

SEAFARERS LOG



Official Organ of the Seafarers International Union of North America

VOL. IX.

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No. 33

SIU STRIKES ISTHMIAN

—Story on Page 3



Isthmian Seamen Demand Hiring Through Seafarers' Halls

SEAFARERS LOG

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OF NORTH AMERICA
Atlantic and Gulf District

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GEORGE K. NOVICK, Editor



This Is It!

No member of the Seafarers International Union, even after the bargaining election in the Isthmian fleet was won, expected the company to come across with a contract—not without a hard, drawn-out fight.

So it is no surprise to us to see the company stalling over the issue of the Union Hiring Hall and the Rotary Shipping System. But members of the SIU know how bitterly other operators fought this democratic method of shipping when our Union was first starting, and we know that they were forced to agree to our demands.

Isthmian is no exception, and our winning this big beef will prove it!

In every way the Union Negotiating Committee tried to meet Isthmian half-way. The company was told that if it agreed to the Union Hiring Hall and the Rotary System, that other parts of the contract could be worked out. But Isthmian said "no" at the beginning, and continued to say "no" all during the course of the negotiations.

There is no doubt that Isthmian is carrying the ball for all the other operators who hope to break down the seamen's unions. If Isthmian gets away with its fink halls, then the others will demand the same privilege.

Isthmian today is asking the Seafarers to go back to the days when a seamen went, hat in hand, to the company office and begged for a job. Any man who fought for decent conditions was blacklisted, and he then had no way of earning a living.

To this idea the SIU registers an emphatic "no."

Approximately 96 per cent of the unlicensed Isthmian seamen voted for union hiring and the rotary shipping system in the bargaining election in which the SIU was recently certified. They knew what they were voting for, and they are going to get the protection of the only system of shipping in which the shipowner can't pull the strings.

This is not just a struggle against the Isthmian Steamship Company, backed up as it is by the wealth and power of the United States Steel Corporation. The other operators may take this as an open door, and try to walk right in.

If they attempt any such trick, they will find that the membership of the SIU is prepared to fight for its hard-won rights.

This is an all-out fight! It's up to us to win it just as we have every other beef we've ever taken part in.



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.

- | | |
|---|---|
| <p>NEW ORLEANS HOSPITAL</p> <p>JOSEPH DENNIS
L. GROVER
C. MACON
BOB WRIGHT
JOHN MAGUIRE
CHARLES BURNEY
J. J. O'NEAL
E. L. WANDRIE
E. M. LOOPER
D. G. PARKER
LEROY CLARKE
J. ZANADIL
D. P. KORALIA
WILLIAM MOORE
L. COOPER
REUBEN VANCE</p> <p>***</p> <p>GALVESTON MARINE HOSP.</p> <p>W. BENDLE
G. E. LEE
A. BELANGER
A. V. O'DANIELS
R. S. SINGLETARY</p> <p>***</p> <p>NEPONSET HOSPITAL</p> <p>L. CLARK
J. S. CAMPBELL
E. FERRER
J. R. HANCHEY
C. LARSEN
L. L. LEWIS
J. R. LEWIS</p> | <p>L. TORRES
C. SCHULTZ
J. HAMILTON
R. A. BLAKE
H. BELCHER
J. T. EDWARDS
L. BALLESTERO</p> <p>***</p> <p>STATEN ISLAND HOSPITAL</p> <p>JOHN RATH
E. P. O'BRIEN
P. FELICIANO
F. J. SCHULTZ
T. J. KURKI
K. C. CROWE
E. E. CASEY
J. P. McNEEL
J. P. TASSEN
P. GELPI
S. W. LESLEY
J. A. DYKES
J. MORRISON
D. MILLER (SUP)</p> <p>***</p> <p>BRIGHTON MARINE HOSP.</p> <p>R. BAASNER
E. DELLAMANO
W. MITCHELL
R. LORD
J. BARRON
P. MADIGAN
E. JOHNSTON</p> |
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Hospital Patients

When entering the hospital notify the delegates 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.)

- R. MORRISON
- M. PERRONE

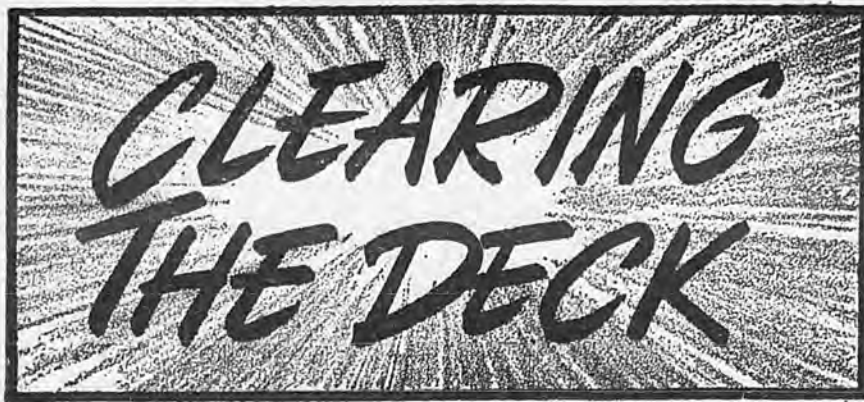
MOBILE HOSPITAL

- M. D. PENRY
- J. G. HARRIS
- ARCHIE SANDY
- H. HUISMAN
- J. CARROLL
- T. J. FAITER
- M. COLLIER
- C. E. FOSTER
- WILLIAM FAWLEY
- E. L. MEYERS
- J. C. KEEL
- U. S. MORGAN
- R. G. VARNON

BALTIMORE HOSPITAL

- ELMER BROWN
- DELMER COPPOCK
- MURRAY PLYER
- EDDIE MARKIN
- MANUEL SANTIAGE
- MAX FINGERHUT
- THOMAS WADSWORTH
- WILLIAM ROSS
- S. Y. FOGELBERG
- ANTHONY ATKIEWING

Seafarers Ties-Up All Isthmian Shipping



By PAUL HALL

Any guy with any savvy can smell something is rotten as hell when damned good Bosuns and Chief Stewards start turning down jobs in their ratings after having sailed in these jobs for years. These men didn't just suddenly decide they don't like their jobs.

According to lots of these fellows themselves, there are several good reasons why they won't ship in their ratings any longer.

Biggest of the reasons stems from the fact that on some scows, if a Bosun or Steward insists on some of his shipmates pitching in on their share of the work as per contract, a few gold bricks get up off their lead-laded rears and howl "foul."

According to their screwball reasoning, a guy who tries to get them rolling when they aren't in the mood to cut the mustard and carry their end of the work-load isn't "a right guy."

As many members have found out personally a "regular guy" in the freeloaders' book is one who turns his head the other way while he sloughs off and the rest of the crew have to do his work.

Another reason for the Bosuns and Stewards growing disgust is the squawk that comes from the would-be freeloaders whenever they attempt to have their gangs do a ship-shape job and bring the scow in a condition real seamen wouldn't be ashamed of. The freeloaders then try to brand the Bosun or Steward as "company men" for their efforts and set out to give the boys a bad time.

Cooperative Spirit

That's a pretty lousy label to hang on anybody and no self-respecting Seafarer can be expected to swallow that kind of crap, especially when it comes from a freeloader. We all must understand the position of the Bosuns and Stewards, if we are to maintain a cooperative, union spirit aboard ship.

A Steward or Bosun's job requires that they direct the work of the men in their gangs and decide who is to do what. With the exception of a few who might overstep their bounds, these men give orders only because it's all in the day's work.

Furthermore, in order for Bosuns and Stewards to be good Union men they must also be good Bosuns and good Stewards. In fact, this follows right down the line. Wherever you find a first-rate Union man, you'll usually find a Seafarer who is capable and qualified for his rating.

Bosses' Stogie

The "company man" label which shirkers and freeloaders so indiscriminately try to hang on any guy just trying to do his job is a dangerous thing. A "company man" is a bird who uses his union membership as a cover up for fronting for the employer, while he takes unreasonable advantage of his shipmates for his own and the bosses' benefit.

He is quite often a stool pigeon who gives lip-service to his union while he whispers in the employer's ear. In short, he is anything but a good union man and can be classed with the fink and scab. How any bum can call a Bosun or a Steward a "company man" simply because he's doing his job and thereby keeping his Union in a strong bargaining position is a question all square-shooting Seafarers will want answered.

Time To Take Position

The time, therefore, is right now, for the Union to start taking a position on this very important matter. The Chief Steward and the Bosun, like every body else in the Union (OS, AB, Fireman, Mess-boy, etc.) have SIU books. They are entitled to all the consideration and protection given the others.

Several times recently, some Messmen and Ordinaries have come to the Hall in a kelly of a sweat wanting to know if they could bring charges against the Bosun or Steward on their ship for what they said was "working them from bell to bell."

Short and simple, the answer is: "Hell, no!"

Certainly no guy likes to work for a tough Steward or Bosun who insists on working the men from bell to bell. But there is a way to handle guys who go off the deep end in getting the ship's work done. Where they go to extremes in hardtiding a crew, the men have a right to present their case to shoreside meetings and ask the membership to prevent the offenders from shipping.

The shipowners have not given up the hope that they might one day hire nothing but non-union Bosuns and Stewards. They continually squawk that when the Union ships these two key ratings off the Board from the Hall, they do not get men who are able to get the crew to work properly.

The quickest way for us to help the shipowner in this argument is for the officials or the membership to lead anyone to believe these men do not have the right to run their gangs within the limits of our agreement and union working rules.

At the present time the straightening out of this matter is of vital concern to the SIU. It should be discussed thoroughly at your shipboard meetings. If you have an opinion on the matter—send it to the LOG. Let's get rolling and square this issue up—but quick.

Walkout Is 100 Percent Effective; SIU Receives Pledges Of Support From Other AFL And CIO Unions

NEW YORK—The threat to democratic shipping, posed by the Isthmian Steamship Company's refusal to agree to the Union Hiring Hall and the Rotary Shipping System, has been met by a strike which tied-up all Isthmian ships in ports in the United States.

As other ships hit ports within the continental limits of the U. S., they will also be struck. Negotiations with the company, which have been going on intermittently since the SIU was certified as collective bargaining agent for unlicensed Isthmian seamen, finally stalled when the company insisted on the right to open-shop its employes, thereby ultimately breaking down everything that organized seamen have won through hard fought struggles.

N. Y. Meet Maps Beef Extension

NEW YORK, August 13—A packed special "stop-work" meeting in Manhattan Center today heard a report of the strike situation to date and voted unanimously to extend the strike if the Isthmian Steamship Company attempts to prolong the action until the date when the Taft-Hartley Act takes effect.

The 3000 Seafarers in attendance were warned by Strike Committee Co-chairmen Paul Hall and Morris Weisberger that the company would not give in on the Union Hiring Hall and the Rotary Shipping System unless it was forced to do so, and would try every trick in the books to inject provisions of the T-H Law into this beef.

"The Union Hiring Hall is something we fought for," stated Hall, "and we're damned if we'll give it up. If Isthmian, or any other operator, tries to take this right away from us, they'll have to whip every single one of us first."

GENERAL STRIKE

In the event that Isthmian continues to stall, or tries to invoke any portion of the new "slave labor" law, the SIU is prepared to ask all maritime workers to join in a general strike.

This would take on the same proportions as the 1946 General Strike in which the Seafarers forced recognition of its new contracts with the shipowners after the Wage Stabilization Board had "nixed" the wage increases.

ACTION PLANNED

The resolution, as approved by the membership, is as follows:

The SIU-SUP will declare as "hot" any vessel which is re-allocated from Isthmian to any other operator as long as the strike lasts. Any vessel belonging to any company which hauls any re-allocated Isthmian cargo shall be declared as "hot" and struck in the same manner as Isthmian vessels.

The SIU-SUP shall upon the first attempt by any person or persons to inject into this dispute between the United States

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The Union's Negotiating Committee sent a telegram to the company stating that the issues of the Hiring Hall and Rotary Shipping were the heart of any agreement, and that other portions such as wages and hours and conditions could be thrashed out once the company would agree to the system of hiring which has become standard in the maritime industry.

A deadline of 2:30 p. m., Tuesday, August 12, was set, but the company requested more time, and this was granted. However, at 6:30 the same day, the company rejected the Union's demand, and asked for another meeting Thursday, August 14.

JUST STALLING

All this was just one more proof that the company had no intention of granting the Union Hiring Hall and Rotary Shipping unless forced to do so. It was then that the pin was pulled, and within a matter of hours, picketlines had been set up around Isthmian ships on the East Coast. This was soon followed by a complete tie-up all over the United States.

The strike committee for the SIU in the Port of New York consists of Paul Hall, New York Agent, Charley Tannehill, Al Waterman, Teddy Babkowski, and Bobby High. For the SUP the committee is composed of Morris Weisberger, New York Agent, P. Rodrigues, P. Nisenen, Bruce Denholm, and C. Russell.

In other ports strike committees have been elected and are already functioning.

In all, twenty-four Isthmian ships are affected so far. Seven are in the Port of New York, six in Baltimore, three in New Orleans, two each in San Francisco and Philadelphia, and one each in Mobile, Galveston, Houston and Boston.

No sooner had the Negotiating Committee announced the strike than messages of support started pouring into the New York Headquarters.

From the Masters, Mates, and Pilots, came the following telegram:

Wired all-off-shore locals quote: Seafarers International Union of North America on strike against Isthmian Steamship Company effective midnight, August 12. Imperative you cooperate without jeopardizing agreement. Refuse to sail vessels manned by non-union crews. Request clearance for safety watches.

E. W. Higginbotham, Pres.

(Continued on Page 4)

Pres. Green Pledges Full AFL Support

NEW YORK, August 14—SIU President Harry Lundberg today announced the unreserved support of the American Federation of Labor, in a telegram received by the Headquarters Strike Committee. The telegram follows:

Paul Hall, SIU of NA
51 Beaver Street

President Green of the AFL issued the following statement today quote: The American Federation of Labor without reservation stands behind the Seafarers Int. Union of NA in their coming fight to retain their union hiring halls and other fundamental conditions. We pledge the entire strength of seven million members of the American Federation of Labor in this fight. Unquote.

Harry Lundberg
SIU of NA

AFL Unions Furnish Food

In addition to the many pledges of support which have been received from both AFL and CIO unions, certain AFL Locals in New York City have been seeing to it that food is being furnished to the Strike Kitchen at 51 Beaver Street. Many of these Locals assisted with food in the 1946 General Strike, and without a moment's hesitation started the ball rolling as soon as the announcement came that the SIU was once again involved in all-out strike action.

The Locals from whom assistance has been received to date are:

Joe Decker and Phil Shapiro.
Local 60, Delicatessen and Restaurant Workers.

Ross Siegel.
Local 16, Hotel and Restaurant Workers.

Joseph Belsky.
Local 234, Butcher Workers.

Eugene Kennedy.
Local 1500, Retail Food Clerks.

A. Silverstein.
Cooks' and Countermen's Union.

Isthmian Strike 100% Effective

(Continued from Page 3)

The following message was received from the Radio Officers Union:

Many thanks your telegram this date. Radio Officers Union offers you and your men full cooperation and 100 per cent support for your victory. Your picketlines will be respected by our members. Let us know if we can be of any assistance.

Fred M. Howe,
General Sec.

The Marine Firemen, Oilers, Watertenders, and Wipers, pledged its support in a telegram from V. J. Malone, President:

The Marine Firemen's Union wholeheartedly endorses your strike against the Isthmian Steamship Company and Headquarters and all Branches will respect and support your picketlines without qualification. The New York Branch of the MFOWW reiterated Malone's sentiments:

At a special meeting at 3 p. m. August 13, the New York Branch of the Marine Firemen's Union went on record to respect SIU picketlines and to support your strike against Isthmian Steamship Lines.

