom of the deck, pulling them from his sleeve, or making with the marked cards in the poker sessions aboard the vessel. But the crew doesn't know who the shark is.

So a six-man committee, three of them card players, has been appointed to investigate the matter. If they can uncover the culprit charges will be filed against him ashore.

Meanwhile, deuces — and the crew—are wild.

BRAZIL VICTORY, April 6—Chairman Louie Cowhan; Secretary Perry. Minutes of previous meeting read and accepted. Reports of the delegates accepted. All delegates resigned and new ones elected. A motion was carried urging that new men be taught Unionism.

CHISHOLM TRAIL, April 15—Chairman Ted Weems; Secretary Don Cattle. Minutes of previous meeting read and accepted. All beefs squared away in Deck and Steward Departments. Engine Delegate reports he is having trouble with phony overtime, and with men id up with minor injuries who don't report them. Crew would like subsistence money for time ship went dead in Havana. Ship's Delegate assured them this had been turned in. Motion carried commending Steward department for making hot meals and coffee on deck when engine broke down, preventing use of electric galley. Good and Welfare: Agreed that if ship goes out again that request go to Merchant Marine library for more books aboard. Request all new refrigerated stores before sailing. Stewards department poorly heated, no port holes.

SEAFARER SAM SAYS:



CUT AND RUN

By HANK

Congratulations and lots of happiness to Jack Parker and his wife who were happily spliced about four days ago. We think that Jack did more than traditionally carry his wife across the threshold—he put on skates and skated across, indeed. . . Brother Thor Gracier, Electrician, just came in off the Cape Roman. New York is sure charged up with electricity, er, Thor? Our white caps are sure making the communists red in the face and sorry in the heart. . . Our former doorman, Walter "Slug" Siekman, just sailed in from a voyage to Brazil. He had a big smile and that familiar Hollywood mustache on his face, too. Say, Slug, did the Latin pin-ups ask you for your union book, by any chance? . . . We're informed that ace-dispatcher, Paul Gonsorchik, is having a beef with a bit of illness. We all hope it don't keep him anchored down in his home any longer. So, Paul, give that illness of yours some quick dispatching, will you?

Frank J. Lilly is on a ship as deck delegate right now. Is she going to the Pacific after she hits New Orleans, Frank? . . . Edward Blaha retired his book last week. He's become one of Uncle Sam's G.I.'s. . . Red Cannon is in town a few weeks now after a recent voyage. . . We haven't seen Thomas Harris, Gulf Book 5, for a few weeks. The last time we saw him he was sentimentally looking at his red swollen finger and yarning to us about how it got involved with a hatch beam—thus keeping him unhappily on the beach. How's the beefy finger now, Pop!

From Chaffee, Missouri (the state famous for waltzes, horses and mules) we received the following short letter from our shipmate, Joe James: I am in Missouri, drinking moonshine and shooting squirrels. I would like you to put a line about the boys in Mobile who are on the SS Mayo Brothers. When she left port they had a full new crew from the Captain to the Wipers. Drop me a post card so I can know how shipping is. . . Okay, Joe, thanks for writing us and don't let any squirrel get the best of you, either!

Well, well, Reggie Gooden and George Hudson, two of our shipmates from that last trip of the SS Pennmar in 1942, are in town right now—and it's good to see them. We saw Robert McQueen and Frank Smith, an SUP Brother, last week. Frank, who has a brother, George, sailing too, sure wishes to get either a long trip or those increased wages, etc.—so he can support his wife and kid living here in New York. With the stupidly high cost of living nowadays a sailor and his family really have a tough time getting along decently. We aren't forgetting the bachelor sailors who have it none too easy either.

Andy Thevik, one of our best shipmates and one of the best sailors on deck we've ever seen, told us, while putting away a sandwich, that he's not going to the Persian Gulf anymore. He sweated out three trips (we hotly agree and we did the same, too) over there already. Well, as you said, Andy, your heart's set on a trip to the Mediterranean. May the trip be full of pinochle games, mucho overtime and the night watches have those whispering poetic stars and cool breezes, too.

Well, if they haven't shipped out, then we probably have the following oldtimers still in these ports: In Baltimore: Fred Barrett, Dennis Marcoly, Francis Zuccolillo, Robert Jones, Olsen Aif, S. C. Tuberville, Edward Johnson, Jack Johns, John Kafka, Earl Ludolph, Joe Perez, M. Farrulla and James Malecki. . . In Savannah: Arthur Arvanitis, Andrew Griffin, Harry Henze and

(Continued on Page 13)



THE MEMBERSHIP SPEAKS



CMU DISTURBED BY SIU ACTION, ROPEYARN SAYS

Dear Ed:

I know someone this past week that damned near had heart failure, and, Ed, it sure wasn't the SIU not by a long shot. Well, Ed, I know that you already have an idea of whom I am speaking, so I am just going to blurt it right out. It was no other than Comrade Bridges, west coast Labor strategist, and CP Braintruster and, of course, Ed, he bears many other titles and nom deplumes of which it is beneath the dignity of a good honest seaman to speak.

I know, Ed, that you are anxious to know the score on this character and his phony CMU so I am going to get right down to business and give you the straight dope, especially you being a good old SIU Brother would naturally become a little upset if you thought some labor racketeer like Harry Bridges was trying to raid our Union.

This Bridges, Ed, had just such a thought in mind: to catch us with our pants down and give us you know what, Ed, while we were trying to get an agreement with the ship owners.