Signed by Ferdinand C. Smith, M. Hedley Stone, Chester Young, and Jack Lawrenson, the National Maritime Union also sent a message of support:

The officials of the National Maritime Union of America, CIO, wish to advise the officials and membership of the Seafarers International Union, AFL, that the NMU will give full support and cooperation to your effort to secure a signed contract from the Isthmian Steamship Corporation. The record of this anti-labor outfit is well known and your fight on this question is our fight. During this uncertain period many complications may arise in the situation. May we suggest therefore that a meeting be arranged between your officials and the officials of the NMU so that all problems may be worked out in such a way as to permit us to give you the most effective support in making your strike successful.

UFE RECIPROCATES

The appreciation of the United Financial Employees, was shown by the following wire:

We all know how much the SIU helped us in the past. You can depend on 100 per cent cooperation. Call on us for anything.

M. David Keefe, Pres.,
Local 205, UFE.

International support and cooperation was promised in a wire from James Scott, of the British Seamen's Union:

We are with you 100 per cent. Let us know if there is anything we can do to make your action even more successful.

The Marine Cooks and Stewards also pledged assistance in the following message:

Test of the Taft-Hartley Law attempt to outlaw Hiring Hall and Rotary Shipping important to all maritime unions.

MCS pledges full support in your strike action against Isthmian SS Company. We are ready and willing to give any and all assistance to your strike committee in aiding your struggle. With full support of all labor, victory must be yours.

Nathan Jacobson,
Sec.-Treasurer.

On the second day of the strike, food and coffee already was being served on the picketlines, and arrangements were completed for feeding and housing the Isthmian men who left their ships.

Honors for being the first men to pile off went to Al Waterman, who came off the Rider Victory, and Norman Lindsey, who took his baggage off the Harold I Pratt.

The entire crew of the Richard Alvey reported to the New York Hall a few hours after the strike started. They turned in for a little shut-eye, and by early morning were starting for the picketlines to relieve the night watch.

The Patrolmen Say...

SIU-MM&P Cooperation

NEW YORK—It was Mate-trouble that took Patrolman Artie Shea of the MM&P and myself down to the Robin Grey this week. The Grey, a converted C-3, had stopped in Baltimore where she picked up six men for the Deck Department and then had proceeded here.

When we hit the ship, several members of the Deck Department submitted a list of grievances against the Mate, and asked that he be removed from the ship by job action, if necessary.

Shea and I got the men and the Mate together in the mess-room and thrashed the matter out. The men were primarily burned up over some of the Mate's practices pertaining to work aboard ship.

We took their grievances up one by one. Unfortunately, the men had not done too good a job of drawing up the charges, primarily due to the fact that they lacked knowledge of just what a Mate's duties are.

STAND TO COLLECT

Our contracts state that when licensed personnel work on deck, the work done will be paid the unlicensed personnel responsible for the work. The men in this case had nothing to worry about, for no matter how much work the Mate performed they stood to collect.

The charge that the Mate was telling the Bosun what to do could not stand up very well, as it is the Mate's job to pass along orders to the Bosun, and he in turn will pass them to the men.

If he orders them to do something that is out of order, it is not their job to refuse to do the work or raise a lot of objections.

They should keep a record of the work done and turn it over to the shoreside representatives who will handle the beef for the crew. He is there to do just such work and he will go all the way to gain a satisfactory settlement of any dispute.

The men were dissatisfied with the Mate of the Grey and

REPORT FROM HEADQUARTERS TO MEMBERSHIP

By J. P. SHULER
Secretary-Treasurer

Contracts and Negotiations

Since the last regular meeting, the following companies have signed the standard SIU agreement, which will be in effect until July 30, 1948: Waterman Steamship Company, Mississippi Shipping Company, Arnold Bernstein Shipping Company and Ponce Cement Corporation.

Sometime ago, Ponce Cement Company notified the Union they wished to terminate the agreement on September 30, 1947. Last week, when the ship was in Philadelphia, they were presented with an agreement which they signed after economic pressure had been used. The story of this action was carried in the

last week's issue of the SEAFARERS LOG.

The Negotiating Committee met with the following companies during the past week: American-Eastern Steamship Company, Illinois-Atlantic Steamship Corporation and Newtex Steamship Company. All of these companies have agreed to go for the standard contract and they should all be signed up by the end of this week.

In addition, Calmar and Ore Lines, St. Lawrence Navigation Company, Crosby Steamship Company, and Moran Towing Company have been contacted and negotiations will be held soon with these companies.

The Negotiating Committee met with Isthmian Steamship Company on Thursday, August 7, 1947. The Company's proposals and attitude was unsatisfactory to your Union Negotiating Committee and by the time this

is read, there will probably be further results to give to the membership.

Television

The membership went on record at the last regular meeting to buy a television set for the New York Branch. Several representatives from different television companies have submitted bids. It is hereby recommended that a committee be elected here tonight to make recommendations as to buying a television set.

Ships' Libraries

Sometime ago, the membership went on record to put aboard all SIU ships bound editions of the SEAFARERS LOG and that the cost of binding and mailing will be covered by a charge of \$10 to each crew. A number of these bound editions have been sent to SIU Branches where they will be put aboard the ships.

Ships' crews should see that this gear is taken care of so that the next crew coming aboard will derive the same benefits.

Membership Admittance

The membership has gone on record to open the books for new members under certain conditions. There has been some confusion among the permit men who think that the books are open for everyone with no restrictions. The Headquarters Offices are preparing a set of instructions and rules under which membership admittance is to be governed. This will be available to the membership shortly.

Finances

It was reported by the Philadelphia Agent that sometime between 5 P.M. Saturday, August 2, and 8 a.m. Monday, August 4, that the Philadelphia Hall was broken into and that the following was missing: Button Money, \$6.00; Money for Stewpot, \$16.00; Receipts, \$327.80; Totaling \$349.80. The bonding company has been notified of this loss.

At the last regular meeting, there was a motion made to have the Quarterly Financial Committee elected at a special meeting. Since that time, negotiations and other Union business has kept everyone busy. Therefore, it is recommended that a paid committee be elected here tonight to audit the report.

Ben Rees

Whoa, Nellie

NORFOLK—We don't like the Taft-Hartley Bill and we will very probably kick it out, but up to the time we do there is no need of sitting around moping and moaning about what it is taking away from us.

That is the defeatist attitude. SIU brothers are not defeatists but militant, fighting seamen who want a square deal and are willing to give a square deal. There is no room in the grandest maritime Union in the world for any other type.

So let's gird the old armor and start the fight by cleaning out of our own house any book or permit carrier who brings the Union into ill-repute by their non-conformance with our Constitution and working rules, so, "Performers Beware."

There have been over 850,000 sets of seamen's papers issued. Today, the outlook for seamen's jobs when things settle down is 50,000. That means that, in round numbers, 800,000 men holding seamen's papers are going to have to grub around for a manual on the care and feeding of livestock and the best time to plough—Giddap!

Ray Gonzales

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Credit To SIU

PHILADELPHIA—One of the cleanest ships and cleanest pay-offs I have since I've been patrolman in Philadelphia was on Saturday, August 9, on the SS Thomas B. Reed.

There was a nice gang aboard in all three Departments and everything topside was okay. It was really a pleasure to payoff a ship like this, a real credit to the SIU.

Of the fines imposed upon crewmembers for sanitation, etc., the sum of \$20.00 was collected and turned over to me for our Brothers in the marine hospitals.

E. Tilley

Keep Her Steady As She Goes

We all know that the Seafarers is tops in the maritime field, and has the best contracts and conditions. We got to be that way the hard way—and let's keep it the way it is.

Here are some of the things you can do:

1. Hold regular shipboard meetings
2. Attend the shoreside meetings, and take an active part in them. Bring up your beefs before the membership, not in a ginmill.
3. Keep those gashounds and performers under control. They are among the Union's worst enemies.
4. Do your job to the best of your ability.
5. Don't take time off unless you are authorized by the department head.
6. Study your contracts and shipping rules, and know your Union's constitution and by-laws.



Weather Is Hot In Galveston— And So Is The Shipping Situation

By KEITH ALSOP

GALVESTON — Things are really hot down here in this Gulf port—I mean the weather. The heat has been terrific here the past week and it has been all I could do to restrain myself from taking a nice long swim in the cool waters of the Gulf.

The tropical weather wasn't content just to give us the full effect of the sun's rays; it let loose with a little of its power over Corpus Christi. Fortunately not much damage was done.

Another thing that was hot down here was the crew of the Franklin K. Lane, Waterman scow. She hit in here Saturday night and stopped the wages for the men that were getting off, even though she was not paying off until Monday.

The telephone wires burned, I burned up the road down to the ship, and the Captain sizzled a bit when I collared him. Conclusion: The Captain agreed to pay the wages due for Sunday, but lamely blamed the incident on the Army.

SCABS COME OUT

The only other disturbance worth reporting was aboard the George Gershwin, Alcoa Steamship, tied up in Freeport, Texas. There an ILA strike was called, and out of their holes came a

bunch of scabs who started working the ship.

The crew called the Hall and once more the old rattler tore down the road with me at the wheel and Patrolman Wilburn gripping the seat.

We found the ship and spoke to the Captain, getting him to agree to sail the ship short of her cargo. With the ship gone the scabs stuck their tails between their legs and went back into their holes.

Back at the Hall, shipping is keeping up a steady pace with most departments sailing short-handed.

We've had a good number of ships in port this week, among them the Walter Colton, Zebolin Pike, J. Hoban and N. Webster, all Waterman, John Bur-



gess, South Atlantic; Fort Raleigh, Pacific Tankers, and E. S. Cobb, South Atlantic. There are also several SUP ships tied up here.

In transit, we welcomed the May, Bull Lines, and the Del Monte, Mississippi. There were a few minor beefs on these ships but nothing that delayed them or caused any difficulty.

ACCORDING TO PLAN

Organizing efforts are still going strong down here. I've been hitting the Cities Service ships regularly and Johnny Ward is busy in the Lake Charles region with the same mission.

It looks good from where I sit, and time, I'm sure, will bear me out.

What was once a gashound's paradise is now on the straight and narrow. I don't mean the WCTU girls have taken over, but we haven't had any of the trouble that plagued this area not so long ago.

The membership has done an excellent job of putting our Galveston house in order.

At the moment, with shipping like it is, there aren't any old-timers here on the beach; in fact, there aren't any young-timers around, either, with shipping going so good.

That is, unless they are in some hidden ginmill around town that the Dispatcher hasn't gotten wind of yet.

Chief Stewards

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

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

Full Book Men Can Ship Anytime They Want To From Port Tampa

By SONNY SIMMONS

TAMPA—At the present time we have the SS Haiti Victory, Waterman, in port, with another Waterman Victory due tomorrow. We also have the SS Dorothy and SS M. here for Bull Lines, with the SS Edith in Boca Grande.

Each of these ships calls for a few replacements, and we sometimes ship several men in the Deck and Engine Departments of the SS Florida.

The Patrolman made the Florida this week and, except for a small beef on overtime in the Deck Department, everything was okay. The beef was settled without too much trouble, and everybody's happy.

Due to the efficiency of the Delegates, beefs on the Florida are being held to a minimum. Any Full Book man can get a job on that vessel most any time, since there are some men on her who want to get off whenever we can get replacements for them.

The Skipper of the Florida, Captain Harrington, died last week, and his place has been taken by Chief Mate Donovan. Of course, this set-up is liable to change at any time.

News just came through that Waterman has two ships due in next week to load phosphate for Japan. We get one of those vessels about every ten days, and although they crew in other ports, we get calls for several replacements before sailing time. Sometimes we even get a call for a full crew.

Brother Baldy Bollinger paid off here last week and paid a month's dues. He says that if Bull Sheppard finds out, he will have a hard time when he gets back to New Orleans.

Brother Tex Suit came through on a Waterman Victory, and sends his regards to all.

Nevin Ellis, Ralph Seckinger, Chris Hansen, Papa Williams and his son Johnny, Bill Arnold, and Al Driver, are some of the old-timers on the beach now. Al is spending a few weeks here with his wife taking it easy.

Some of the boys go out fishing with the Patrolmen. Their luck has been good and they have caught some nice messes of fish at times. Lately, however, it has rained so much that the lakes look like oceans.

This Port is about the best place in the Gulf to spend a month on the beach—that is, if a man doesn't drink. A guy can swim and fish for nothing, and rooms are fairly cheap.

Fishing and hunting are good ways to relax if you ask me, and although I don't belong to the Chamber of Commerce, I'll give you the glad-hand anytime you show up here.

The carpenters here are having a bit of trouble now. They are negotiating a wage raise, and things have not gone favorably for them so far.

Maybe by the time this article appears in print, everything will have been ironed out satisfactorily.

NO NEWS??

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

- BOSTON
- SAN FRANCISCO
- BUFFALO
- CLEVELAND
- DULUTH
- SAN JUAN
- ASHTABULA
- MILWAUKEE
- JACKSONVILLE
- SAVANNAH
- MOBILE

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

SIU Organizing Drive Meeting With Good Response As Great Lakes Season Passes The Half-Way Mark

By HERBERT JANSEN

CHICAGO—Shipping has picked up considerably during the week with a total of fifty-seven shipped as follows: 3 Wheelmen, 9 ABs, 4 OS, 16 Firemen, 5 Coalpassers, 3 Lookouts and 17 Stewards Department personnel.

The SS Michigan finally crewed up, and will make her first trip on the 11th (Monday). She will start first on the Calumet Park fill in, and when this job is completed will start immediately on the Chicago airfield project.

It is expected that the airfield job will last for a year, and then the Michigan will shift to another fill job.

Crewmembers of the SS Gilbert are happy to start their vacation during this hot weather. The yards are pretty well filled, and so she's laid up for two

weeks while the boys take their vacation. Nice time for a vacation with the Chicago thermometers hitting 100 in the shade!

Paying the Windy City recent visits were the Browning ships, SS Sultana and SS Penobscot. Both vessels loaded grain for Buffalo. According to all reports, this should be a bumper year for grain on the Lakes, especially so since the railroads are short so many cars.

HALF WAY MARK

Now that the season on the Great Lakes has passed the half way mark, it's time to note the progress made by the SIU's organizing drive in this comparatively short time. So far, it's been very good.

Lakes seamen are making up their minds that they want representation by a union which will fight for their rights and those of all seamen.

All Remains Quiet On The Baltimore Waterfront

By WM. (CURLY) RENTZ

BALTIMORE — Shipping in this port continues at a reduced pace. With shipyard workers still on strike here, vessels needing repairs are bypassing the port and are heading for stops where the work can be done.

This skipping of Baltimore has caused payoffs to shrink quite a bit, and this fact isn't making the boys on the beach waiting for ships very happy.

Action on a beef existing on a ship that hit port last Friday averted a situation in which the Coast Guard might have been called in.

If we hadn't been successful, it might have meant the first

time the boys in blue figured in one of our beefs since the new set-up for Coast Guard districts and hearing units was inaugurated.

The Captain of the ship was convinced that the Coast Guard wasn't really what he wanted. In addition, all logs against crewmembers were dropped. Insofar as we are concerned, there is very little for the Coast Guard to do down here.

All is very quiet in this port, in spite of the large number of men on the beach. There has been no trouble with gashounds and performers since the membership started on the campaign to keep them quiet.

Only activity of any account goes on when the hot weather has the boys blowing foam off

their brew, but they're not blowing their tops over it.

Last Friday I took a run up to New York for a weekend huddle with the boys at Headquarters, where we hashed over the important Isthmian situation.

More time has been spent in getting this company in tow than was put in on construction of the Empire State Building—thanks to the NMU and other obstacles. But no one can stop us now.

Once again, I want to urge those members who have baggage in this Hall to drop in and haul it away. Six years is long enough for any seabag to be in cold storage.

In about four weeks we're going to comb out the pile and donate the bulk of it to charity organizations. So, come and get it!

Patrolman Sings Loud Praises For The Good Ship J.M. Harlon

NEW ORLEANS—When a Patrolman pays off a ship like the J. M. Harlon, Waterman, he wants every members of the Seafarers to know about it.

Brother Duke Hall and I were assigned to the payoff and everything seemed to start out wrong.

The ship was at anchor down at the point, and when I drove up on the levee to park, one side caved in pulling the car over to about a 40 degree list. We were really high and dry. Duke then went out on the ship and I called a wrecker to get the heap back on an even keel.

I got out to the Harlon about an hour after Duke and as soon as I stepped off the gangway, I had to slow down and look the ship over. She was the cleanest ship I have been aboard in many a month.

Everything was painted and all gear neatly stowed. The messroom was spotless.

The crew was as responsible for this just as much as the messboy. They had washed cups as soon as they were through with them, and the cold lunch had been immediately returned to the box after use. Nothing had been left lying around.

NO BEEFS?

Well, Duke had all the books collected so I got the Delegates together to check on the beefs, but I was mistaken—there wasn't a single beef on the ship, in spite of the fact that she had been out three months to the Far East.

I soon found out why she was such a good ship, when the crew started drifting in the messroom.

Blackie Gardner was the Deck Engineer and the Chief and First Assistant were promising Blackie everything from yens to a quart of their best stock if he would make another trip. It was no use, however, for Blackie was in pretty much of a hurry to get to Mobile.

Slim Patterson was the Deck Delegate and had done a swell job. Everyone liked Slim, and said he could keep their overtime for them on any trip they happen to be shipmates.

Joe Harvey was Messman for the crew; according to the crew he was one of the best. Surtz, an SUP member, was Steward. For him the gang had nothing but praise for his fine work.

F. C. "Smoke" Harrington was the Night Cook and Baker. From what the boys told me, the rolls and pies that "Smoke" rigged up just melted in their mouths.

Oh yes, don't let me forget to mention "Peg Leg" Andy Anderson, who was Oiler on the 12-4 watch. It seems that old Andy would clean up and shave after the morning watch, and then head for the galley to cook himself a little special breakfast.

"EVENING IN PARIS"

"Smoke" said he knew he was coming before he got around to the galley passageway. His sweet smelling shaving lotion preceded him everywhere.

When the Third Cook got sick and had to go to the hospital, Walt, the bull Wiper, swapped his dirty dungarees for some clean whites and took over where the Third Cook left off.

Now the gang wants to know why he doesn't go up and get a Cook's rating — they all claim they'd gladly eat his food on another trip.

Claude Hayes was Bosun, and that is the reason the ship looked so good. Claude knows how to work men and they enjoy working for him.

Yes sir, it sure is a pleasure to go aboard a ship and find a contented crew like this one. Every man on the ship did everything in his power to make it a home with the exception of one permitman.

This boy had the wrong idea about going to sea. You know, like the grasshopper who thought the world owed him a living.

This guy was something like the grasshopper; he thought that he was doing the Union and the company a favor by just being on the ship. He wasn't going to do anything as long as he could escape it.

ONLY BLOT ON RECORD

Well, the outcome was that the Old Man finally had to log him; the only log on the ship. This didn't do much good so



the Old Man turned him over to the steamboat inspector as not fit to sail on American ships.

I don't believe in this kind of business, but the crew said the character deserved anything the Old Man did to him, so I guess they know what is what.

Yes sir, give us more ships like the J. M. Harlon. It was a pleasure to take care of her.

Before I sign off, all of you fellows who want to make the good runs and enjoy the City of Cities while you are deciding which trip to make, come on down to old New Orleans and see us.

Johnny Johnston

Gear-Grabbers Hurt Union

The membership of the Seafarers International Union has consistently reaffirmed its position that gear-grabbers can't be good Union men. Any individual who stoops to pilfering gear such as coffee percolators, linens, etc., which are placed aboard SIU-contracted ships for the convenience of all hands, is, above all, guilty of a malicious disregard of his shipmates' welfare.

Crew conveniences on most SIU ships today are not there by accident. They are there because of the Union's successfully-fought struggles to bring greater benefits and comforts and to provide decent conditions for the membership while out at sea.

These hard-won conveniences are for the benefit of ALL HANDS. They ARE NOT to be appropriated by any individual for his own personal use. Violators of the membership's welfare will be dealt with in accordance with the firm stand taken repeatedly by Seafarers in all ports.

CSU Seamen Long Duped By Commie Leaders

By GENE MARKEY

While the battle goes on in the chambers of the United Nations and on actual battle-grounds in Europe and Asia, the communist party in Canada continues with its work of gaining a stronghold in Canada's labor movement.

In these unions which they control, the Canadian Seamen's Union being one of the most important, the rank and file is innocently aiding the communist program of death to democracy and the trade union movement.

No one can deny that the top officials of the CSU are servile to the commie doctrine. These men are the traitors to all we have fought for.

They want Stalin's program and, altogether they work in the trade union movement with high sounding phrases, they seek the end of the trade union movement — what mockery.

Many seamen who made the Murmansk run can tell stories of the "trade unions" of Russia. Canadian seamen who remember the double dealing of the commie lackeys during the war years have seen it. They remember the cries for second front sponsored by seamen's dues.

DEMANDS STALLED

Today, these men are still busy with Stalin's business. While Joe Rank-and-Filer of the CSU humbly pays his dues and wonders if he will get a ship, his officials are using up good union time passing resolution on Franco

or Tito; all the time stalling the demands of the membership for honest representation and good contracts.

A good part of this money flows into the coffers of the Labor Progressive Party (communist party of Canada).

Rank and filers of the CSU are getting a trouncing from the labor hating Canadian Steamship lines and their cohorts because the CSU, weakened and bled by the political termites, is in no position to fight back.

The democratic labor unions of both Canada and the United States have renounced the communists and exposed them. Their miserable record speaks for itself. In the political field, the fallacy of their misfit ideology is very well proven.

Since the initial organizing of the communist party in Canada in 1926, not one piece of legislation favorable to labor has been put on the statute books through their efforts.

HAVE ACHIEVED NOTHING

A long procession of soap box protests, hunger marches and sham dramas has availed the workers nothing. In the trade union movement, their history is one of sell-outs and sabotage.

The communist philosophy, forced on the rank and filers of the CSU by the communist leadership, is destined to prolong bad working conditions on Canadian ships, so as to foster a revolutionary spirit in the minds of dissatisfied seamen, and make

Passes Needed For Bremen Shore Leave

Through a recent action by the American Military Government in Bremen, Germany, it is now necessary for merchant seamen to gain passes for shore leave in that port. The passes are issued by the skipper of the ship and are necessary to avoid being picked up and detained.

Pick up your pass before going ashore, and check it for correctness of your name and the name of the ship.

fertile ground for the reception of the seeds of the communist program.

Picture the shallowness of these rats as they strive to martyrize themselves on behalf of the seamen.

Protesting with useless telegrams and sending long winded resolutions to the world in general is the extent of their union activities.

Trade unionism will gain nothing from such protests and pleadings. The one and only way to win respect from the lords of industry is to hit them where it hurts. Stop the wheels of production — the source of profit — and the shipowners will start to worry.

Do the commies use job action and work stoppages to win their beefs? The answer is clearly recorded in their miserable record.

If a work stoppage is in the best interests of Joe Stalin's International designs, then the commies will pull one.

As an example, the Canadian Lakes strike came at a time when the Russians were trying hard to convince the world that their demands in Europe must be met. They tried to scare the democracies into making concessions by showing their strength in the labor movement of Canada.

NO GOOD FOR JOE

The CSU, being part of the communist web, subserviently followed Stalin's orders. When the Canadian Steamship Lines bucked the CSU contracts just recently, it was not to Joe's advantage to strike, so nothing was done about it more than to beg the government for arbitration.

This is the type of leadership that the Canadian seamen have.

CSU members, wake up and smash the communist yoke that threatens to throttle you! Trade unions are no place for these fakery.

With these leeches in the saddle, your union will be smashed. They are too firmly embedded to remove. Your only wise move is to quit, and take membership in the Seafarers International Union.

American seamen are your brothers and offer you a helping hand. Take it and build yourselves a powerful Canadian district of the SIU.

ATTENTION!

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

Columbia Tells Men All—Except How To Get Raise

By JOE SHIMA

TOLEDO — Recently, looking over a copy of the "Columbia Shipmate," July issue (a paternalistic paper put out by the Columbia Transportation Company), we found a couple of pictures on the front page referring to the "popular" and "genial" 1st Mate on the SS Miller.

This item gave us a particular kick as the Mate in question is known as a man who works his men after 5 P.M. and before 8 A.M. without the payment of overtime.

What does he work them at? Chipping and painting while at the dock and when the vessel is not shifting.

The two pictures referred to show this Mate in front of his Muskegon home, captioned "Paid For," and the other is a lounging shot captioned "Solid Comfort."

The thought comes to mind as whether the men who did all the work without overtime pay didn't pay for this Mate's comfortable home. Just an idle thought!

We found the rest of the "Col-

umbia Shipmate" rather enlightening. It was crammed with thrilling and interesting stories about the color of John Doe's hair and the new ties that Joe Blow has been wearing lately.

In addition to the above enumerated thrillers, we were driven almost breathless to read about wedding bells for several lads, as well as an exciting episode concerning how thrilled the Columbia seamen were to be wearing their new white coveralls with the company's name on the back.

We searched and searched through the pages of this pleasant little monthly gossip sheet, but nowhere did we find anything concerning the open-shop conditions on the Columbia ships, and the lack of any overtime payment for jobs which are considered penalty jobs on SIU ships.

Yes, it's very nice to have a considerate employer who spends his money so prodigiously printing a nice little eight page glossy monthly paper filled with interesting tidbits and spicy little news items.

We even worked the "Shipmate's" crossword puzzle, and looked with interest at the cartoons about "Wrong-way Jack" and "Right-way Jim." We even waded through the numerous humorous anecdotes and snazzy sayings, but still we found nothing about what Columbia was going to do to improve their wages, hours and overtime payments.

Yes, the "Columbia Shipmate" is a nice little innocuous paper but we'll stick to the SEAFARERS LOG. There you read not only new items by and about the members, but you read about conditions aboard the ships, new contracts signed, beefs settled, breakdown of anti-labor legislation like the Taft-Hartley Act, and items of interest to all seafaring men.

Join the SIU today, and become a part of the greatest Union on the waterfront. Become a part of the 91,000 SIU Brothers and Sisters fighting for the best contracts, wages, hours, overtime, working and living conditions in the marine industry.

NEW TYPE COKE MACHINE



Here is where you can buy a coke in the Norfolk Hall. Left to right, James Bullock, Dispatcher, James Cobb, janitor, an unidentified old timer, and Frank Mitchell. Brother Cobb runs the coke concession, and the stand was built for him by Mitchell. Norfolk may lack the modern conveniences, but the cokes are just as cold this way.

Coal Shipments To Europe Keep Norfolk Busy

By RAY WHITE

NORFOLK—Unlike some of the ports along the coast, Norfolk is still in the throes of a heavy shipping boom with men going out of here daily in large numbers.

Indicative of the fast pace of shipping here is the fact that the Dispatcher shipped over 350 men last week.

Reason for the rush on Norfolk is the heavy shipments of coal to Europe. Getting ready for the coming European winter the coal is being put aboard the ships in large quantities and it looks like it will continue for a while.

The large number of ships in transit that have been passing through here during the past months has dropped off a little, but no one here is worried, as we expect plenty of ships in transit during the coming weeks. In other words, the Port of Norfolk is doing nicely.

THREE-CORNERED RACE

The payoffs in this port last week were mostly ships of Bernstein Steamship Company and Overlakes. It seems that they have quite a chunk of the coal run, although South Atlantic is strongly in the race, too.

At the moment, there are no beefs pending on the ships in port. All the ships have been covered, so we'll have to wait for new arrivals if we want to handle anything in the beef department.

Income in this port has been steadily increasing and is now considerably above that of a short time ago. Expenses have been pared to the minimum, but the efficiency of the port remains top-rate.

Although no pamphlet or leaflet has been drawn up concerning gashounds, the crews have taken it upon themselves to put into effect the Union's desire to give 100 proof addicts the business if they foul up.

They have done a good job, and Norfolk is as free of gashounds as it is of the bubonic plague.

New York Patrolman Turns Racket-Buster; Another Good Thing Goes Down The Drain

By JOE ALGINA

NEW YORK — If I stayed up every night racking my brain for new schemes and rackets, I'd still have to take a back seat to the many schemes dreamed up by some of the steamship companies.

How they do it I'll never know, but out of the minds of company officials come some of the strangest and fantastic plans to beat a working stiff out of a buck.

Latest bouquet or rather, brick bat, goes to Eastern Steamship Company. They found a new twist and were all set to give it full play until we got wind of it.

Aboard their ships the Watchmen are given a badge, brassard and hat band to identify them. At the conclusion of a trip this week, the Watchman on the Evangeline decided to payoff and in so doing he turned his paraphernalia in to the company.

The company was ready for him. They took the trappings and then deducted \$14 from his pay for the articles. They figured he would take it without a squawk, but he didn't. Instead, he came to the Hall and gave his beef to Patrolman Drawdy.

Together, they went down to the ship and contacted the company officials responsible. The boys of Eastern expressed amazement that man could be so brash as to expect a return of his cabbage.

After all, they stated, "The man has used the articles, so he has to pay for them."

Patrolman Drawdy then explained to them that, if he had mutilated or lost the items, it would be the company's right to bill the man; but how could they charge \$14 for stuff not worth a two dollar bill and then keep the items on top of it.

All they had to do was re-issue the articles to the next Watchman and collect another \$14. In a short time, these articles would bring in hundreds of dollars, just for their use.

When the company saw that their petty racket was exposed, they went kind of limp and returned the man's dough.

This put an end to the funny business, thanks to racket-buster Drawdy. Hey, bud, wanna borrow my hat for a month? Only cost you \$14.

Shipping has taken a turn for the better up here. Waterman has put in operation several ships that were laid up, which accounts for quite a few jobs.

DELIVERY CREW RETURNS

The crew of the USSR Victory, one of the vessels of the India Steamship Company, paid off in New York this week after delivering the ship to the Indian Government.

The company tried to pull a few fast ones, being new to the SIU, but the crew got everything coming to them. They had an easy trip back, as they flew most of the way.

Here are a few items that I want to call to the attention of the membership.

When writing for information, to the LOG or in any correspondence to the Union, give the name of the ship and by all means the name of the company.

These ships change around so much that it is sometimes difficult to trace the company under which the ship was at the time.

Another thing, money sent to Headquarters for dues or assessments should be sent to the Seafarers International Union, 6th Floor, 51 Beaver Street, and not to any individual or Patrolman.

This makes for more accuracy and quicker handling of the payment.



Part of the crew of the USSR Victory, which was delivered to India. See Joe Algina's column on this page. Left to right, Patrolman Ray Gonzales, Chief Cook D. R. Hightower, W. T. Bruce and A. J. Marcet, Jr. Engineers, W. E. Bigham, DM, Jack Potter, FWT, and Patrolmen Jimmy Sheehan. Ray and Jimmy handled this beef for the crew.

Nitrate To Philly Confined To Anchorage Below Wilmington

By EDDIE HIGDON

PHILADELPHIA—Ships bearing ammonium nitrate, the substance held responsible for the recent death dealing explosions at Texas City, Texas, and Brest, France, are being classified as "explosive carriers" and are barred from docking at piers along Philadelphia's waterfronts.

The ban was enforced as a result of a directive issued by the Third District Coast Guard Commandant in New York, which includes this territory.

Maritime records disclosed that none of the nitrate has been loaded or unloaded here, but that ships carrying the fertilizer as part cargo have docked at local piers.

Under the new order these ships will be denied the use of piers within the Coast Guard District, and will be required to load and unload cargo only at "explosive anchorages".

The anchorage here is located at Artificial Island, below Wilmington. All cargo will have to be lightered to and from such vessels.