Ed, Bridges got the idea in his empty head that is only good for



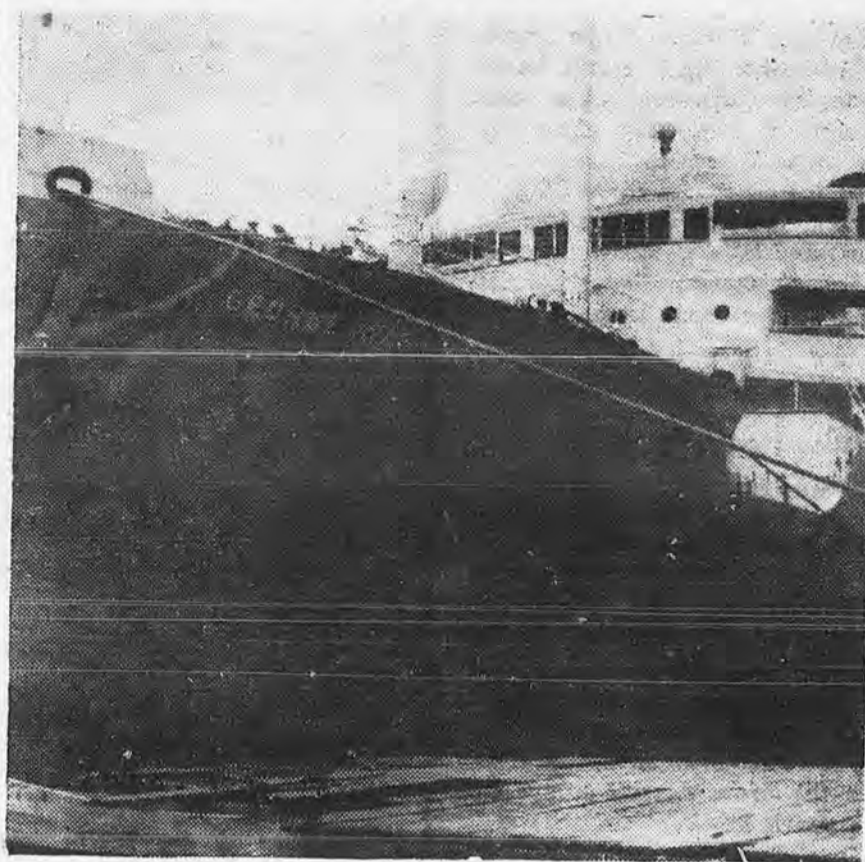
a hat rack anyway, that he would order his longshoremen up in Coos Bay, Oregon, not to load our good old AFL ships until the unlicensed personnel had been replaced by phony CMU seamen, and get by with it. Well, Ed, Bridges didn't get by with it, not by a damned sight. These young fellers in the SIU here on the East Coast threw picket lines around NMU docks and ships and done a real good SIU job of stopping all ship movements for a period of two days.

It sure was good, Ed, to see these young SIU members, led and instructed by these old-timers, take their place on the picket line with their bright young faces, getting their first "battle bars." I know, Ed, it would have done your old heart good to watch this performance of working class solidarity and seeing how fast these youngsters took to the idea of whacking a phony right where he least expected it—the biggest NMU docks in the world: Grace Line, U. S. Line and Moore Mack.

Well, Ed, let's hope Comrade Bridges and Co. don't have too much of a laundry bill and that he has learned a couple of things about raiding union that he will profit from in the future.

ROPEYARN.

GEORGE WASHINGTON AT BERMUDA



OFFICERS GIVEN SOME TIPS BY FORMER SIU AB

Dear Editor:

Whereas we have an increasing number of Navy men going into the merchant marine, I think that as an ex AB of the SIU now sailing as an officer and knowing the feelings of the deck force, the following device may help ready made officers and sailors to adjust themselves to the merchant marine for the good of all hands.

If you are planning a career in the merchant marine or even a few trips which in the light of recent developments seems more secure than a possible outmoded Navy, here are some points to remember for the deck:

Forget everything you were taught except actual application of seamanship or navigation. Learn to make decisions for yourself. You alone will at times be called on to do so without the help of five other guys.

As an AB or OS your Navy habits will have little effect on merchant men, but should you become an officer or enter the merchant marine as one (the latter my advice is mainly directed to) bear in mind that merchant seamen are trained to do their work with a minimum of orders. It's not necessary to bellow out orders over a megaphone or such. Just tell the bos'n what you want done and it shall be. Most times just as well as it would be with your direction. The deck gang will resent detailed orders. It's a reflection on their ability and on your own ability for not knowing that they are capable. With one man for each job that the Navy usually has several, the merchant man has been accustomed to thinking for himself. As aforementioned—if you attempt detailed orders you only expose yourself.

You'll find that the worst performer you may have still takes pride in his position. He may beef loud for overtime and disappear in port at times but consider that the job is not quite a normal way of living so you therefore do not get normal reactions. That is a situation that existed since the

SHORE PATROLMEN REALLY COVERING THE WATERFRONT

Dear Editor:

Presently we are tied up at Boca Grande, and doing a good job of it, thanks to the cooperation of the shore patrolmen of this locality.

Bob Hall has been able to cope with the situation, expertly stamping down all traces of misbehavior among the few unruly. The poor fellow has a lot of territory to cover, and transportation is nothing to be desired.

It is indeed a misfortune to let a few tramps infiltrate into our ranks, so let us have a little more discretion in handing out books, hereafter.

We have no beefs, but the mosquitos are worse than stukas.

We are waiting for orders; our links will not break, so let us close the ranks for a complete victory.

Juan Puiz Rivera.



The George Washington—in happier days—lies at the dock at Hamilton, Bermuda, in this shot made by an unidentified crew member. Lower is a shot of the harbor from the deck of the G.W. We thought you might like to see what it looks like, just in case you ever ship down that way.

first canoe took an overly long trip, so you may as well make the best of it. If you are having too many disappearing acts appeal to his reason rather than threaten him. You'll find it pays in the long run. The merchant man is a civilian who calls for more tact in handling than a man who is simply given an order and can be restricted with the help of the whole Navy for failing to carry it out. You must rely on your own persuasion. To go to the Captain or the Coast Guard is admitting that you are stumped.

One last thing. In my opinion, handling men in the proper manner is 75 percent of a Mate's job. Navigation and seamanship 25 percent. Don't feel that you are complete with navigation alone. A smart bobby soxer can be a good navigator. Would she be a Mate? Somebody's wife maybe.

S. J. Flaherty.

AIKEN VICTORY CAPTAIN LAUDED BY CREW MEMBERS

We, the crew members of the SS Aiken Victory wish to express our sincere thanks to our skipper John F. Owens for proving himself a square-shooter in regards to the welfare of the crew.

Being a seaman himself for the past 24 years—and a former SIU member—it is easily understood why he shows as great a concern for his crew as well as his ship.

That the Captain has a cool head was twice demonstrated on his last voyage. The ship was called upon to render emergency aid to two very sick men which required the launching of a boat on both occasions. Under his cool directions both emergencies were successfully carried out

Log-A-Rhythms

The Sailor

Anonymous

He sure is a funny one
Always looking out for fun;
And any gal who calls him honey,
He always gives her loads of money.

He's in Italy, France and Argentina
With Suzy, Jane and Leaping Lena;

Spends his lire and a franc or so
And a month's pay in the old paso.

He'll take a couple of dark cerveza

And bet a sawbuck on the casa;
He'll draw to a three-card inside straight

And back it up until too late.

But altogether, as a rule,
The sailor ain't nobody's fool;
After the skid row he will slip
Up to the hall for another ship.

DEAR BROTHERS: WHY DON'T YOU WRITE THE LOG

Here's a chance to do a little loggin' of your own, only nobody is going to get hurt by it. In fact, the 62,000 Seafarers and countless other readers who read these pages every week will probably eat it up. They want to know what you and your shipmates are doing, thinking and saying.

Pictures, poems, stories, letters make good Log material. Ideas for Union action, or trouble-saving tips for your Brothers—send 'em in.

No matter how often it is said, Seafarers and ships—



where they go, and what they do, their laughs and their beefs—
—are news.

So, whaddya say? Let's Log it!

with a minimum of danger to the crew operating the boat, although the transferring of doctors took place in mid-Atlantic.