Thousands of gallons of crude oil valued at \$42,000 gushed into the Delaware River recently when a Socony-Vacuum Oil

Company tanker, the Mobiloil, collided with an oil barge operated by the Independent Pier Company, of Philadelphia at the oil company docks at Paulsboro, N.J.

The oil from the barge spread into the channel across the river from southwest Philly. The col-



lision tore a large hole in the barge near the waterline.

RENTS RISE

I see by the papers that the cost of living has gone up two percent in the last 30 days in the Philadelphia area. However, wages remain the same.

Mr. Taft, the notorious Slave Labor Law author, is being popularized these days. It looks like he is being considered as Presidential timber. Well, he is sure of one vote, at least (his own)!

We seem to be having a little difficulty with some of our operators these days. In most instances, all of the operators have Brokers here instead of their own offices.

So when a man pays off in the Gulf and comes back here where he originally signs articles, he has to wait at least 10 days to two weeks before he can collect his two days subsistence and wages as per the agreement.

The brokers claim that they cannot pay this money until the companies in question authorize them to do so; however, they are very lax in giving authorization to their brokers and the consequences are that the membership is up in arms over this deal.

SKIMPY LARDER

We had a good beef in the Stewards Department on an SUP ship. The beef was in regard to the skimpy stores that the company put aboard the ship.

When each item was broken down there was enough stores aboard for 37 days, but the company claimed there was enough stores aboard for 60 days.

So, according to their own figures which were very skimpy, we again broke the store list

down and there was enough for about 51 days if the supplies were stretched real thin. However, as far as we were concerned, they only had 37 days stores aboard.

We were able to get the equivalent of 60 days stores aboard according to our figures. Even the Captain, Mates and Engineers were ready to back up the crew in this beef.

Believe it or not, a certain ship came into port recently and the Bos'n had a frigidaire in his room. He also had 50 cases of beer which was bought by a tarpaulin muster and, again, believe it or not, there was not a drunk aboard the ship.

Everybody was aboard and working. That's really the way we like to see things going — which reminds us, we better get going, too.

Attention Members!

All applications for unemployment insurance in New York State must be made through the offices at 277 Canal Street, instead of the District offices, as formerly.

Commies Always Controlled NMU

By BURT BECK, Assistant Editor
(Second in a Series)

FROM THE VERY FIRST DAYS of the National Maritime Union, the communists extended every effort to control the union. Using Joe Curran as a willing tool, the CP put its trusted operatives in high positions where they dictated every move that was made.

As early as September, 1939, the communists were so entrenched in the NMU that they were able to use NMU ships for carrying secret propaganda from country to country in the hands of trusted agents, and they also had established branches in most major ports for the further dissemination of their ideology.

Here are some quotes from a secret document issued by an ex-communist who was high in the NMU councils, which outlines the way the NMU was infested by the commies, and the international character of the set-up. This relates to the situation in 1939:

"In charge of activities in Miami is James 'Scotty' Edwards, high ranking communist, who works through John Saunders, long known as an active communist in and around Miami. Another is Frank Jones, who opened Miami offices and established direct contact with Eddie Gordon, NMU representative in Havana. Gordon is a member of the communist party and a graduate of the 1936 Communist National School.

"The front for the Havana job is that Gordon is supposedly advertising representative of the Pilot, official organ of the NMU. He is influential in small politics in Cuba, and is an honorary member of the Cuban Federation of Labor. He carries confidential credentials from the Central Committee of the communist party of the U. S. A.

"San Juan, Puerto Rico:

"A branch has been maintained for some time headed by a CP member named John Cadet. This branch has now been supplemented with a general organization for the whole of Puerto Rico, headed by National Organizer John Rogan. Rogan bears credentials from the Central Committee of the communist party of the U. S. A.

"Southern Texas:

"A joint hall for fishermen, members of the Inland Boatmen's Division of the NMU, has been established at Point Isabelle at the mouth of the Rio Grande River. This is directed by K. K. Owens, Galveston NMU Agent, and is directly administered by his brother. Both of Owens' are communists and communist school graduates. The political responsibility for this chain of Texas agencies is directed by

(a) Horace Bryan—United Cannery, Agricultural, Packing and Allied Workers Association. He is a graduate of big party schools and member of the Central Committee CPUSA. He is state director of his union.

(b) Homer Brooks—Texas State secretary of the communist party.

"Bryan holds membership in the Inland Boatmen's Division of the NMU and Brooks holds an honorary membership in the NMU.

Great Lakes Strategic

"Great Lakes:

"NMU headquarters are maintained in Cleveland under the direction of M. Hedley Stone, communist school graduate. Another is in Chicago. Particular attention is being given to the Calumet area because this affords a direct communication as well as a physical link with Canada.

"Inland Waterways:

"Organized by the Inland Boatmen's Division of the NMU under the leadership of Felix Siren, another communist school graduate, with headquarters at St. Louis.

It should be remembered that all these mentioned above are in addition to the major ports where the communists had control from the very start and so did not have to take steps to form groups.

Why do the communists wish to control the NMU, and why do they maintain key commies in certain ports? Let's trace one devious story for the best answer to those questions.

At the second national convention of the NMU, held in New Orleans in July of 1939, it was decided that the port of Miami be closed for the following reasons:

1. Miami is not a payoff port.
2. There is a relatively small amount of shipping as compared to many other ports where neither agencies or branches are maintained.
3. The income of the port does not warrant a representative.
4. The port has no strategic value in the event of strikes or lockouts.

In August, following that convention, the SIU called a strike against the Peninsular and Occidental Steamship Company, operating two car-ferries, and three combination passenger and freight ships on the run between Florida ports and Havana.

Because of the nature of the SIU, and its strong position against the communist party, there had been

no communists aboard P&O ships since the SIU started sailing them.

The company made no attempt to sail the ships for a period of five weeks. But the communist party was quick to see what advantage could be made from the situation and dispatched Dave Ramos and Frank Jones, both NMU organizers as well as communist party members, to Florida where they reopened the Miami hall and spread statements that the strike was lost and encouraged NMU members to fink the vessels out. Approximately ten NMUers shipped out on each of the P&O ships.

Now the story starts to take shape. In the Latin-American hook-up of the CP, Havana was the center of operations. Four or five ships arrived daily from the Canal Zone, several from South American ports, at least one from Mexico, and one from Central America. In addition, there were several ships each week from Europe, Africa and from the Orient via the Mediterranean.

Thus, through the medium of ships alone, communications could be carried on faster and more regularly than mail. To the communists this was, and is important, since they do not dare to trust the mails, and all of their important communications and instructions are carried by courier and delivered by hand.

That is the direct reason the communist party was willing to take the stigma of strikebreaking and scabberding in order to colonize the P&O ships in their efforts to establish another link in their far-flung organization. The same picture held true in other routes.

Company's Approval Desired

Wherever the commies infiltrated a steamship line that was necessary for their strategy, the demands of the seamen were forgotten. Any actions for conditions, overtime, etc., were avoided so that the crews could become established and trusted.

The names of certain trusted agents keep cropping up in all reports of CP activity on the waterfront. Albert Rothbard, now in charge of communist infiltration into the AFL, was for a time a courier traveling on the SS President Roosevelt, and then he transferred to ships going into the Canal Zone.

Smith Hopkins, another sometime NMU organizer, was also engaged in communications, sailing on ships which touched near Russian ports, from which ports he brought back instructions to the party in the United States.

Roy Hudson, Tommy Ray, and Al Lanno, were others in the NMU and the communist party who carried the mail for the Stalinists.

In 1941 the whole situation came into the open when Joseph J. Doyle, a member of the NMU, exposed the fact that he had been forced off the SS Ancon, Panama Railway Steamship Company, because he opposed the communist machine at the convention in Cleveland. It is noteworthy to remember that the Ancon was the ship used by Rothbard as one of the communication links to Central and South America.

Of course, the communications service is not the only reason the commies want to dominate the NMU. As early as 1930, the Hamburg communist convention which set up the Red International of Seamen and Harborworkers, ISH, was told by Moscow boss Lozovsky, "war is coming. And it is going to be an anti-Soviet war. We must capture the merchant marines encircling the globe, and be prepared."

He denounced those delegates present who at that time were not sufficiently organized to sabotage transportation facilities should there be any war against the Moscow dictatorship.

Purpose Remains Same

Remember, that was 1930. The idea has not changed, however, and no matter how many disguises the international organization may wear, its objectives remain the same.

To train the growing army of couriers and would-be saboteurs, the communist party opened a marine training school in upstate New York. The school's aim was, "A communist unit aboard every ship!"

Classes stressed how to sabotage the vital sections of a ship's machinery, ways and means of transporting propaganda, and taught the students how to completely dominate crews by organizing meetings and being "militant" even where no need for militancy existed.

Most of this work was under the direction of Al Lanno, who with Tommy Ray and Roy Hudson, constituted the American leadership of the ISH. George Mink, later known as the "Butcher" for his activities in massacring thousands of anti-Stalinist Loyalists during the Spanish Civil War, was the international representative from whom the party took orders on all matters pertaining to maritime.

The rolls of the Red Annapolis described above always had on it the names of many who later became NMU members, including high officials. It is safe to state that most of the present leadership of the NMU

was trained at one time or another at the school. Each student cost the school \$125.00 for the two month course, and it's anybody's guess how much of that sum came out of the coffers of the National Maritime Union.

The waterfront section of the communist party of the United States shrewdly planned its operations and unscrupulously carried out the plans.

After receiving orders at the 1930 ISH convention the agents tried to infiltrate into already established organizations. Failing this, the next step was to create a new union, the Marine Workers Industrial Union, under the guidance of the commie Trades Union Unity League.

This flopped miserably, and for a while there seemed a chance to rescue the seamen's movement from the hands of the old line leaders, and at the same time keep free from Moscow domination.

But this was not to be. When the commies saw what was happening, they swung their machines into action, and in 1937 formed the National Maritime Union, which they now control.

What part does and did Curran play in this whole set-up?

His early history as a rank-and-filer does not raise him in the esteem of any working seaman. As a Boson on the old California, he worked his men from bell to bell, with no time out. From this came his nick-name, "No Coffee Time."

His associates in the early days were no better. They included Ferdinand C. Smith, who was a proven fink, and Frederick Myers who encouraged commie-NMU organizers to help break the strike in the P&O line in 1939.

There are some who claim that Curran followed the party-line until recently because he sincerely believed in what the commies were doing; in fact, some state that he joined the communist party at the instigation of Harry Bridges. Other observers, however, feel that Joe, emulating the commies, used them for opportunistic purposes.

Whatever the score, there is no one who doubts that Curran until recently followed the Moscow line wherever it led.

No Opposition Allowed

The red howlers in the NMU started their purges of honest officials, men who had the respect of large groups of seamen, early in the inception of the union. Anti-communists were frequently elected by the rank-and-file to positions of importance, and in order to maintain control, it became necessary to oust all those who would not give a respectful ear to the orders from the Kremlin.

District by district, anti-commies found themselves fighting for life, both literally and figuratively. Soon, rather than continue the unequal struggle, the majority of sincere officials resigned.

Those who did not were subject to waves of bitter slander and libel, and finally suspended. Members who objected to this treatment were expelled wholesale.

Curran played a leading part in this whole situation, even going so far as to appear dramatically at a carefully packed membership meeting with phony charges against certain officials, and calling for the suspension of those peicards.

Once this was hurdled, and commie control of the union made secure, the commies lost no time in forcing the membership to walk the line advocated by the Stalinists. Legitimate objections to the way the union was run were labelled "red-baiting" as were protests against can-shaking for the communist causes, enforced subsidization of the Daily Worker, and protests against communists being appointed to office or employed in charge of financial records and other important clerical work.

Yet Curran went along with all that. He personally appeared before large audiences for causes sponsored by the communists, he signed several appeals for money for communist-front organizations, and he publicly spoke up for their viewpoint one day and as publicly changed his mind the next day when the party line changed.

In the days before the Hitler-Stalin pact, the NMU very vociferously called for an end to fascist aggression. In fact, the convention in New Orleans in 1939, adopted a resolution condemning aid, direct or otherwise to fascist countries, and demanding the support of all democracies in the fight against fascist aggression. The countries named as fascist were Italy, Germany, and Japan.

Other resolutions included support for the International Labor Defense, a CP front organization; and the International Trade Union Federation, dominated by the Soviet Union;

But with the signing of the pact, a deep silence enveloped the world-minded NMU. When the British, French, and Polish people were fighting for life, the communist line changed, and the NMU line went right

And Curran Followed Line In Past

along. A pamphlet, "The Yanks Are Not Coming," written by Mike Quinn, communist seaman and hack writer, was subsidized by the NMU, the ILWU, and other waterfront unions whose purse strings are controlled by the comrades.

In Curran's report to the National Council on January 15, 1940, he stated, "A war-scare and hysteria have been created in this country by those who would like to see the United States involved in the European conflict. The majority of American people are unequivocally opposed to such involvement. . . . 'The Yanks Are Not Coming,' the slogan which was originated by the Maritime Federation of the Pacific, and which has caught on all over the country, should be our slogan too."

Again on May 24, 1940, Curran reiterated this stand in a telegram to President Roosevelt, in which he said, in part, "The National Maritime Union wants to make clear that its members and leaders are loyal Americans and as such are opposed to American involvement in European wars."

Remember this statement. Curran and his fellow officials took a different track after Russia was attacked.

It is possible to fill many pages just quoting the mouthings of the commie line NMU officials who did Stalin's bidding by being pro-war when it looked like the Nazis would attack Russia, and then went anti-war when Hitler and Stalin signed a pact and divided Poland.

During the period of Nazi-communist collaboration, the NMU, like all other unions which were under the iron heel of Soviet dictatorship, fomented strike action, and work stoppages; blasted government agencies; and declaimed loudly that President Roosevelt was leading the country into war.

The Infamous Flip-Flop

In fact, commie leaders of many CIO unions tried to force the membership to back Wendell Wilkie against Roosevelt in the 1940 election. Of course, when the Hitler-Stalin honeymoon ended, Roosevelt once again became the darling of the party-liners.

If any further proof is needed that the National Maritime Union followed, and still follows, the CP line, it is necessary to look no further than the Pilot issues of June 6, 1941, and July 4, 1941. Those dates correspond roughly to the time immediately before and after the Nazis marched into Russia.

The June 6 issue, on page 13, reprints the speech of Vito Marcantonio, party-line Congressman, asking that the drift towards war be stopped and that American people unite to halt involvement of the United States in the European War.

It was this same Marcantonio who stood up in Congress the day after Russia was attacked and stated that the nature of the war had changed and that since Russia had been invaded it was time for the United States to take action against the fascists.

What gall! And the NMU ate all this up, with no dissenting voice coming from Joe Curran.

Nor was the NMU lagging in the spurt to catch up with the new line. A special membership meeting after the invasion of Russia heard veteran communists speak in favor of all aid to Russia, and of course Great Britain, and even Curran who had been violently opposed to the war now saw the conflict as a struggle against fascism and favored all out aid to Russia and England.

Deck Dispatcher Roland Perry, who later became a disruptionist in the Masters, Mates, and Pilots; Patronman Edward Robinson; John Rogan; Albert Rothbart; all the commie hacks agreed that the nature of the war had changed because the spread of the war to Russia had made it a struggle between Nazism and Socialism.

Super Salesmen

Swallowing this line of propaganda was not the toughest thing the NMU rank-and-file faced. In the next few years, the Russia First policy of the NMU was to lead the membership through a maze of contradictions, sellouts, and hypocrisy.

At the height of the conflict, while the SIU-SUP stood firmly against the bosses' efforts to use the war as a means of grinding down seamen and their unions, the NMU shamelessly collaborated with the shipowners and reactionary government agencies. Any seaman who stood against them was ruthlessly crushed, after his character had been blackened by those who have raised character assassination to a fine art.