The other men we would also like to thank for their excellent cooperation are the Chief Steward William (Bill) Alvaro and Second Steward William DeLuca who are both 100 percent union. The crew expressed their opinions of these men and all had a good word for them. Their idea is a well fed crew makes a well contented crew.

Committee representing the crew:

Wilson, Stimac and Moran

Tribulations Of A Belly Robber Outlined By Stew. Shrimpton (Who's Had 'Em All)

Dear Editor:

It has been my pleasure and privilege to write many articles for the Log in the past, and I never thought the time would come when I had to voice a large sized beef. Unfortunately, I have to do so and I know that I can rely upon the democratic policy of the Log to give me full opportunity to air it.

I am more than willing to allow my brother members to judge who is right or wrong, and the facts of the matter are as follows:

Homeward-bound, and in order to let every member of my department know the extra work to be done and the approximate amount of overtime involved in doing it, I put up, in the Stewards Dept. messhall, a work list showing each man's job and preportioning out the overtime fairly among the entire department. It was addressed only to the Stewards Dept. and was of no concern to anyone else, but it has been removed from the bulletin board by some damn agitator in the Deck or Engine Dept. with the undercover threat that it is to be "shown to the Patrolman for exceeding my authority."

NO DISPUTE

I wish to make it perfectly plain that no member of the Stewards Dept. has taken it down. We have more overtime than the other two departments, with an average of over 140 hours per man for a three month trip, and not one hour disputed. We have not had one unpleasant word throughout the voyage; the only two full book members beside myself have both sailed with me before, and as far as I am concerned the entire department is tops. In passing, I would like to mention that I have a nautical wonder for a Chief Cook who would get an "honorable mention" from Ripley any day as he neither drinks or smokes!

Now, Brothers, as I see it, this type of trouble making is neither good unionism or yet fair play. It is the sort of crap that is going to make the shipping companies yell "coercion" and "abuse of privilege" when the blue chips are down in the fight to maintain unionism that must surely come in the near future. When a Steward is not to be allowed to run his own department in a right and proper manner, without interference by another unlicensed member of the crew, then the time has come for me to stop going to sea.

IN THE MIDDLE

As the position now stands, the rating of Chief Steward is a passport to either unemployment or the Coast Guard hearing unit. He stands four-square in the middle of a three way barrage: the crew, the company, and the Master who is in duty-bound to enforce the company's orders. He has every responsibility and absolute-

ly no authority. If he lets his department do as they like the inevitable result is bad feeding and he is very properly hung, drawn, and quartered by the crew. If he insists (as I do) on the job being done the right way, then I'm damned if some trouble maker in an outside department hasn't got the power to try and intimidate him.

This case in question is a perfect example. Throughout the trip there has not been one complaint regarding the food, with the single exception of one bad batch of bread that I ordered dumped immediately, and is a thing that could happen to any baker. I get on well per-



sonally with 99 percent of the entire crew, and yet the set up is such that the odd 1 percent (who cannot find anything to growl about openly) can go around causing endless trouble and muttering vague threats about un-union activities merely because they don't like my accent or the way I part my hair.

HE STANDS PAT

I stand pat behind my record as a member of this Union and over 25 years sea service and I'll be damned if I am going to let any punk with a loud mouth and war time book push me around. It seems to me that in order to be a successful Steward these days it is necessary to have the heart of a lion; the skin of a rhinoceros; the patience of Job; the sense of humor of Rogers and a big bunch of fives to back it up with. I am well aware that this little billet doux will cause many howls and growls in certain quarters, but I also know that it will receive commendation from many Brothers, who like myself, are only trying to do a difficult job.

Jack (Aussie) Shrimpton,
Ch. Steward,
SS Chas. Brantley Aycock.

Editor's note: Minutes of the Steward's Dept. meeting of June 25 record the following: "C. Portello, Bedroom Utilityman, proposed a vote of confidence in the Steward, saying, 'the trip has been a happy one without any beefs: I've sailed with this Steward before and I'll be glad to do so again.' The motion was seconded by Chairman T. Suttler and carried unanimously."



STRIKE COMMITTEEMAN SUGGESTS INSTRUCTION DATA FOR PICKET CAPTS.

I think it would be a very good idea to have some pamphlets made up explaining the duties of a Picket Captain, and kept in readiness should the need for them arise.

We had quite a bit of confusion last week, with the Captains picking up picketcards on the picketlines and delaying in turning them in to the Strike Committee. I think that each Picket Captain should have some printed matter issued to him explaining his duties. It would simplify everything for him and everyone else concerned.

R. Smith, No. 26993
Strike Committee

SUGGESTION TO BE ACTED UPON

Even though this is not exactly a beef, we think this suggestion merits attention. To Brother Smith we say it's a damn good idea. And it will be done.

CUT and RUN

(Continued from Page 11)

H. E. Roundtree. . . In Norfolk: Harwood Gaskill, Claude Fowler, Thomas Murphy, Edward Youngblood, Joe Gonsalves, Stanley Gelak, John Hill, Clarence Parsons and Joe Buckley.

✂ ✂ ✂ ✂

In New York we may still have William Gale, Leon Gray, A. Quinones and Konrad Hoffner. . . Patrick Ryan could be down in Galveston, Herbert Parks in Boston and Alex Garcia down in Tampa! . . . Our shipmate, Joe Pendleton and his good shipmate, Jack Connolly are wishing for a long trip sometime in the future. Not to the Pacific again, by any chance, fellas?

MOTHER FINDS LOG BRINGS SON CLOSER

Dear Editor:

Just a line to let you know how much I enjoy the Log. I read it every week as soon as the mailman brings it. In the June 14 paper is a picture of the SS White Sands crew, the ship my

son is now sailing on, and it was like seeing him. I think there should be more pictures of ship's crews.

I am all for the Seaman's Bill of Rights, too. My son has been in the merchant marine since he was 16. He was 18 in June. He was wounded sailing during the war, and I think he and his buddies deserve a bill of rights.

Mrs. Richard Harvey

The Mates And Steward On The Wayne Made The Trip Helluva Note For Crew

Dear Editor:

When we signed on the James M. Wayne, the Captain promised we would have the messhalls and fo'csles painted after we left New York on March 6.

After we left Pensacola on March 17, we were told that we would have to wait until we had discharged the coal. Since the crew would only get the messhalls and fo'csles dirty before we got home. We were also promised scrubbing brushes and buckets and the Mate said he'd surely get us some in Pensacola.

In Pensacola the buckets and brushes failed to come on board.

St. Thomas was the same thing.

It wasn't until we got to Buenos Aires that we got them.

After we left Pensacola we asked the Steward for the new cots that came aboard in New York. He gave us the ones that were busted, tacked up and broken and when we asked about the new ones he said he would "give us any that he damned well pleased."

The officers and passengers got the new cots.