Big Business appreciated this. One Wall Street organ paid tribute to the communists by stating that communist led unions "have the best 'no-strike' record, and are the only sections of organized labor giving serious consideration to incentive wages."

Harry Bridges even went further. He asked that the strike weapon be abandoned, not only for the

duration of the war, but indefinitely thereafter. The NMU went right along with that, too.

Shipowners were wined and dined with money which rank-and-filers paid in dues. The pages of the Pilot were filled with nauseating statements such as this one:

"Among the great industrialists there are many who believe in and will fight just as sincerely and effectively as ourselves, for enduring peace. **These are our allies** and we must learn to work with them honestly and wholeheartedly." (Bold ours—Ed.)

As soon as the war was ended the allies launched an anti-union drive which culminated in the passage of the Taft-Hartley Law.

But the commies are adept at twisting situations to suit their own purposes. Earl Browder, long time head of the communist party, USA, and war time leader of the comrades, was deposed and his followers, those who refused to publicly apologize for their sins, were expelled.

It is said that M. Hedley Stone and Jack Lawrenson lost their party cards for that reason.

So now according to the commies, in spite of war time errors, the party is back on the right track, but it will be hard to convince the many seamen who were forcibly prevented from fighting for decent wages and conditions; the mine workers who were advised not to strike, but to submit to the government instead; and the Montgomery-Ward strikers who saw Harry Bridges' men scab on them.

Again we repeat, Curran went along with these sell-outs of the seamen without a word of protest. On insurance the SIU took the lead only to have Blackie Myers go to Washington willing to settle for whatever the government and the shipowners would give him. On the war risk bonus, it was the same story.

The NMU welcomed the Coast Guard with open arms because it helped them to police the membership and weed out any who might conceivably embarrass the leadership.

The Recruitment and Manning Office, that fink organization hated by all seamen, set up office in the NMU New York Hall, and the NMU adopted the shipping rules which governed the RMO.

Had enough—well, the NMU went even further. The fink pools of the Maritime Service got a hearty welcome, and even the proposal to put all merchant seamen in uniform did not bring a peep of protest.

"We Will Sail Them"

In the fall of 1941, when the SIU-SUP struck for war risk bonus, the NMU publicly announced that it would sail any ships reallocated to it. Two or three ships were transferred, and NMU crews did sail them.

Any time the SIU-SUP stood up to the government to demand justice for seamen, the NMU followed the same practice of strikebreaking.

There's more to the dirty record, but why go on. Suffice it to say that the NMU was guilty of every possible sellout of its own membership, plus strike-breaking tactics that would have put to shame the best known scabherders in waterfront history.

Then, after ten years of dancing to the communist tune, Joe Curran called it quits. At a closed membership meeting on February 18, 1946, Curran revealed that the CP machine continually overrode the wishes of the membership, dictated who was to be hired, fired, and brought up on charges, and named Joe Stack, Frederic Myers, Ferdinand Smith, and Howard McKenzie as the leaders of the machine.

In his charges, Joe substantiated everything the SIU, through the LOG, has maintained all throughout the history of the NMU. He told how the commies had sold the membership down the river on wages during the war by backing the War Labor Board in its low-wage policy, in line with the party's policy of subordinating all union issues to helping Russia win the war.

The communist party did not take this assault lying down. William Z. Foster, CP head, in a secret meeting laid down the line, and warned that although many NMU officials had been expelled from the party because they had gotten out of line, more expulsions would follow. He said:

"We have a very dangerous situation in the NMU. We have done our best to adjust the situation and have been unable to accomplish it.

"The principal reason is our own comrades in the NMU. They are not carrying out the party line or we would have a different situation in the NMU. This is intolerable.

"There has been a little surgery in the NMU but apparently not enough. If these comrades continue in defying the party line, we will have to do some more surgery."

Curran then backed down. He denied that he meant the communist party when he mentioned machine in his original blast, and he proclaimed that he would not allow "red-baiting" to become an issue of the NMU.

When the Committee for Maritime Unity was formed, Curran, although he should have known better, was one of the most enthusiastic supporters. During the referendum, he filled his column in the Pilot, "Passing The Word," with thousands of words of praise for the CMU and what it would do to benefit seamen.

But that too came to an end, and as outlined in last week's installment, he soon jumped off the CMU train and started an all-out fight against communist control of the NMU.

From the mass of evidence that is available at this date, it is possible to draw a clear picture of what motivated Curran to act as he did. From the beginning, Curran was only the spokesman for the communist clique. Blackie Myers, a member of the National Committee of the CP, did the thinking while Curran provided the front.

A Leader Is Born

The myth that had been built up about Joe Curran was the result of careful planning. At the beginning, none of the known communists wanted to take the lead, and in Curran they found a man who had achieved a little reputation as one of the leaders in the laying up of the old California in 1936. Curran was not averse to being used, and thus started a relationship that lasted for ten years.

By that time, however, the communists had become confident of their power in the union. They felt that they no longer needed Curran, especially since he was friendly with communist renegades like M. Hedley Stone, Charley Keith, Jack Lawrenson, Tommy Ray, and Adrian Duffy. These men, along with many others, had been read out of the party for refusing to follow the party line after Browder's expulsion.

Another thing that reacted against Curran was the personal ambition of Joe Stack. Stack had never changed from the opportunist who wrote his brother that he was running for election, so, "If you meet a communist, tell him I am a communist; if you meet a wobbly, tell him I am a wobbly; if you meet a rank-and-filer, tell him I am a rank-and-filer."

Stack had been a small frog in a big pond too long to suit him. Starting as a ship's delegate, he had worked himself up, through the help of the party machine, to New York Port Agent. Then he ran for Vice-President and was elected. It was an open secret that he intended to run against Curran the next time around, and as a consequence there was little love lost between the two.

That may explain, in part, why Curran went after Stack first when Smith and McKenzie are just as vulnerable, but not as ambitious.

Of course, there's always the chance that Curran finally woke up to what was happening in the NMU, and decided to clean out the comrades before they wrecked the union. But the way he started his offensive, by refusing to indict the communist party and confining his criticisms solely to Stack, Myers, Smith, and McKenzie, makes it appear that he only intended to begin a struggle for power, and found himself embroiled in a fight with the whole vicious machine.

There is no doubt that of the two factions represented by Curran and his supporters on one hand, and the communists on the other, the Curran group is much the better for the rank-and-file NMU seaman.

Can Become A Union

If Curran succeeds in getting the union out from under the iron heel of CP domination, the NMU may take its place as a seamen's union fighting for seamen's benefits. Now it is only another arm of Soviet policy.

The sixth convention of the NMU, starting on September 22, in New York City, will have a great bearing on the future. The commies have organized well, and should they capture the convention, they will force the NMU to continue to follow policies which have led that union right to the brink of ruin. And if the commies lose, look for them to embark on a program to wreck the union, no matter who gets hurt in the process.

So far in this series, we have discussed the NMU from its start, through the war years, and the struggle against the commies which recently developed.

In the concluding article, which will appear in an early issue, the question of SIU-NMU unity will be dealt with and the need for unity between all seamen and waterfront workers—at the point of production on the picketlines—will be pointed out.

Also to be discussed are: the SIU's position on the many vital questions affecting the American merchant marine; the impact of the Taft-Hartley Act; possibilities of unemployment and the SIU program to meet the situation; the problem of foreign bottoms being used to smash conditions of American seamen; and the need for real maritime unity in time of strikes or lockouts, free from the maneuverings of the communist party.



SHIPS' MINUTES AND NEWS

SS Lamar Crew Adopts Code For Shipboard Conduct To Maintain Prestige Of SIU

In a move calculated to strengthen the position of the Seafarers and to solidify its gains, crewmembers of the Mirabeau B. Lamar took action at a special meeting to promote "a spirit of cooperation and brotherhood" based on union-like conduct aboard ship.

The meeting, held at sea recently while the vessel was en-route to Bari, Italy, approved a plan designed to benefit all hands. The plan included a set of rules governing shipboard conduct, the basis of which was each individual's consideration of his shipmates and his Union. Penalties were also approved for infractions of the code of conduct set up by the Lamar men.

ELECT COMMITTEE

Disposition of cases involving violators was placed in the hands of a Committee on Conduct and Penalties, which was "elected to determine guilt, and penalties for infractions of the rules." Proceeds from any fines that might be imposed "are to be collected by the committee and turned over to the Union at the payoff for use of hospitalized members," it was agreed at the meeting.

Among the rules adopted by



the Lamar crew was one which stated:

"All men shall conduct themselves in a Union-like and seamen-like manner at all times aboard this vessel, and try to maintain friendliness, cooperation and a smooth operation of duty.

"Men shall be able to perform duties at all times when required to do so aboard ship. Drinking is a man's privilege, so long as he does not interfere with, or annoy, others or cause a reflection of discredit on the Union."

The program continues with a plea that all hands "please use moderation. Shoreside is the place to party up; then your shipmates are not bothered, nor

Send Those Minutes

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

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

are they made responsible for any disorderly acts."

SHOW CONCERN FOR SIU

Manifesting deep concern for the SIU's prestige as a responsible organization of seamen, the Lamar crew held that "any disorderly conduct, destruction of personal or ship's property, malicious aggravation of other crewmembers or fighting shall be deemed a serious offense." A fine of \$5.00 or more was agreed upon as a penalty found guilty under terms of this provision.

The code of conduct also deals with cleanliness and sanitation aboard ship and any horse-play that might place the safety of the crew in jeopardy. Repeated disregard of the rules governing these classifications would result in doubling of the fines, the Lamar code stated.

Brothers Watson and Philpott acted as chairman and secretary, respectively. Delegates were Brothers Floyd, for the Deck Gang, Sigler for the Stewards department, and Blenor for the Black Gang.

Good Unionists Must Have More Than Slogans, Donald Men Find

Pressure, which had been slowly building up through a previous trip, finally exploded during voyage No. 4 of the John A. Donald, when the ship's engine blew a gasket and the crew blew its top. Both spou ed hot steam over the same thing: Three of

the 3rd Assistant, all members of the MEBA, contributed nothing toward the maintenance of the vessel, but plenty to the disruption of the working arrangements on the ship.

On watch, Romanoff spent his time preaching the CP line and writing slogans on the Engine room bulkheads. The SIU crew aboard made known their feelings toward Romanoff, but he collared the men and told them that the SIU and its officials were company stiff, SIU men are finks and the SIU's meetings are phony get-togethers which accomplish nothing.

Ringleader of the disruptionists, James Romanoff, is well-known to LOG readers, and whose tactics were exposed in the August 1 issue of the LOG, which reprinted portions of a letter he wrote from the Donald to a fellow communist telling of his progress—and lack of it—in passing out communist propaganda among the crew.

ANTI-UNION UNIONISTS

He and his cohorts were soundly condemned by the crew for their tactics in spending their time in spreading the Moscow line. But their wrath was most explosive over the fact that these men did nothing in the line or work. Their actions were those of avowed company stiff instead of the fellow workers they claimed to be.

Romanoff, who sailed as 1st Assistant, the Chief Engineer and



"Best wishes from a couple of pie-eaters. Everything goes smoothly on way to Texas City," says bottle-borne note from these Seatrain New York men. From left to right, Brothers Barnes, OS; Wolf, Cook; Uncle Otto, Steward, and Burran, Cook.

Bottle Wings Otto's Mail

Otto Preussler, Steward, an oldtimer known to Seafarers as "Uncle Otto," hits the bottle once in awhile—but not to punch holes in his innards. Otto uses the bottle to serve as his intermediary with the shoreside postal system. And with success.

This week an envelope stamped boldly, "Via Deep Sea Bottle Mail," and containing a photo (above), arrived at the LOG office. The envelope also bore a

printed message: "This letter comes to you via Deep Sea Bottle Mail dropped in the Ocean Aug. 4, 1947 from SS Seatrain New York by Uncle Otto."

On the very same day—Aug. 4—Uncle Otto tossed his message-bearing bottle over the side, it was picked up by a Bob Burns aboard a small boat, the Hi Ho, off Palm Beach Fla.

This puts the bottle one up on the carrier pigeon.

While in Amsterdam he had one of the Engineers doing jobs which were entirely unnecessary, and when the Engineer asked to check the flanges and joints he refused to give him permission.

From then on the engine began to race hard, but he and the other Engineers just sat and watched the engine shimmy itself apart. Then engine shook so hard it almost threw the crew off its bunks.

Enough is enough, decided the crew, so out came the paper and pencil and a letter was penned to the SIU in which the crew stated that the majority of the crew would like to make another trip, but not with the present three Engineers.

ENGINEER, TOO

The crew found an ally in this with the 2nd Engineer who, too, decided to pile off rather than sail with them again.

The crewmembers, 28 in all, who signed the letter, stated that they had had enough of the boys who preach the communist line and cry for unity of maritime workers, but who in practice act to the contrary in the best manner of company stiff.

A while later the Donald hit the States. Today, she is at sea—less three former Engineers.

Jammed Rudder Holds Thompson In Nova Scotia

The SS Smith Thompson is berthed in Halifax, Nova Scotia, awaiting arrival of a new rudder from the United States to replace the one which jammed shortly after the ship left that port recently.

Word of the vessel's condition reached the LOG in a communication from V. Perez, the ship's Bosun. He said the ship turned back to Halifax when the lower portion of the rudder "got stuck at a 25 degree angle, making it almost impossible to steer."

The Thompson had to make her way back to port in a thick fog, Perez said. He added that the Halifax newspapers credited the ship's master and his crew for the fine performance in bringing the ship through four days of fog despite the fact that her rudder was virtually useless.

Perez expressed the opinion that the Thompson would remain in Halifax at least 16 days pending receipt of the new rudder.

'Scotty' Atkins Anchors In N.O.

SIU oldtimer Scotty Atkins, has dropped anchor in New Orleans, where he's engaged in a shoreside enterprise.

Scotty is running a hotel which caters to seamen, members of the Seafarers, particularly. Appropriately named the Anchor Hotel, Scotty's place is in the Vieux Carre in 418 Dauphine St.

Seafarers interested in getting a square deal from a good union Brother might stop in to see Scotty, who is as union-minded as ever. Even his business cards prominently display the emblem of the New Orleans local of the printers' union.

Hits Big Town



Into New York this week came Brother Tony Pisano of Staten Island sporting a fresh coat of Southern tan. In photo above, he stands in front of ancient French submarine high dry in Jackson Square Park, New Orleans.



SIU Ships' Minutes In Brief

TOPA TOPA, July 27—Chairman J. Marshall; Secretary R. Hubalck. Delegates reported all overtime in order. New Business: Motion by Newman that a letter be sent to the Union in reference to seamen's mistreatment in Bremerhaven by the military police. Seamen involved should write their own experiences and present them to shore Patrolman. Motion by M. Novakov that a man be elected to stay on the ship to take care of the ship's business.



CORNELIA, July 25—Chairman John E. White; (Secretary not given.) New Business: Brother Gunsett moved that the ship should be fumigated. Brother William Moore moved that the three departmental delegates check ship stores before she sails again. Moore also moved that no crewmember pay off until all legitimate overtime beefs are settled. Good and Welfare: Point was raised by Brother Francis Martens as to why the supply of meat sausage has run out. Discussion followed and it was decided to order a larger supply the next time.



ARCHER, May 10—Chairman H. McClure; Secretary C. Welsh. Delegates had nothing to report. New Business: Motions carried: To have delegates report on the standing of all members of their respective departments at the next meeting; that the messhall be kept clean; that potatoes be served three times a day; that messmen refuse to serve anyone not wearing a shirt. Good and Welfare: Suggestion that delegates draw up a list of repairs.

ARCHER, June 29—Chairman C. Morsh; Secretary C. Welsh. Delegates reported on the standing of their departments. New Business: Motion carried to allow disputed overtime to stand despite offer by Master not to log several absentees if all disputed overtime concerning launch service was withdrawn. Motion carried to put in for overtime for fire and boat drill held on Saturday afternoon.