From St. Thomas to Rio the Chief Mate was drunk almost every day, getting up about 11 or 12 a.m. The Second and Third stood practically all the watches. A few days after we left B.A., the Chief Mate put a standby on the bridge at night, because, he said, the crew wasn't putting out a good day's work.

The OS on the 12-4 wouldn't bring the Second Mate coffee under these conditions. So the Second put the 12-4 OS on as his lookout and would not let him steer.

Coming into Antwerp the Bosun and Deck Delegate were told by the Chief Mate that if the men did not turn to at exactly 8 a.m., they could have the day off, as they would be logged. The following day we had Roll Call, a la Kings Point, or whichever cadet school Sir Mate graduated from.

Due to the Kings Point directive, several men were logged. They could have been aboard ship a few minutes late, but they would have been logged anyway, so they stayed off all day.

Several days after we arrived in Antwerp the Chief Mate came back to the ship drunk and began to tell the men that if they didn't put out what he considered a good day's work he would call the Coast Guard, and have the crew brigged until the ship was ready to leave port.

The following day the Third Mate, another cadet, told the Bosun to give five men the after-



noon off, as they did not appear on deck until 1:02 p.m. After a hot beef with the Captain the men returned to work.

But one morning no one called the crew and they didn't turn to until 8:45, as a result. Nothing

was heard about this, however. The Mates could do no wrong.

Willard Gonzales,
Deck Delegate.

STEWARDS DEPT. HAS ITS WORDS

This part is about the Steward aboard the Wayne.

On March 6 we left New York, and the Steward was drunk. I asked him about mop buckets and wringers when we got to Pensacola, but he was always drunk and didn't show up for about four days. When he did return he was still drunk and wasn't much use around.

When we hit St. Thomas he bought more liquor and stayed drunk until we left Rio. When we arrived at Argentina he wasn't so bad because the Captain told him to be on board at every meal and to be sober. When we left Argentina he started rationing everything: soap, bread, fresh fruit, canned fruit and juices.

When anyone asked him to put the stuff out, he would always answer in a wise tone, "we must save the stuff." That was the only

answer he would give anyone. He also tried to tell the dishwasher how much soap to use: half a bar a day, which anyone will tell you is impossible.

The Chief Cook had an accident and was laid up for about two weeks. The crew tried to let the Steward turn to, but he said the Second Cook could handle the job. Only thing, everything he turned out was lousy. The three Delegates went to see the Steward to tell him to turn to, but all he would say was that his piles bleed for everyone who didn't like the food. They went to the Captain, to see if he would order the Steward to turn to, but he said to stick it out for a little longer. That's all we heard about it.

Lately, we found out that the Captain has someone in the Stewards Dept., telling him everything the crew does and exactly what time it's done. Maybe by the time we reach the States we may know who the Captain has; I hope we do.

Bill Gonzales, Deck Del.
Patsy Nicodemo, Stew. Del.
James Jackson, Engine Del.

Weisberger Reports To Seafarers On ILO

(Continued from Page 3)

the State concerned if it desires further explanations or does not consider the measures fully satisfactory.

The Conference just concluded in Seattle was a Maritime Conference, and non-Maritime States, for instance, do not generally find it necessary to ratify Conventions concerning seamen.

Questions which concern only particular industries or occupations cannot always be dealt with adequately by representatives of employers and workers concerned with industry or employment as a whole, so they have been handled in special conferences, which enable the particular interests concerned to be directly represented. Conditions of work of seamen have from the outset been dealt with by special sessions of the International Labor Conference.

There is also a Joint Maritime Commission, consisting of shipowners' and seamen's representatives, to advise upon maritime questions.

DIFFICULT TASK

Some of the difficulty of the task of the American Seamen's representative will be seen when we consider only the question of the wages and hour point which was on the Agenda of the Conference, and the attempt to jack up the minimums of foreign seamen, particularly when we consider that in some countries \$16.00 per month is the Maximum for the majority of the countries coming below the \$64.00 minimum which was established at this Conference.

Compare this with the American Minimum Scale of \$167.50—based on an A.B.s wage scale.

The question which the American representative had to constantly bear in mind was that the Minimum usually becomes the Maximum—and just how far could the American seamen go towards helping the foreign seamen achieve a higher minimum, without jeopardizing the standards of the American seamen?

The American representative presented the following statement at the outset of the Conference:

Mr. Chairman, Delegates and fellow-seafarers:

I appreciate the opportunity to speak and state our view on the specific question before us, namely a wage which would be acceptable to this Conference and which would be acceptable to seafarers.

It must be realized that we from the United States approach this problem in a somewhat different fashion from those of my fellow-workers in Europe and other parts of the continent. This is partly the result of our inability to keep in as intimate touch with the International Movement as we would have liked.

RESOLUTION

During this week, at the 44th Annual Convention of the California State Federation of Labor, a resolution was adopted, a copy of which I would like inserted in the record. This resolution was presented to the California Convention by Mr. Harry Lundeborg of the AFL Sailors Union of the Pacific, the official American Seamen's delegate to this Conference, and who is represented here by me. The press of duties during this period has been so great that Brother Lundeborg has

been unable to spend much time here, altho he is keeping in touch with the deliberations of this body and expects to be here in the near future.

I would like to call this Committee's attention to a part of that Resolution (which states):

"WHEREAS, at the Copenhagen Preparatory Conference, dealing with Maritime problems, (November, 1945) recommendations were made to be presented at the final conference, which is now being held in Seattle, to adopt the minimum wage scale of 18 lbs. sterling, or approximately \$72.50 per month.

"RESOLVED, therefore, that the 44th Annual Convention of the California State Federation of Labor go on record demanding that the Seattle International Maritime Conference now in session, adopt as a minimum the going wages of American seamen."

We must not lose sight of the fact, during the sessions of this Conference, that what we are concerned with primarily is the establishment of terms and conditions of employment for seamen—the large majority of seamen, and not a handful of sub-standard seamen—although, of course, we should do all we can to assist them in their struggle.

I have faith in the fighting spirit of the European seamen, but we must emphasize the fact that our policy is based on our

belief that the results of our negotiations in collective bargaining depends primarily on our economic strength.

We have no illusions, and never had, that the shipowners will turn to the seamen and raise the standards adequately enough to provide for a decent home and other standards for seafaring men and their children.

It has been our experience, that after the last war the employers reduced wages—and we will not go through that same experience after this war.

The viewpoint of the American seamen whom I represent is that we cannot afford to let things take the same course as they did after the last war.

BEST CONDITIONS

We maintain that American seamen have the best conditions of employment, and we believe that the United States Merchant Marine will play an important role in international maritime affairs, if it continues in the role it played all during the war when we carried the materiel to our Allies, and to our own Armed forces.

There is no question but that our conditions are different, and—generally speaking—above the conditions of seamen of other countries. This is not said in any boastful fashion—quite the contrary! We only wish that conditions in other countries were sub-

stantially better—or equal to ours.

The question which we pose is this: Will this Convention, if adopted by the Conference and submitted to ratification by various countries, assist us? We are fearful lest a minimum established by this Convention will jeopardize the progress which we have made and may also frustrate our efforts to improve working conditions for the American Merchant Marine.

We are also fearful that the establishment of a minimum as low as has been suggested here, would give the American shipowner a strong argument for the reduction of our standards, and certainly would be used by them as an argument against increasing our standards and we plan to continue our progress for increasing the standards of the American seamen.

Let me add, however, that we are prepared to support, and will support the seamen of other countries to improve their conditions and to bring their standards to an ever higher level, keeping pace with the constant and new developments in Science and Industry.

We know that the merchant seamen of the world have made a contribution towards the advancement of the human race during the last war which has been surpassed by none. We want

them to share in the good things of life.

At the beginning of this particular Maritime Conference, great hopes were held that something of a constructive nature could be done, because for the first time in the history of these Conferences, some of the Government delegates, as well as some of the delegates from the workers groups, were from Labor Governments, such as England, Norway, etc.

This hope, however, vanished after the Conference had been in session but a short time. The American workers delegation had succeeded in getting the Full Committee to adopt the eight-hour day.

This was kicked around and a combination of British shipowners and some of the so-called "liberal" (Labor) Government representatives put the skids under the eight-hour day, although we had won this by more than a two-thirds vote of the Full Committee.

Had the "Labor boys" from the European countries stuck to their guns, we could have pushed this through, even over the objection of the European Bloc. We had them on the run, and if the seamen's representatives had shown more fight, the Conference might have looked different.

The shipowners and the European workers delegates talked as though the document which they were working on was an actual "collective bargaining agreement", instead of a Convention to get decent standards on wages, hours and manning. As a result, they seemed to lose sight of the fact that they were fighting the battle for their membership back home.

POOR COMPROMISE

On the other hand, the American delegation stood fast, and told them to hold out for better conditions for their men. After all, we argued, the seamen had just been through a war, and the men in the deck, engine and stewards departments had taken the rap; had gone through hell and high water to get the cargo and men to all ports of the World to beat the Dictators.

We felt this was an excellent time for the Governments, particularly the Labor Governments, and the shipowners, to show they appreciated what the seamen had done.

However, the American delegation had consistently to walk a tight-rope between our efforts to beat up the minimum for foreign seamen—and yet not allow them to beat down the minimum for the American standard.

It can be stated without apology or seeming to boast, that while the minimums finally arrived at are pitifully low, and downright shameful when compared to the Americans standard, they would have been even lower had not the Americans waged a no-compromise fight on these issues.

What they got in the Conventions adopted does not mean anything so far as the American seamen are concerned. We had to vote "No" consistently in order to maintain our position against the lowering of the American standards with our own Senate and Congress, but it is to be hoped that they will help some of the seamen in foreign countries, where they have no limits on the hours, low pay standards, and pay them no overtime at all,



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This list comprises unclaimed wages as of December 31, 1945, some of which may have already been paid. If you still have a claim, write to Mississippi Shipping Company, 339 Chartres St., New Orleans, La., enclosing your z-number, social security number, date and place of birth and present address.

Hendren, Henry H.	1.91
Hendricks, C. R.	3.17
Heil, Clarence C.	8.26
Hendin, Max	5.92
Hendershot, James L.	3.56
Hendrick, Frank J.	4.73
Hensten, Chas. J.	5.94
Hennessey, James J.	4.46
Henricks, John	98.75
Hendrick, R.	.27
Heniken, Edw. A.	5.03
Henkelman, Jacobus H.	2.17
Henry, Charles	.74
Henry, Hayden F.	3.55
Henson, Fred L.	1.42
Hepburn, Marcus Jos.	2.07
Herbert, Leonard C.	4.21
Heree, Mario	.74
Herhausen, Otto T.	7.52
Herman, P. M.	4.50
Hermann, J. C.	.89
Hernandez, E.	2.37
Hernandez, Edward J.	3.81
Hernandez, Guam	1.78
Herrmann, Robert	.89
Hess, Benedict T. V.	3.13
Hesse, Hebert C.	7.91
Hestness, Eli V.	5.69
Hestenes, Gawle	2.84
Hewin, Clarence L. Sr.	2.75
Hewitt, Robert B.	2.23
Hey, George	.74
Hesketh, William A.	2.23
Heymn, J. J.	11.59
Hibbitts, Francis L.	7.42
Hickey, William R.	2.71
Hickey, William R.	2.10
Hickman, A.	.32
Hickman, Thomas E.	2.23
Hicks, Charles Thomas	2.16
Hicks, Graham E.	.42
Hicks, Homer L.	1.16
Hicks, Wm.	1.42
Hightower, Jimmy A.	1.98
Hilaszek, Stanley	114.59
Hildreth, G. H.	.33
Higginbotham, Maurice	5.35
Higgins, Joseph J.	.08
Hill, Allan M.	49.85
Hill, Charles C.	1.37
Hill, Charles E.	.45
Hilldale, H.	13.53
Hill, George	14.25
Hill, Gerald C.	11.71
Hill, Henry	10.23
Hill, John T.	1.48
Hill, John W.	.79
Hill, Raymond W.	2.81
Hill, Tom	2.25
Hillard, Donald C.	.69
Hillary, William S.	20.07
Hillman, R.	7.76
Hills, Forrest A. Jr.	7.12
Hilton, Don L.	1.98
Hilton, J. S.	5.05
Himelar, Joseph	.69
Hinds, Alfred M.	11.88
Hintze, Robert	10.80
Hipa, Lani, J. N.	4.33
Hirdst, K.	7.56
Hirschowitz, M.	2.47
Hitchcock, Willis W.	98.75
Hoagland, Frank M.	.79
Hock, John W.	.99
Hock, John W. Jr.	.66
Hock, J. W.	46.01
Hodge, Clarence	3.55
Hodge, Wm. H.	5.51
Hodges, Gaines D.	6.80
Hodges, Lem W.	1.79
Hodges, Robert L.	5.77