COLOMBIA VICTORY, Aug. 2—Chairman Ed. Myers; Secretary Bob Prutzman. Motion carried to hand list of beefs to Patrolman upon arrival in next port. Good and Welfare: Milk to be provided for night lunch. Delegates to see Engineer about shower nozzle. Various discussions among which were sanitation of meats being defrosted and the Night Cook and Baker's ability to bake.

GEORGE FITCH, June 5—Chairman Joe Hill; Secretary H. Vickery. Deck and Stewards departments okay. Engine Department reported one hour of disputed overtime for Wiper. Motion carried that the three delegates meet and arrange for the assignment of sanitation work in the recreation room and laundry. General discussion on keeping the messhalls and passageways cleaner. Deck Delegate John P. Lavery; Engine Delegate W. J.

Nolan; Stewards Delegate W. K. Kehrweider.

MAYO BROTHERS, June 29—Chairman Hank Adamowicz; Secretary Joe P. Julian. Delegates reports accepted. New Business: F. Jangasma elected ship's delegate by acclamation. Motion carried that men leaving mess in messhall shall be fined 25c with money to go to hospital fund.

FRANCIS, July 10—(Chairman and Secretary not given.) Motion carried that a new electric water cooler be installed on the starboard side of crew deck. The old one is worn out. Motion carried that locks be renewed on the 4-8 and 8-12 rooms as the repair job done on the locks was very poor.

FRANKLIN H. KING, July 5—Chairman W. T. Hunter; Secretary C. J. Jensen. Deck Delegate reported some disputed overtime to be straightened out at payoff. Stewards and Engine Departments reported everything okay. Good and Welfare: A thorough discussion was held concerning the rotten conditions aboard the ship. New Business: Motion made to correct the conditions discussed in Good and Welfare. Repair list made up and approved.



ARCHER, July 6—(Special meeting) Chairman C. Morsh; Secretary C. Welsh. A committee of three department delegates and the Bosun elected to discuss ways and means with the Patrolman and Agent of having the Captain and Chief Mate removed from the ship. Qualifications of various tripearders discussed pertaining to their acceptance into the Union.

BERTRAM G. GOODHUE, (Date, Chairman and Secretary not given) New Business: Motion carried that all groups playing cards are to meet in the crew recreation room and not in the mess. Motion carried that all crewmembers to act neatly in the messroom and replace food-stuffs and utensils in their proper places. Motion carried that no one is to put clothing in tubs or buckets and leave them under steam pipes.

DEL VALLE, July 1—Chairman Wolowitz; Secretary R. W. Curtis. Delegates of each department reported a few hours of disputed overtime. New Business: Motion by Joe Savava that neither Engine or Deck Departments have time to soogie or paint in the alleyways, and if the Stewards Department have time they can do the work and the other departments will not claim the overtime. Motion by Colca that all half lockers be taken off and full length lockers be in-

stalled. Ship's delegate to ask the Port Agent for a clarification on the time spent anchored in the roads off Buenos Aires.

TOUSSAINT LOUVERTURE, July 6—Chairman M. Sams; Secretary Lundy. New Business: Motion by Dodge that a letter be sent to the Secretary-Treasurer and forwarded to the negotiating committee requesting a contract provision for overtime for the Deck and Engine Department while standing regular sea watches on holidays. Motion carried that a check be made of repairs necessary in crew's quarters and repairs be made before the ship sails again. Motion by DiFerma that the Steward serve omelets of various style rather than plain ones daily.

SEATRAN TEXAS, July 14—Chairman Wm. Pepper; Secretary Sam F. Gunter. Repair list read and discussed. Motion carried instructing ship's delegate to take repair list to Union hall and company office. Good and Welfare: General discussion on the very hot condition of the messhall. This being on the repair list did not make it any cooler.



JOHN GALLUP, July 20—Chairman John Werner; Secretary Richard Geiling. Deck and Engine Departments reported disputed overtime in their departments Stewards Department running okay. New Business: Motion carried that Steward check stores in the future before the start of the voyage. Motion carried that no one pay off until disputed overtime is cleared. Motion carried that Chief Mate be checked on strike clearance. Motion reconsidered and struck from minutes.

SEATRAN TEXAS, July 27—Chairman Richardson; Secretary Springer. Old Business: Hot and cold water system brought up again. Nothing has been done about it in spite of orders by the company to the Chief Engineer. Motion carried that if the system is not put in working order within 12 hours of departure of vessel from New York that the crew ask the company to remove the Chief Engineer. One minute of silence for brothers lost at sea.



SAMUEL GRIFFIN, April 7—Chairman Eugene Dore; Secretary Seymour Kotchek. Complaint of two pot system being used. Saloon Mess and Third Cook denied that two pots are being used. Much criticism of the meat and lack of fresh vegetables. New Business: Steward asked to supply two pillow cases each week while in the tropics. Motion carried that each man get the soap entitled him plus the number of bars he has been short during the weeks the ship was out. Due to shortage of cigarettes aboard, crew asks where the Second Mate got the six cartons of cigarettes he sold ashore.



SIU BAGGAGE ROOMS ARE A MEMBERSHIP ACCOMODATION, NOT A PERMANENT STORAGE ROOM. LIMITED FACILITIES DO NOT PERMIT BAGGAGE TO BE HELD FOR LONG PERIODS. WHEN THE SATURATION POINT IS REACHED THEY HAVE TO UNLOAD. IF YOU DONT CALL FOR IT, YOUR GEAR WILL BE GIVEN TO SOME RECOGNIZED CHARITY.

CUT and RUN

By HANK

Some Seafarers will just be fooling and weakening themselves and their Union if they don't hit a beef with their whole-hearted interest and support. It doesn't pay to goof off—whether it be on just another trip out or right in a sudden beef which involves the security of every sailor's job and the security of the Union in all its phases. It's your union, and all the beefs, the small ones and the big ones, are your beefs to win. The record of SIU beefs shows plainly that they were successful because of the honest-minded militant actions of not just some of the Seafarers—but every Seafarer anchored in the Union Halls or just coming off a trip.

Don't let the politicians and the fat, scheming millionaires destroy so easily our job security—our Union—and the traditional freedom of our American labor in this democracy. Don't let the company bosses ruin and rule labor with their atomic ideas and those ever-ready, wooden-headed, anti-union company finks. The company finks are just waiting to grab our jobs quicker than you can pay your dues or wear your white cap of militancy—which in plainer words means: protecting your job, your family and your future. Every Seafarer—and every Isthmian seaman who voted freely to have the SIU represent him on Isthmian ships—has a job to do—a permanent job of honest American militancy. Let's do it—and do a good job.

From Brother Joe Pilutis we received this letter dated August 4th while aboard the SS Evangeline: "Just a few lines to let you know everything is all right aboard this scow. There aren't many oldtimers aboard except Brother Jimmy McCuller. Boy, it sure is unusual for me to make five trips so far. Give my regards to Brother Steve Messara. That's all for now." . . . From Brother Steve Di Girolomo aboard the SS R. M. T. Hunter down in Baltimore: His letter reads: "Well, I got myself a Liberty ship for France. We have a pretty good gang aboard—quite a few oldtimers, too. There's Al Bentley, George Wolfe and a lot more. I'll write from France. Give my regards to the gang and Benny, Paul and Slug."

We sure got the letters this week. Here's one from Brother Red Braunstein on the SS Fairport over there in Shanghai, China, dated July 27th: "Well, we're finally in Shanghai. We had a nice trip over. Two more Waterman scows are here—the Iberville and the Jean LaFitte. Things are sure expensive. A bottle of coke in a Chinese restaurant costs 6000 Chinese dollars. In the USS Club a beer costs 9000 Chinese dollars. There is some racket run out here. The government exchange is around 12,000 Chinese dollars for one American dollar. A beer costs around 20,000 Chinese dollars. The black market exchange is around 35,000 Chinese dollars to an American dollar. A meal in the USS Club costs 40,000 Chinese dollars—which is over three American dollars at the official exchange. Well, the weather is very hot and we leave for Manila in about a week. My regards to the boys and I'll be home sometime in October."

Say, was that Brother Dutch Bolz we saw with Brother Scotty Morton? . . . Brother Bob Hicks is in town. So is Brother Louis Galvani . . . From St. Lucia, Canada, a postcard from mustached Brother Joe De George who writes: "Having a swell time—Brother Eddie Mooney, 'Mac' and myself. We're on the SS Cavalier. So long for now."

THE MEMBERSHIP SPEAKS



AMG In Germany Blasted For Treatment Of Seamen

To the Editor:

While on the SS Gateway City, I had a chance to go up the Weser River to Bremen. As it was Sunday and about 6 P. M. we were met all along the Weser by the German patrol and E Boats, which were seized by the American Army and Navy. There were also gay party boats with all the high ranking officials entertaining their lady friends and guests.

We docked at Bremen late Sunday and went ashore the following day. In Bremen I noticed quite a few American soldiers strolling the streets with their sweethearts, and, of course, the usual MPs in their white helmets.

As civilians, we seamen dress accordingly. But we still are American citizens. If we stop to talk to a girl the MP requires her to show papers. If they are not in order, she is confined for a three-day period.

OFF LIMITS

All the taverns are out of bounds for us civilians and if you were quietly seated in one, the first thing you know an MP is behind you ordering you out.

We left Bremen and went to Bremerhaven, where we unloaded that part of our cargo that was whiskey. As soon as the unloading was finished about 40 German police descended on the ship and started a search for stolen whiskey. They were aided by an American MP lieutenant and a soldier who was stationed at the gangway to prevent shore liberty. The search was conducted, the result was nil. Nothing was found.

Because of this incident I would like to state something that is on my mind. I may be wrong but I think we are as good as any of those ranking officers, and we are as much American as any of those GIs walking the streets of German cities. If it hadn't been for the part we played, our efforts and toils, they would not have had the tools of war or the rations which the ships delivered when the conflict was at the critical stage.

WE'RE PAYING FOR IT

I know the saying, To the victor belongs the spoils, etc. No one is trying to take it away from them, but I think your taxes and my taxes are helping keep this thing alive.

I thought we fought the war to rid the world of the SS troops and the Gestapo. But I don't

Ft. Stanton Patients Thank Butler Crew

To the Editor:

Seafarers patients in Fort Stanton Marine Hospital wish to thank the crew of the Ovid Butler for the donation we received from them. We appreciate it very much as the money meant a lot to us.

We are happy to know that our Brothers have not forgotten us.

Marion D. Penry
Fort Stanton Hospital

think the American people know or understand that the American Military Government is using the same tactics and the same police that built the Nazi fortress in Europe.

When I went to school I was taught that an army travels on stomach, meaning on the food and rations—not on whiskey for the high officers and officials.

If we are trying to preach our form of government, well then, let's praise and uphold it, not just a few favorites.

I won't sign my name to this article as I am not an authority on government laws and I may be wrong in regard to the military controls but I think the members and their families should know how their taxes are being spent in Germany. We certainly have a right to expect a little decency.

Crewmember
SS Gateway City

(Ed. note: The writer of this letter requested that his name be withheld.)

SIGNAL HILLS ENGINEERS ARE GOOD UNION MEN

To the Editor:

We of the Black Gang, on the SS Signal Hills would like to take this opportunity to notify all SIU and SUP men who sail with Pacific Tankers to be on the lookout for the following Engineers:

Wallace Payne, Chief Engineer; Clarence Barr, First; Nick Pirone, Second; Lee W. Bingall, Third, and Paul Doshier Jr., Third. You can't find a better bunch of Engineers to sail with, they are good union men and will go more than half way with anyone who sails with them.

We signed on two NMU men who were on the beach at Genoa, Italy, and they would like to express their thanks to a good and welcome crew. Both Frank Kelemen and John Childers—we were glad to have you with us, and hope to see you again some time.

We are enclosing a letter of thanks to the black gang from the Chief Engineer, in hope you can find space in the LOG to print it.

Black Gang SS Signal Hills

Whole Town Knows Wolch's White Cap

To the Editor:

Referring to the article in flying discs in the July 11 issue of the LOG, I would like to point out that the people in this town see one every day. When I walk down the street I wear my "disc" all the time.

I'm now home with a bum leg and just taking it easy as I read the LOG and sip cold beer.

Well, here's hoping the Taft-Hartley Law sees a quick ending. "Chisler" Wolch
St. Cloud, Minn.

(Ed. Note: Amen, Brother Wolch.)

COOLING OFF IN VENEZUELA



All is not work for an SIU crew, writes Brother Lester J. Moore, as this photo of three SS Carlsbad crewmen shows. Downing cool cole drinks are (left to right): Collin Stepper, Percy Foote Jr., and Lester J. Moore. Locale is the jungle port of Caripito, Venezuela.



Brother Stepper halts for cameraman Lester Moore.

SEAFARER FINDS UNION BROTHERS 'SWELL GUYS'

To the Editor:

Well here I am stuck in Aruba for medical treatment.

I was on the Platt Park, a T-2 Pacific tanker job. The crew was really a swell bunch of guys especially the Black Gang, of which I am a member — wiper to be exact.

The Skipper was really a swell Joe. I am just a youngster in the Union, but what ships I have sailed on, I have found the crews to be swell eggs and fine union brothers.

There was a time when I didn't believe in unions, but now that I have joined the SIU I know what it means to be in a good union. Lots of luck to you all.

R. M. Bailey

Member's Mother Asks Aid In Search For Daughter

To the Editor:

Will you kindly publish the accompanying photograph of my daughter, Velva Joy Robbins, in your paper? She has been missing from home almost a year—since Aug. 20, 1946.

My son, William Chadburn, is a member of the Seafarers International Union. I know that the LOG is read by a great many people and there is a chance that some reader may see my daughter and recognize her by this picture.

We are so very anxious to find her. Any assistance will be greatly appreciated.

Mrs. Mary A. Robbins
202 High Street
Portland, Maine

(Ed. note: Velva Joy Robbins is 15 years old, weighs about 120 to 130 lbs. and is about 5 feet 4 inches tall. The missing girl has dark blond hair, blue eyes, freckles and a fair complexion. A Portland Police Department bulletin says she



VELVA JOY ROBBINS

"will look older than her age and may be wearing her hair done up or cut short." It is feared she may be a victim of amnesia. Anyone knowing her whereabouts can communicate with her mother, or the police dept., Portland, Me.

'Pop' Martin Hits Log With Bale Of Verse

To the Editor:

Enclosed are some blurbs which may be of some value. Made two voyages in that air conditioned luxury liner, the Del Sud. My word! Now I'm in an old blister of a Pacific Tanker's mudbank solarium that has been dragged to a shipyard for a fit-out.

Really thought I was signing on one to be out to sea in a few hours. The crew, the ship, the cargo and the sea. A sailor's life.

Not as in luxury liners; aluminum deck housing from main deck to radio shack, aluminum feather-light deck chairs for the passengers and a flock of booms with four fold steel blocks reeved with 3 1/2 inch line and with mile-long 1 1/2 inch steel pendants, fitted with shackles heavy enough to pick up 40 tons of weight.

Oh, I was speaking of luxury! But labor is a luxury, an envy, if one is in a wheel chair. But that Del Sud rigging might put me there.

However, she's not unique. She has two sister ships—and how any marine architect can be paid for making thrice such mistakes.

James (Pop) Martin

(Ed. note: Pop Martin sent a raft of verse to the LOG. All we can say is the guy's a crackerjack. His stuff will appear from time to time. For a beginning, a couple of samples appear below.)

Log - A - Rhythms

Hit Or Miss

By JAMES (POP) MARTIN

Within these lines perchance are rhymes,

(Me old man kissed the Blarney Stone.)

But if, betimes, the waste pile finds,

This manuscript all sad and lone, Remember this: To write—or miss—

(I use the search and seizure method)

Is a form of bliss, say some sophists:

Did their knuckles ever run with blood?