Hoehn, C. A.	10.72	Hughes, Henry C. Jr.	3.46	Jaronstead, Hilmar H.	1.78
Hoehner, Charles F.	4.47	Hughes, Wallace G.	.49	Jaworski, E. J.	9.00
Hoff, Glen R.	.69	Huguley, James M.	4.27	Jaycox, Edward N.	19.60
Hoffman, Bertrand S.	1.45	Hull, Arthur L.	13.22	Jedrey, Ralph J.	.59
Hoffman, Eugene C.	13.54	Hull, Geo C.	11.71	Jefferson, Norman A.	1.98
Hofman, J.	12.42	Hull, John N.	.71	Jeffryes, Floyd L.	1.98
Hogan, Edward E.	5.45	Humphrey, H.	1.48	Jenkins, Roy W.	3.32
Hagan, Robert L.	31.77	Humphrey, R. O.	20.00	Jennings, Dave H.	12.46
Hoggins, Willits	2.23	Hume, Peter F.	14.22	Jennings, E. S.	5.70
Hottela, Carl E.	1.78	Hungate, R. K.	1.88	Jenott, Bernard G.	8.26
Hokamon, C. O.	3.51	Hungling, Richard J.	3.23	Jensen, Ange	9.36
Hoke, James T. Jr.	.45	Hunnicut, E.	1.20	Jensen, August	7.03
Holder, Charles E.	5.94	Hunt, Paul Lyl	9.00	Jensen, C.	3.17
Holcomb, R. E.	1.65	Hunter, Cecil H.	12.83	Jensen, Gordon	5.46
Holdren, Robert F.	19.26	Hunter, Elliott	1.24	Jensen, Jens P.	4.13
Holland, Alonzo C.	1.42	Hunter, Wilbur T.	1.04	Jensen, Jens O.	.75
Holland, F. P.	4.13	Huot, Harry N.	5.51	Jensen, Robert Peter	.45
Holland, J. P.	.52	Hupe, Fritz	10.88	Jersaid, Ludwig, A. C.	8.26
Holland, R. L.	24.27	Huppert, George F.	4.94	Jewer, Roland	10.05
Hollen, James C.	1.54	Huren, Steve	5.90	Joad, Manuel L.	6.88
Hollingshorst, S.	.39	Hurlbut, E. V.	61.87	Jobe, Harold E.	8.26
Hollis, Walter W.	7.69	Huss, Philip L.	2.23	Johansen, F.	1.04
Holstedt, Sven O.	.89	Husto, H.	1.24	Johansen, Harold	4.47
Holman, Alexander D. Jr.	11.23	Hutcherson, Howard H.	3.56	Johns, Robert H.	3.41
Holme, James R.	56.40	Hutson, Dewitt T.	1.04	Johnson, Albert W.	.99
Holovich, E.	.22	Hutter, Robert G.	5.64	Johnson, Albin	14.81
Holsinger, Jack	4.98	Hyatt, Richard M.	.79	Johnson, Alexander L.	.79
Hoste, Henry	10.68	Hylander, George W.	1.98	Johnson, Alfred J.	6.28
Holstad, Sam J.	.74	Hyman, Jack	1.39	Johnson, Art Fred	2.13
Holt, Eugene B.	2.25	Hyman, Lester McDonald	6.05	Johnson, C.	.23
Hones, John Paul	.79	Hynes, Michael J.	5.13	Johnson, Chas.	6.44
Honning, J. L.	21.50			Johnson, Chas. R.	44.06
Hood, Wm. H. Jr.	10.63			Johnson, David J.	2.97
Hoover, W. E.	1.88			Johnson, D.	9.66
Hopson, J. D.	8.58			Johnson, Dan	5.08
Hopson, Wm. T.	.45			Johnson, Donald W.	3.98
Horoshin, J.	2.97			Johnson, Earl G.	20.38
Horton, Don C.	40.00			Johnson, Ernest W.	10.23
Horton, Guy E.	.89			Johnson, Fred	18.93
Horvath, Louis J.	.89			Johnson, Fred	.35
Hoskins, Frank M. H.	9.95			Johnson, Harold	3.46
Hossler, Richard D.	4.14			Johnson, Harry B.	3.44
Hotchkiss, J. F.	11.75			Johnson, Harry	1.40
Hitchkiss, John J.	.75			Johnson, H.	.01
Hoth, Lester	1.79			Johnson, Horace	2.68
Hoth, Lester F.	.69			Johnson, Joel C.	5.46
Houk, Richard H.	2.25			Johnson, James A.	2.06
Howard, Dewey H.	7.13			Johnson, James C.	19.28
Howard, Joseph	.73			Johnson, James K.	.71
Howard, M. A.	6.75			Johnson, Jack M.	5.94
Howard, Wm.	9.50			Johnston, Lloyd	1.78
Howe, Burdette L.	2.82			Johnson, Lloyd S.	.99
Howe, C.	3.29			Johnson, M. R.	16.50
Howlel, Robert R.	10.69			Johnson, P. A.	2.83
Howerton, Jesse J.	1.00			Johnson, Richard R.	3.96
Howes, John S.	5.54			Johnson, Robert P.	.69
Hoyt, Carl C. Jr.	2.75			Johnson, Roy E.	6.20
Hoyt, Robert W.	1.07			Johnson, Rufus	5.67
Hoyt, Samuel F. Jr.	2.65			Johnson, Stanley B.	40.43
Hryszko, Wladyslaw	.89			Johnson, Sylvester	2.00
Huafer, R.	11.88			Johnson, Thomas J.	2.13
Hubbard, Harold E.	8.26			Johnson, Victor	14.25
Hubbard, Louis	2.25			Johnson, Wm. A.	3.00
Hubbart, Duane E.	.45			Johnson, Walter	8.08
Hubble, L.	8.42			Johnson, William	.79
Hubbs, Robert	1.37			Johnson, Wm.	1.31
Hudson, Frank S.	22.47			Johnston, Archibald F.	.69
Hutson, G. D.	10.97			Johnson, Robt. J.	7.36
Hudson, J. P.	2.25			Johnston, Wm. F.	.83
Hudson, J.	1.75			Johnson, C.	17.00
Hudson, Joseph	8.92			Johnson, L.	4.80
Hudson, Lester D.	.96			Joiner, Virgil	14.68
Huff, Newton A. Jr.	1.98			Jollimore, Melvin G.	2.13
Huffman, Turley S.	.69			Jones, Byron E.	3.31
Huggett, X.	4.55			Jones, C.	5.67
Huggins, James	8.43			Jones, Charlie H.	2.23
Hughes, E. I.	4.01			Jones, Charles M.	3.83
Hughes, G.	.25			Jones, Edgar F.	2.97

I

Icay, C. A.	4.22	Johnson, Chas.	6.44
Ievin, Peter J.	58.01	Johnson, Chas. R.	44.06
Igoe, Edward L.	2.23	Johnson, David J.	2.97
Iln, Carl August	.51	Johnson, D.	9.66
Ilm, Carl August	.51	Johnson, Dan	5.08
Imboden, Scott A. Jr.	5.46	Johnson, Donald W.	3.98
Infante, Antonio	5.10	Johnson, Earl G.	20.38
Inglehart, Harry N.	2.23	Johnson, Ernest W.	10.23
Ingram, Robert E.	2.24	Johnson, Fred	18.93
Immediato, Carmine A.	.89	Johnson, Fred	.35
Inscho, Floyd W.	.69	Johnson, Harold	3.46
Iovin, Peter J.	9.97	Johnson, Harry B.	3.44
Irwin, Milton W.	2.25	Johnson, Harry	1.40
Isaacson, Arthur R.	147.01	Johnson, H.	.01
Isnor, Gilbert C.	6.12	Johnson, Horace	2.68
Ivelloro, C. J.	.45	Johnson, Joel C.	5.46
Iverson, Richard A.	.30	Johnson, James A.	2.06
Ivins, Wm.	46.33	Johnson, James C.	19.28