As You Were

By JAMES (POP) MARTIN

Heading north to Trinidad, Beneath a full round moon, I wrote this mess of doggerel Two Watches, in bechune. It must be I'm a luna-tick For, I've learned, long ago, I cannot write a blooming lick Then let us leave it so.

Free Speech

By JAMES (POP) MARTIN

Free speech is fine, Right in me line, The ship had its fun Now I'll have mine.

'A Rolling Stone Gathers No Boss': O'Doyle

To the Editor:

What is the philosophy of a seaman? We often hear people ask this but seldom have an answer. Yet, although he may not realize it every seaman has a philosophy of some kind. His way of life inevitably causes him to form some attitude toward living.

Often, people ashore will find a philosophy of life that leads them to follow the sea. Many of us have met people of education who do not have to go to sea yet find in that way of life a satisfaction and contentment they do not know on land.

I once sailed with a man of personal means who still found that his success was empty, that happiness for him lay in the vagrant, gypsy life of an ordinary sailor.

Some seamen have the "live-for-a-moment" philosophy, whose outstanding exponents are Omar Khayyam and Frenchy Michelet.

**Ah, take the cash, let the credit go
Nor heed the rumble of a distant drum."**

Or, as we would say today, "good whiskey and bad women." These happy children of nature find life's meaning in the light of women's eyes, in gay song and the kiss of the grape. For them every hour is a sweet glass of wine, to be joyously drunk in this warm, merry Tavern of Life before we go into the cold night outside.

FRENCHY IS RIGHT

They have conquered the world by refusing to right it—instead, they enjoy it. Wisest ones! Frenchy, how right you are.

Then there are "the race of men who don't fit in."

**There's a race of men who don't fit in,
A race that can't sit still,
Theirs is the curse of the gypsy blood,
And they roam the world at will.**

Yes, these are the restless ones, who must always be over the next hill. Not for them the daily struggle, the dulling grind, the sour dregs of monotony. They may settle down for awhile, but soon their feet begin to itch and they are off chasing sunsets again.

Finally, we have the seagoing hobo. His motto might be, "A rolling stone gathers no Boss." I modestly include myself in this category. We usually sail in the Black Gang, as we consider work a deadly poison. Also, down there we have plenty of time to discuss philosophical questions. Plato had his grave outside Athens—give me a seat under a cool ventilator.

SEAMEN DON'T FALL EASILY

As a rule, seamen are without sham, they are unimpressed by high-sounding titles and big fronts. In the life of the sea, a man is only as good as his own manliness makes him, he is only as worthy as he proves himself. How often we determine to hug the land, only to become disgusted by the hypocrisy, the pretense, the pulls and false fronts of life ashore.

Always we turn back to the sea, the honesty and camaraderie of life afloat.

**I have taken the sea as I found it,
Its sunshine and its rain
I've never been known to hound it,
I've never been known to complain.**

"Steamboat" O'Doyle

Good Payoff, Noble Act Cheer Gardner

To the Editor:

Ahoy there, Port Arthur calling you all. Boy, am I doin' good. I've been here eight days now, and in eight days more I reckon I'll have Senator Claghorn head-in' for Alaska.

No offense to the boys in the Gulf as I may pay off here again next trip and I'll want the same good representation and cooperation from Brothers Johnny (Plug-ugly) Ward, Johnson and Alsop that they gave us a few days ago at our payoff.

The boys were really on the ball and the whole crew of the SS John W. Burgess wishes to thank them all.

JOHNNY WON HIM OVER

Well, it's goodbye, mom, I'm off to Yokaham'. Gol dern it, I wanted to go back to Germany but with that homely face and

pleading eyes of Johnny Ward I tell you boys, a feller would have to be plumb hard-hearted to turn him down, so I stayed on.

Seriously though, shipping is awfully good here in the Gulf right now and any of you rated men who want to get shanghaied can surely have your choice down here.

Brothers, did you ever have a man sneak off on you at coffee time and get married? No? Well we did. A Brother from Philly. I won't give you his initials but his name is George Noble, one of our able ABs, who went ashore, met the gal, took her on a coffee date and pinched himself next morning and found out he was in the company of the new Mrs. Noble. A Noble act, George, but oh, what coffee.

Brothers, there's a question in my mind which I've heard argued

across many a beer table, many a milk bar and even on No. 4 hatch, I guess its one for the executive department to clarify. There seems to be a lot of differences of opinion as to a Bosun's overtime whether he should be at par with top man in the department, or should be allowed to be as per agreement. Also if that means after watch-stander's Sunday watches are deducted.

Now, if you execs can put something in black and white to sort of clarify this I am sure it will settle a lot of disputes among shipmates.

Not much more to say fellas, except that now it's hotter'n seven halos down here and I'll warn all you fellow salts the Battle of Post Office Street cannot be won. I know. Going to sign off now and go looking for a tall cool one, so smooth sailing and good luck to a good SIU.

Walt Gardner
Port Arthur, Texas

'Duke' Tosses Legion For A Deserved Fall

To the Editor:

I know you only run a rank and file paper, so here I go again blowing off steam. But the beef is on the up and up. I hope to God, one of those white-collar punks will read the greatest paper ever published.

First of all, I was reading the phony American Legion publication and all of a sudden I came across a piece about blowing off steam. Their 40-day wonders were saying that during air raids over ships, all hands, from the Captain on down, were safely tucked below decks. That is one of the damndest lies I ever heard. And all you Brothers know that it is such bunk as that that is keeping us from getting the benefits of GI loans, housing and so on.

Now to point out to the Juniors what it was all about from

one of my own experiences. During a submarine attack on a troop ship which was carrying about 2,800 soldiers and on which I was the Bosun, two Looies began shoving the men below deck.

I saw what was happening and told topside what was up. The result was that the Major over Donald Duck ordered the men topside. So you can see what one man with a little deep sea experience could observe as compared to these guys who were supposed to know the score. As a matter of fact, during all the sinking off Okinawa, did one gun crew aboard merchant ships fire upon the enemy? I would like to know.

We seamen who sailed these ships during all the hell and fire of the war, who saw 6,000 of our men go to the bottom, are now taking ex-servicemen into our organization every day. They are getting the advantages of our conditions and we're trying to secure more decent living for them. Yet the Legion thinks it fought the war single-handed and it expects any recognition to be given to it alone.

Duke Himler
Galveston, Texas

Mother's Slant On Union Shows She Knows Best

To the Editor:

Before he left for his last trip my son asked me to send the enclosed LOG donation.

We have been getting the LOG at our house for the past six months. I save them for him, but before I put them away I read them all the way through and when I read of the high standards of work you require, I am proud of my son. I know he has to be a good workman to stay in the Union.

When I read of your fights for better living conditions aboard ship, and of your fight for safer working conditions, I worry less about my son.

I think all mothers, wives, sweethearts and sisters of seamen would feel the same if they read the LOG. Seamen should be encouraged to send the LOG to their homes.

Mrs. E. O. Voss
San Antonio, Texas

(Editor's Note: Thanks for the boost; your receipt is in the mail. Every issue of the LOG carries a form which, if filled out and mailed to 51 Beaver St., N. Y., will send the LOG winging into homes of Seafarers.

Send Those Minutes

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

THE BEEF BOX

CARDS, GAMES AVAILABLE SOON IN N. Y. HALL RECREATION ROOM

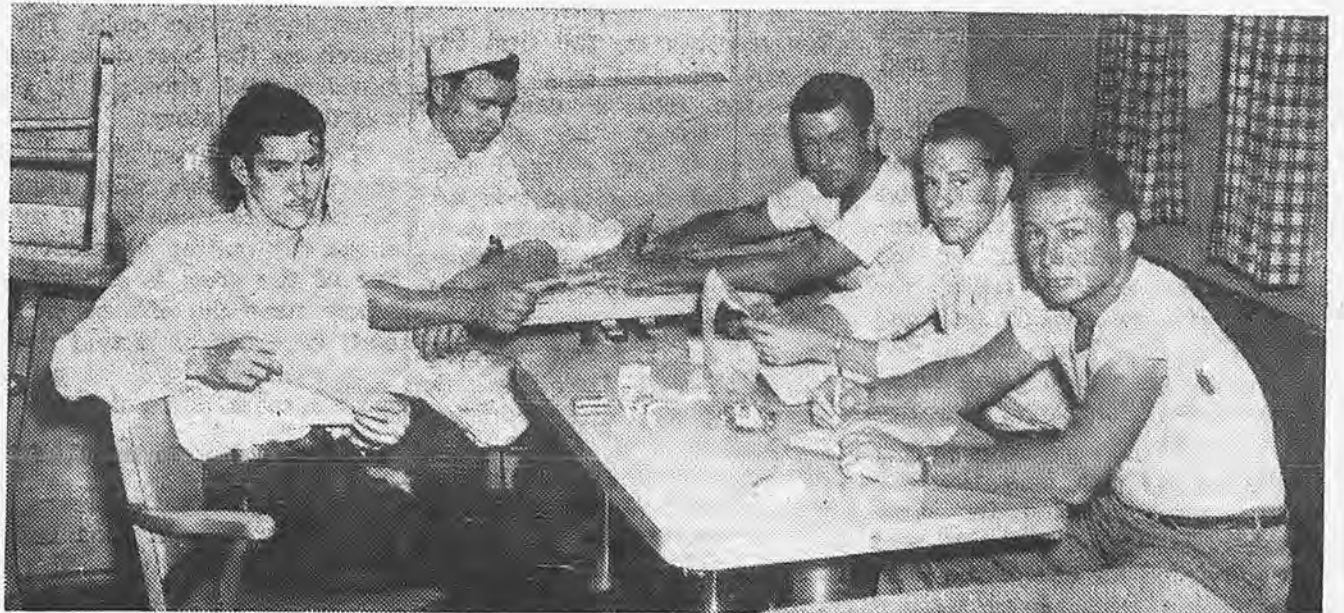
With all the money that is donated by members to the SEAFARERS LOG and Hospitalized Brothers, why can't some of this money be donated for cards, checkers and chess boards for the recreation room of the New York Hall? To maintain the return of such games a man can be required to leave his shipping card until he returns the game or cards. With a sufficient supply to cover the demand, this method should insure cards and checkers on hand at all times.

John J. McHale, 47464
Thomas Bluit, 47465
John J. Bluit, 34320
William O'Brien, 34316
Anthony Skillman, 32189

ANSWER:—Cards and checkers formerly were available for all hands in the recreation room of the New York Branch. But the speed with which they disappeared made it difficult to keep a sufficient supply of replacement material. The cards were mutilated and destroyed, in addition to being removed from the Hall.

Very soon, however, recreational material of this type will again be available. While the Brothers are using them it is hoped they will bear in mind that others hope to enjoy their use after they are finished. By taking proper care of these materials and returning them to the desk when finished, all hands can be assured of a chance to use them next time they are in port.

THEY HELP MAKE SAILING SMOOTH ON ALCOA CORSAIR



Able delegates aboard the third of Alcoa's luxury cruise ships, gather in crew's messroom to perform paper work that is part of their duties as crew representatives. Left to right: John Mayrbot, Waiters' Delegate; Frank Palmer, Galley Delegate; A. (Blackie) Bankston, Ship's Delegate; Frank L. Campodonic, Engine Delegate, and Clifford (Tex) Sharpless, Deck Delegate. Photo by Ed Loflin, Night Steward on the Corsair.

He Came, Saw And Took 'Rolling Job' To France

To the Editor:

The time was about 2:30 in the afternoon; the place, the SIU Hall in New York.

Like so many other fellows, I was hanging around the Hall hoping that a job would materialize on the board and that I would be one of the fortunate ones to ship out. Shipping-out was becoming very imperative to me because of the fact that I had about two dollars left in my pocket; and for a sailor to be ashore in New York or any port for that matter with but two dollars and no ship, isn't a very comfortable situation, which a lot of you no doubt have had the opportunity of finding out.

Well, to get back to the story, I had been keeping in touch with the organizers office just in case something should show up there.

Walking in to check with Al Kerr for about the tenth time that day, he said he had something and told me to stick around. So, sitting down with one of the magazines which I had already read about umteen times; I waited until he was finished with whatever he was doing. Then he called me over saying he had a job for an AB, on a coastwise ship sailing that same night.

WANTED A LONG TRIP

As desperate as I was for a ship, I was still a little particular as to what I would take for I'd been on the beach for some



time and wanted a long trip if at all possible to get one, so I turned the job down.

Going back down below to have another look at the boards I found them just as empty as they had been when I had gone up topside.

While I standing there calling myself all sorts of jackasses, giving special attention to the sea-going type of jackass, for turning down the job, Al came in and called for an AB on that same ship. It was like a reprieve to me so I gave Al my card and said, "I'll take it."

We went back up to his office and he began to write me up on his sheet. About that time fate seemed to step in and take command of the situation for the phone rang and Al talked for several minutes. When he hung up he asked, "how would you like a job on a ship going to Le Havre sailing tonight? I of course took the job."

Getting my gear from the baggage room I started for Weenawken, N. J., not knowing that I was headed for one of the most outstanding trips of my sailing experiences.

It was close to four o'clock when I reached the ship and after going through the usual procedure of finding the right locale, signing articles and so forth, I changed clothes then

went out on deck to locate the bosun.

After reporting to the bosun, I was soon at work helping to secure the ship for sea. Looking around I noticed that the deck load consisted of six locomotives and six tenders. That didn't leave much room for walking around. Later I learned that there were 12 more locomotives and tenders below in the holds.

Soon word was passed to stand by fore and aft and we sailed just as the gathering darkness was beginning to make a conglomeration of silhouettes of the New York skyline. Being on the eight to twelve, it wasn't long before it was time for me to go on watch. The first of many watches to be stood on board the MV Gadsden before voyage number two was over.

It took us 14 days and some odd hours to reach Le Havre. As to the weather we had, it was typical North Atlantic winter weather. If you should ask anyone who was on board that trip they would tell you we rolled rather than sailed to France.

In fact, a lot of them including yours truly are convinced that the MV Gadsden would roll in drydock. The reason for a lot of this rolling, I believe, is due to the fact that the Gadsden has a jumbo-boom located approximately amidships which is the biggest I've ever seen. It's 85 feet long and is tested for 137 tons.

That to my way of thinking is a real jumbo-boom and is everything the name implies. Taking into consideration that the Gadsden is but 324 feet long and has a beam of only 50 feet, with that jumbo-boom sticking up among the clouds one can readily see that it wouldn't take much to start things rolling.

UNLOADED WITHOUT HITCH

Unloading the locomotives and tenders took five days. That I think is very good time, taking into consideration the fact that that particular type of working gear was new to all but two of the deck-gang. The operation was completed without accident to personnel or damage to cargo, which is another example of the fine seamanship that makes up the rank and file of the SIU and SUP.

Leaving Le Havre on the 17th of January, we all looked forward to rolling back to New York, more so than going over because we were light now and the prospect of it had us a little uneasy.

The weather on the first two days out was just what we expected—we had a gale. The Gadsden rolled 40 degrees. Strange as it may seem, I slept through that particular roll and I'm not complaining about it.

Going over I noticed that every time I shaved the bad weather we were having seemed to get worse. Now I'm not superstitious at all so I don't think the shaving had anything to do with the weather, but, did I shave coming back? No! What kind of weather did we have? Outside of those first two days we had perfect sailing weather, sunshine and all. So, your guess is as good as mine Brother.

As I mentioned before the Gadsden had a mixed crew of SIU-SUP and in closing I'd like to say, it was a pleasure to sail with so many swell guys.

Wayne MacAllister

HAY AND HORSE-PLAY IN CHERBOURG



Seafarers aboard the SS Earl A. Bloomquist went crazy over horses when the ship called at the French port. Among the lads who went haywire was Brother Bud Waltermann shown in photo at left as he stopped traffic on one of the local drags while he fed a nag. "Just hay, but mighty good," neighed the four-legged haybag.



In the photo at right Brothers Mike and George of the Bloomquist appear to be enacting a little skit for the entertainment of Bud Waltermann, who is at the camera. Nobody said so but the nag looks like the one in other photo. Looks pretty tired with the whole set-up, too. He should have demanded more hay.



Nothing shy about Bob of the Bloomquist. He quickly obliged Waltermann with this gag shot.



The vessel gets a new coat of paint. That's Bob wielding the brush.

Crew Of Unorganized Ship Hamstrung By Lack Of Pact

To the Editor:

What happened on my last trip, I think, would make interesting reading for the Union members who have not sailed a non-union ship.

The Steel Age, an Isthmian ship, is a name to remember. Its Master, Captain Jaenecke, is the type of man whose speeches to the crew at lifeboat drills are something for the books. His last speech on the boat deck took 55 minutes, and through it all it was the same story:

"I am the boss; there is only one boss on this ship, etc., etc. No one is to come up to see me about any matter whatsoever. No one of the crew is allowed anywhere near the officers quarters and any officer found in the crew's quarters will be provided with a room down there."

SECOND ON TABLECLOTHS

He also insists that there must be a difference in food between topside and the crew. The crew tablecloths are supplied from the saloon after they have become too dirty for the officers.

On overtime it is the usual story. After two months on the ship we find ourselves with about two hours overtime each outside of our Sunday work.

The Steward has just about painted the ship by himself and that takes care of the overtime as far as we are concerned.

Incidentally, we have to sign for \$6 to get a cot which must be returned in perfect condition to get our money back. I don't know if U. S. Steel needs the money that badly, or if it's the Skipper's gravy.

The ship is overrun with rats and its common to come across them in the alleyways and pantries.

RESTRICTED ON DRAW

We haven't had a draw as yet, but coming into Honolulu we are going to be allowed \$15. The officers draw will be what they ask for. There are several men on here just for the ride and we expect them to drop off in Manila.

The crew is not too bad; we have some SIU men aboard and many SIU sympathizers. The NMU men are a definite minority aboard, but regardless of Union sympathies or affiliation, the ship is a rough one. Without a contract to keep things smooth, everything seems to come up that leaves us with our hands tied. Oh, what we could do on this ship with a contract.

Harold Weiss

Optical Plan Saves Dough For Seafarer

To the Editor:

The SIU went on record to endorse the Union Optical Plan and ran an article on it in the SEAFARERS LOG, but I notice that very little publicity has been given this wonderful service.

For men wishing glasses and not desirous of paying some guy a small fortune, the Union Optical Plan is the place to go.

Located on Union Square in New York at 152 Fourth Avenue, the Union Optical Plan is the Seafarers endorsed optical service. From personal experience I found that they can't be beat.

I found them to be straight forward and honest. No high pressure or attempt to sell me a bill of goods. They gave me fast service and the bill was easy to take; about one-half to one-third what it would cost elsewhere and the quality of the glasses is tops.

The SIU is to be complimented on their fine work in endorsing this establishment which has the backing of several other big unions. Admission to the Union Optical Plan is simple: Just flash your SIU book and you'll receive the best.

Noah Greenberg

Boston AMMLA Has Copies of LOG

To the Editor:

Thank you for the copies of the SEAFARERS LOG which you are now sending this Boston library of the American Merchant Marine Library Association. Copies that are not taken during the week, I'm glad to put into a library packed for delivery to some ship.

We have been receiving the Pilot for ever so long, now I'm especially glad to have the LOG.

Our library is always available to your members when they are in Boston. Again, thank you, and keep it coming.

Maria Grey Kimball
Port Representative
AMMLA

(Ed. Note: The AMMLA in Boston is located at 408 Atlantic Avenue.)

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N.Y. Meet Maps Beef Extension

(Continued from Page 3)

Steel Corporation, Marine Division, Isthmian Steamship Company, and the SIU of North America any section or sections of the Taft-Hartley Law to the detriment of our Union call upon all maritime workers to join us in a general Maritime Strike until such attempt or attempts have stopped.

The SIU-SUP in the event that United States Steel Corporation, Marine Division, Isthmian Steamship Company attempts to prolong this strike until the deadline of the Taft-Hartley Law, August 22, 1947, shall on or about that date request all workers in the Maritime Industry to join them in a general Maritime strike to establish for all Seamen the privileges of the Union Hiring Hall and Rotary Shipping System, regardless of the Taft-Hartley Act.

Besides hearing reports from the co-heads of the Strike Committee, and passing the important resolution, the meeting heard three messages of support from Captain William Ash, Secretary-Business Manager of Local 88, MM&P; Charles A. Leone, Regional Director of the CIO Shipyard Workers, and M. David Keefe, head of Local 205, United Financial Employees.

SIU HALLS

ASHTABULA	1027 West Fifth St.	Phone 5523
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For information concerning your case, contact William Vigor, 339 Third St., Dunellen, N.J. Tel. Dun. 2-6618.

HAROLD A. ARONSON, Jr.

Your mother requests that you contact her at once.

JOSE MADUREIRA

Please get in touch with your wife immediately.

SHIRLEY E. BURNETT

Please contact your mother immediately.

JOHN M. CORCORAN

Please contact Judith Corcoran immediately.

WILLARD S. GERBER

Please contact Paul M. Pinciss at 185 Devenshire St., Boston 10, Mass.

MR. MECKLEY

Please contact Mr. Carl G. Herr, 33 North Drive Street, Lancaster Pa.

DALE F. ELLIS

An important letter is waiting for you at the New York Hall Mail Room.

ERICK SOMMERS
FREDERICK POLVES

Edward Becker, Chief Mate of the Frederick E. Williamson, requests that you get in touch with him through the Waterman Steamship Co., 19 Rector St., New York.

HENRY ROCK

Your wife asks that you write her at 810 Third St., Morgan City, La.

WILLIAM E. PEPPER

Please communicate immediately with your wife at P.O. Box 1801, San Francisco, Calif.

ROBERT WAYNE JONES

Please get in touch with your mother, Mrs. Lola Jones, 811 Dante St., New Orleans, La., or phone Walnut 2820-W.

MARIO AYALA ALEJANDRO

Of 405 Pacific St., Brooklyn, N.Y. Mrs. Julia Ayuso requests that you get in touch with her immediately at Pasaje Villamil 1304, Santurce, Puerto Rico.

JOHN HISKO

Write to your wife at Readington, New Jersey.

ANGELO GODINA

"Nothing yet." Write to Shorty at Peapack, New Jersey: Ruth.

NOTICE!

JOHN THOMAS COTTMAN
Pick up your baggage at the New York Hall.



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MONEY DUE

P. M. BROWN

A check for 27 1/2 hours overtime is waiting for you at Waterman Offices, 17 Rector Street, New York, N. Y.

Notice To All SIU Members

The SEAFARERS LOG as the official publication of the Seafarers International Union is available to all members who wish to have it sent to their home free of charge for the enjoyment of their families and themselves when ashore. If you desire to have the LOG sent to you each week address cards are on hand at every SIU branch for this purpose.

However, for those who are at sea or at a distance from a SIU hall, the LOG reproduces below the form used to request the LOG, which you can fill out, detach and send to: SEAFARERS LOG, 51 Beaver Street, New York 4, N. Y.

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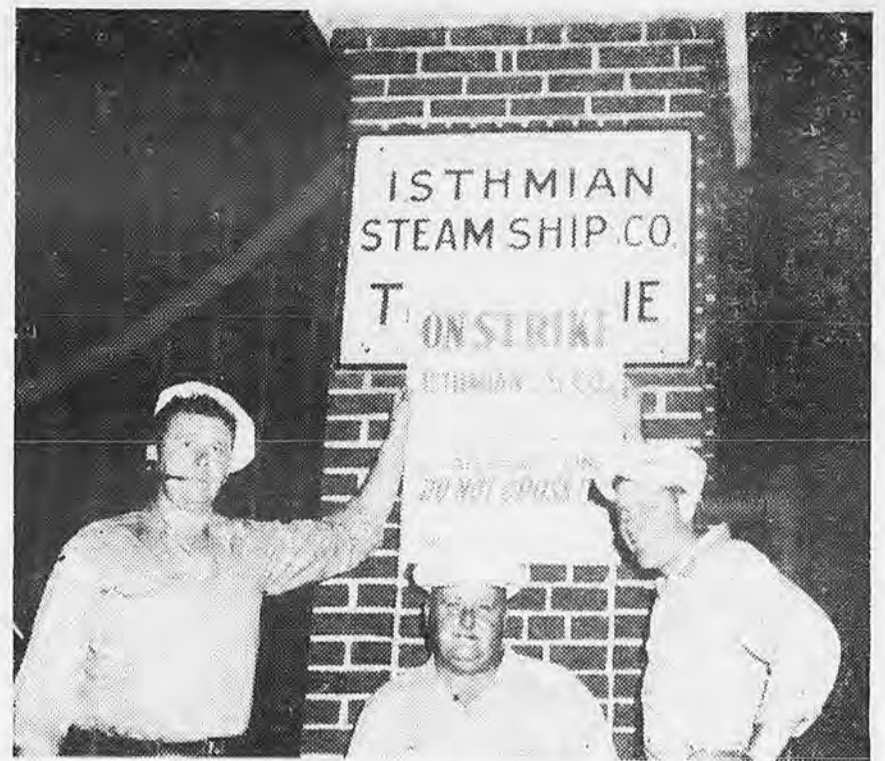
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Book No.

Seafarers Pulls The Pin On Isthmian



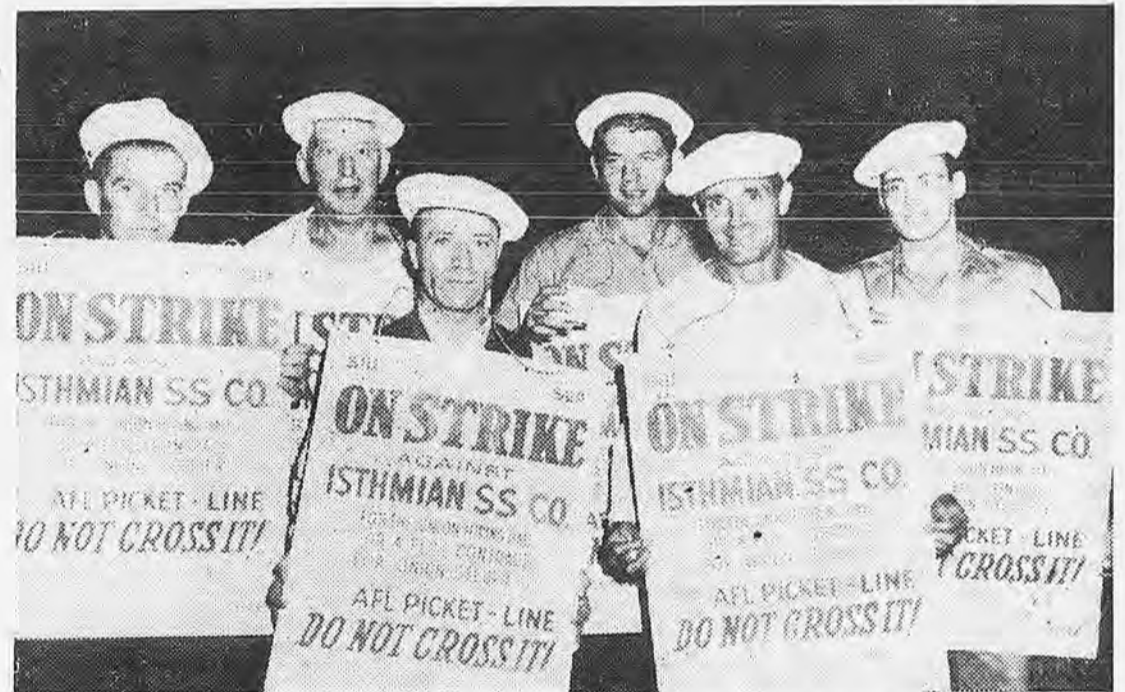
Just before the action started, picket captains and Masters-at-Arms get last minute instructions. A short while after this picture was taken, word came to start the tie-up, and this peaceful scene came to an end, not to be repeated again until the strike is over. Many of the men pictured above are veterans of other SIU strike actions.



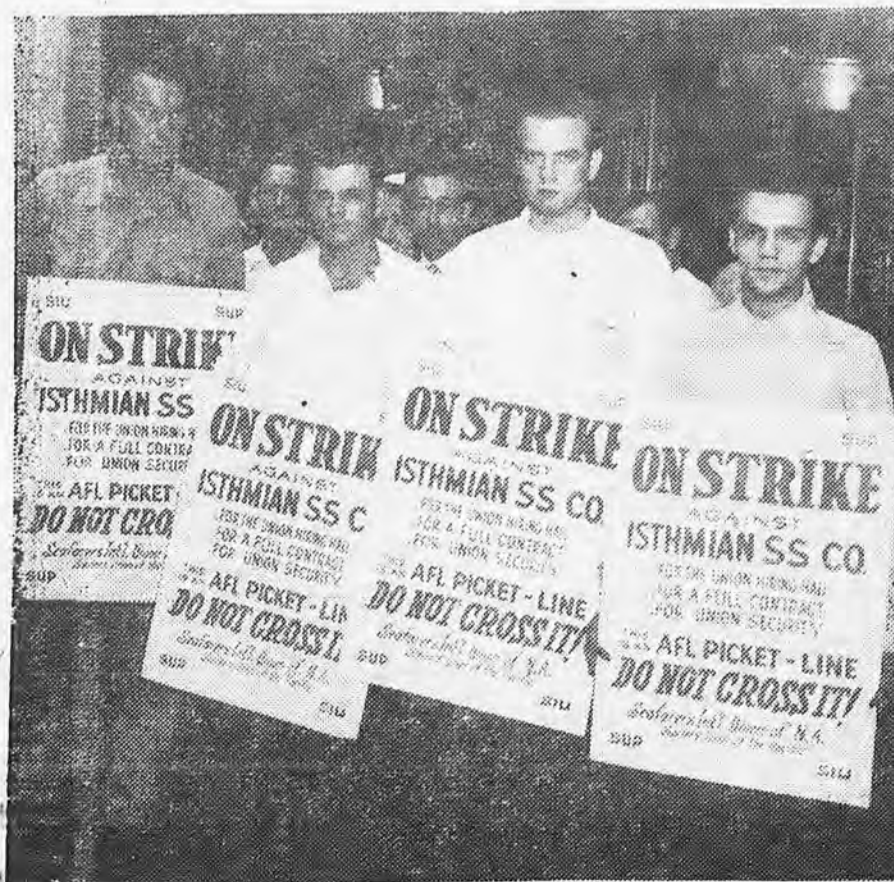
"Read it, Mister Operator; that's what we mean." Every Isthmian ship in the United States was locked up within a short time after the strike started. Let Isthmian look at this picture and get the right idea. And any other ships that come in will also be tied-up.



The tie-up became effective at 12 midnight, August 12, and within a short time swarms of Isthmian men reported to the New York Hall for instructions. Above is the crew of the SS Richard Alvey. Led by Bosun Joe Shea, front row center, and AB Jakob Lundoy, this crew walked off in a body, leaving only one fink behind. Strike Committeemen Bob High and Charley Tannehill are left and right of Shea.



The crew of the SS Harold I. Pratt, docked at the foot of 29th Street Brooklyn, led by Norman Lindsey, hit the bricks right off. By the time a LOG photographer got to the scene, soon after the action began, picketlines were already established, and everything was running smoothly. That's the way it was with each of the other seven Isthmian ships docked in and around New York.



Isthmian's New York hiring hall, 68 Trinity Place, which they want to substitute for the Union Hiring Hall, was also picketed. Nobody went through the lines to apply for a job.



The entrance to the docks at Columbia Street, Brooklyn, was also guarded by watchful Seafarers. Some of the picketers for this gate came from the Robin Grey, docked nearby. Behind picketline is the Steel Artisan, one of Isthmian's biggest, but not going anyplace right now.