J

Jachymonoski, R. S.	4.80	Johnson, James K.	.71
Jacko, Julius	4.21	Johnson, Jack M.	5.94
Jackson, C.	2.88	Johnston, Lloyd	1.78
Jackson, Edward	2.71	Johnson, Lloyd S.	.99
Jackson, E. W.	2.77	Johnson, M. R.	16.50
Jackson, John A.	5.69	Johnson, P. A.	2.83
Jackson, Justin L.	3.36	Johnson, Richard R.	3.96
Jackson, Leslie M.	3.23	Johnson, Robert P.	.69
Jackson, Mark E.	5.00	Johnson, Roy E.	6.20
Jackson, Robert	7.90	Johnson, Rufus	5.67
Jackson, Wm. E.	9.70	Johnson, Stanley B.	40.43
Jackus, Edw.	.89	Johnson, Sylvester	2.00
Jacob, Wm.	2.25	Johnson, Thomas J.	2.13
Jacobs, Arthur	1.50	Johnson, Victor	14.25
Jacobsen, Andrew Olai	2.94	Johnson, Wm. A.	3.00
Jacobson, M.	5.46	Johnson, Walter	8.08
Jacobsen, Marcus P.	5.64	Johnson, William	.79
Jacomella, Eugene Isadore	7.52	Johnson, Wm.	1.31
James, Basil	.89	Johnston, Archibald F.	.69
James, E. D.	.27	Johnson, Robt. J.	7.36
James, Harold W.	8.10	Johnston, Wm. F.	.83
James, J.	9.31	Johnson, C.	17.00
James, Thomas S.	3.16	Johnson, L.	4.80
Jameson, Stewart C.	2.23	Joiner, Virgil	14.68
James, Otis	5.25	Jollimore, Melvin G.	2.13
Jankowsky, Harry	2.13	Jones, Byron E.	3.31

SIU HALLS

NEW YORK	51 Beaver St. HAnover 2-2784
BOSTON	330 Atlantic Ave. Liberty 4057
BALTIMORE	14 North Gay St. Calvert 4539
PHILADELPHIA	9 South 7th St. Phone LOmbard 3-7651
NORFOLK	127-129 Bank Street 4-1083
CHARLESTON	68 Society St. Phone 3-3680
NEW ORLEANS	339 Chartres St. Canal 3336
SAVANNAH	220 East Bay St. 3-1728
MOBILE	7 St. Michael St. 2-1754
SAN JUAN, P. R.	45 Ponce de Leoa San Juan 2-5996
GALVESTON	305 1/2 22nd St. 2-8448
TAMPA	1809-1811 Franklin St. M-1323
JACKSONVILLE	920 Main St. Phone 5-5919
PORT ARTHUR	445 Austin Ave. Phone: 28532
HOUSTON	7137 Navigation Blvd. Phone Wentworth 3-3809
RICHMOND, Calif.	257 5th St.
SAN FRANCISCO	59 Clay St. Garfield 8225
SEATTLE	86 Seneca St. Main 0290
PORTLAND	111 W. Burnside St.
WILMINGTON	440 Avalon Blvd. Terminal 4-3131
HONOLULU	16 Merchant St.
BUFFALO	10 Exchange St. Cleveland 7391
CHICAGO	24 W. Superior Ave. Superior 5175
CLEVELAND	1014 E. St. Clair St. Main 0147
DETROIT	1038 Third St. Cadillac 6857
DULUTH	531 W. Michigan St. Melrose 4110
CORPUS CHRISTI	1824 N. Mesquite St.
VICTORIA, B. C.	602 Boughton St.
VANCOUVER	144 W. Hastings St.

Money Due

SS FRANCIS G. NEWLANDS
James Z. Perry, Bedroom Utility, you have 117 hours due for making up Pursers room. Collect at Waterman SS Company, Mobile, Alabama.

\$\$\$

SS TOPA TOPA
George Leppert, Wiper, can collect for transportation and subsistence, \$24.38; 2 hours' overtime, \$1.80; at Pan Atlantic SS Company, 307 Government St., Mobile, Alabama.

\$\$\$

SS FAIRLAND
W. J. McAtee, Jr., Steward: 20 hours, handling slop chest and medicine chest. Collect at Waterman SS Company, Mobile Alabama.

NOTICE!

Anyone knowing the whereabouts of Mr. Edward D. Cutts, a former member of the SS Colabee, please contact his sister, Mrs. Fred Walker, 1108 South Washington Avenue, Mobile, Alabama; Phone No. 2-8112.

PERSONALS

GEORGE J. JANETIS
Please contact John E. Kymingham at 1227 Hamilton St., N.W., Washington, D.C., immediately. Your mother seriously ill.

\$\$\$

JAMES C. GEORGE
Get in touch with your wife. She has some important government mail for you.

NOTICE!

Charles P. Stangenberg
Z 690 885

John N. Sevell — Z 574 978

Raymond C. Weatherly
Z 585 522

Your Seaman's Papers are in the office of the Mobile Branch.

THEY VOTED SIU—70 PERCENT



These Isthmian seamen, part of the crew from the Anniston City, voted for the Seafarers better than 2 to 1. They were snapped not far from their ship, docked at the Erie Basin, Brooklyn.

Anniston City And Red Rover Join Pro-Seafarers Bandwagon

NEW YORK—Both the Anniston City and the Red Rover, Isthmian ships which were voted at New York and Boston respectively during the past week, showed their preference for the SIU in no uncertain terms.

Crews from these two ships voted for the Seafarers by a better than 2 to 1 percentage, according to estimates from observers, and maintained the high average already established by Isthmian ships which have completed their balloting.

The Anniston City was voted in New York on Thursday, July 11th. Credit for the top heavy vote received by the SIU can be given chiefly to AB Comstock. Aided by the valuable assistance rendered by a few other crewmembers, Comstock did a swell organizational job aboard the Anniston. The results show how swell—around 70 percent for the SIU!

Voting on Friday, July 12th at Boston, the Red Rover crew registered around 75 percent preference for the Seafarers as the Union of their choice. More than half the 25 percent not counted as SIU votes were doubtful, and it's possible that the Seafarers margin of victory could be considerably higher.

RED ROVER REPORT

Red Rover crewmen reported on conditions aboard their ship during the recently concluded four and a half months trip, and roundly condemned the Skipper

—Bernhard—as a bell-to-bell officer who didn't know his job.

Sailing as a Mate for over 15 years, the Red Rover was only Captain Bernhard's second command. Other officers on the Rover asserted that he put his first ship on a reef, and ripped out the bottom.

His navigation never agreed with that of the other officers. But, of course, he was always right!

Crewmembers of the Rover were loud in their praise of the Purser — Lester Fosdick, better known as "Fearless Fosdick" for obvious reasons — claiming that he was good on draws, always considerate of the sick, and would open the slopchest at all hours. This was contrary to the Skipper's policy of being tight on the draws, and wanting to pay the men on their own time.

CREW LOST WEIGHT

According to volunteer ship's organizer Charlie Bush, the Rover was a hungry ship with the entire crew losing weight. In fact, Bush lost 26 pounds during the Far East voyage.

Crewmembers also asserted that unless the Skipper dropped several logs when the Rover pays off in Baltimore some time this week, that they would press certain charges against him to the limit.

With the voting of the Red Rover and Anniston City completed, ten Isthmian ships now remain to be voted. These are the Atlanta City, Cape Junction, Kathleen Holmes, Monroe City, Pere Mar-

quette, Robert C. Grier, Sea Hawk, Sea Lynx, Sea Triton and the Steel Inventor. The majority of these ships are predominantly pro-Seafarers, and will so vote.

Joe Curran's recent tirade against the commie misleaders of the NMU, former buddies of his whom he admits control the NMU and its policies, is an open concession of the NMU's defeat in the Isthmian election. This confirms repeated Log statements about the huge SIU vote as against the poor NMU showing.

Curran declared that the NMU Isthmian organizers spent more time organizing for the commies than they did for the union. This is only partially correct as these organizers tried to gain recruits for the communist party and the union at the same time.

Isthmian seamen compared the definite, down-to-earth program of the SIU which was directly related to their needs, with the empty promises and phony program of the NMU. As a result, they overwhelmingly chose the Seafarers. And Isthmian seamen are continuing to choose the SIU.

Belle Of The Seas Reported Solidly Behind Seafarers

Ben Taflewitz, SIU ships organizer aboard the Isthmian ship, Belle of the Seas, reported from Manila about conditions aboard the Belle. In his letter dated June 27th, Ben also states that several Isthmian ships are now in Manila Harbor. Among these are the Marine Fox, Claremont Victory, Atlanta City and Pere Marquette.

The Belle held a shipboard meeting on June 9th, and J. W. Atkins and A. Loring were elected chairman and secretary. Under discussion about the SIU-SUP contract negotiations, Collins, Taflewitz and Atkins spoke, with a motion to send a message of support to the SIU being carried.

Election of departmental delegates then began with S. Porpora elected as Deck delegate; A. Loring as Engine delegate; and H. Lovejoy as the Steward representative. Meeting was adjourned after a discussion regarding the ship's cleanliness and recreation facilities in Manila.

According to Taflewitz, "We had quite a bit of difficulty in getting the news over our ship's radio, but now that we're in Manila it'll be easy to catch up on things. I pointed out to the boys on the Belle that bold SIU-SUP actions on June 7th and 8th really made it possible for the CMU to secure their demands. And after all that breast beating, the NMU didn't strike!"

Ben continued, "The Belle should return to Frisco about August (early in the month), and in the meantime we've contented ourselves with making her a solid SIU ship. A couple of boys in the Stewards Department were on the fence for a while, but now they've signed SIU pledge cards."

"Manila Harbor is really a crowded place," wrote Taflewitz, "and many of these ships have been waiting for months to unload. Some of the other fellows

went with me when we visited the Pere Marquette. She's just a tired old Liberty that's been gone from New York since last November, and may not get back there before October or November. It's a good ship for the Seafarers, and should hang up a good vote if they manage to get someplace where they can vote."

Ben concluded his remarks, "I hope the SIU contracts continue to top the NMU. In fact, I know they will. However, to make my life complete, I'm waiting for that Isthmian contract to be negotiated, and make it retroactive."

Ah, But Chivalry Still Burns Deep Within, And Isthmian Canine Rescuers Attest To It

Who says the days of chivalry went out with the windjammers? Proof that they're still very much alive was demonstrated Saturday, July 13th, by several crewmembers of the Isthmian ship Winthrop L. Marvin, who at great personal risk jumped into the North River off Pier 132 to rescue a girl's drowning dog.

The dog, a brown chow named "Brownie", was scampering along the edge of the dock with his mistress when he became frightened, lost his footing, and slipped into the deep waters of the North River. Swimming frantically around for several minutes, with no chance of climbing the dock's steep sides, Brownie began to tire rapidly.

Seeing how desperately her pet was struggling, Brownie's owner, a comely (meaning good-looking) blonde, later tagged "Whitey" by Marvin crewmen on account of her light golden tresses, screamed for help.

Always alert for screams from lovely damsels in distress, a number of the boys from the Marvin came dashing up to the rescue. Taking in the situation at a glance, they immediately dove into the water to save the struggling pooch.

The hero of the day was Armando Frissora. Despite several deep scratches from Brownie, Frissora managed to subdue the now thoroughly frightened chow enough to bring him ashore.

Later, after profusely thanking

the gallant seamen who answered her pleas for assistance, Whitey had her picture snapped with a number of Marvin crewmembers. However, Brownie was too exhausted to get in the group shot,

but he did express his thanks in no uncertain manner.

The moral? If you think chivalry is dead, don't go near an Isthmian ship—especially the Winthrop L. Marvin!



Crewmembers of the Isthmian Lines ship Winthrop L. Marvin, several of whom jumped into the North River to rescue Brownie, a girl's drowning dog. Front (reading from left): Edgar Muldon, Clark Inman, "Whitey" (otherwise unidentified girl owner of the rescued chow), and Robt. Chaplin. Middle: Bosun Johannes Karlson and Joseph Yonick. Rear: Robert Bowen, James Wright and Gus Fellman.

Here's The Score

WHAT IT COSTS TO JOIN THE SIU IF YOU ARE AN ISTHMIAN SEAMAN

Current Month's Dues...\$ 2.00
Initiation 15.00

TOTAL\$17.00

WHAT IT COSTS ALL SEAMEN TO MAINTAIN MEMBERSHIP IN THE SIU

Yearly Dues @ \$2.00 per month\$24.00
Annual Strike Assessment, Yearly .. 3.00
Annual Hosp. Fund 2.00

YEARLY TOTAL\$29.00

WHAT IT COSTS TO JOIN SIU IF YOU ARE NOT AN ISTHMIAN SEAMAN

Current Month's Dues...\$ 2.00
Initiation 25.00
Seafarers Int'l Fund 2.00
Building Fund 10.00
Annual Strike Ass't... 12.00
(4 years @ \$3.00 per year)
Strike & Org'l Fund .. 5.00
Hospital Fund 2.00
Strike Fund 10.00

TOTAL\$68.00

All assessments in the SIU were passed by a secret vote requiring a two-thirds majority.

ARMANDO FRISSORA



He took a dunking to save a dog's life. Hats off!

