

SEAFARERS LOG



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

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No. 6

AFL Offers Unity

MIAMI — A development of major importance broke at the meeting of the American Federation of Labor's Executive Council, when President William Green announced early this week terms of a proposal made to the Congress of Industrial Organizations to achieve "organic unity" between the two labor groups.

Green stated that the AFL had already set up a committee composed of leaders of its affiliates who are prepared to work with CIO representatives. The AFL chief called upon the CIO to designate a similar committee to work jointly with his group in surveying the prospects for possible amalgamation of the two organizations.

UNITY AT POINT OF PRODUCTION



After the Seafarers International Union joined striking Local 13, CIO Shipbuilders, on the picketline in front of Ira S. Bushey and Sons, Paul Hall, New York Port Agent, addressed the SIU members. Said Brother Hall, "This is a good place to start maritime unity—on the point of production, and against the bosses."

SIU Supports Strike Of CIO Shipbuilders; Bushey Yard Tied-Up

NEW YORK, February 5—With the strike of the CIO Shipyard Workers, Local 13, holding solidly as picketing against the Ira S. Bushey and Sons Company shipyard in Brooklyn entered its seventh day, IUMSWA international representative William J. McCaffrey today announced the release of three ships from the strike-bound yard for the humanitarian purpose of hauling grain supplies to needy European countries.

Two of the three vessels released, the Bessemer Victory and the Francis O'Gara, are SIU-contracted ships. While none of them was being repaired, as a result of the CIO strike which the SIU is supporting one hundred percent, the action of the Shipbuilding Workers Union is permitting their departure certainly reveals an awareness of the desperate need of the starving Europeans.

Yesterday, Mr. Ed. Tracy, Maritime Commission labor representative, flew in from Washington to confer with both parties involved in the Bushey strike. However, Bushey representatives indulged in a little buck-passing by claiming that everything was up to the company attorney, Mr. Devlin.

It later developed that the company attorney was absent on an extended motor trip to Florida, and wasn't expected back for three weeks. This clearly revealed the outright stalling tactics of this viciously anti-labor shipyard.

REP. STYMIED

Seeing that he was getting nowhere with the Bushey outfit, Mr. Tracy flew back to Washington last night in order to contact President Green of the Industrial Union of Marine and

Shipbuilding Workers of America—CIO, the striking union.

Before leaving, Tracy expressed his pleasure over the strikers' attitude in agreeing to release the three grain ships.

He also informed the Bushey
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Taxi Men Continue Strike In Tampa Despite Injunction

By SONNY SIMMONS

TAMPA—Nothing that the anti-labor city administration can do down here seems to be able to break the back of the Taxi Drivers' strike. With the knowledge and cooperation of the authorities, the company has imported gons and strike-breakers, and still the strikers, members of Local 79, Teamsters and Chauffeurs Union, AFL, are holding out.

Even an anti-picketing injunction, which prevents members of the union from picketing the company office, or talking about the strike on the streets, has not coerced the men into giving up their battle for improved wages and decent conditions.

The injunction is being fought out in the courts right now, and

it is obvious that the injunction doesn't have much legality behind it. For that reason, the Judge has had the ruling under advisement for quite some time, and this stall is liable to continue indefinitely.

One thing that this strike has brought about was not planned by the labor-haters here, or by Attorney General Tom Watson, who is masterminding the union busting moves of the Company and the city officials. Labor here in Tampa has become more solid now than at any time before, and that bodes ill for the people who think that they can bust labor without a fight.

SIU TAKES LEAD

The Cigar Makers, long a militant group, and the Boiler Makers, now being led by a new and progressive local president, were pretty much alone until the Seafarers took the lead.

Now things are really humming, and at the State Federation of Labor convention in March, plans will be made to bring labor out on top in this state.

Unless labor accomplishes something important, and very soon, the labor movement will be forced to close up shop in this state.

The terroristic tactics being used by the company and the authorities to break the strike of the Teamsters are indescribable.

They have resorted to violence on more than one occasion, and they have tried to incite the public to take the law into their

(Continued on Page 4)

Something To See

This issue of the Log carries two full pages of photos on items which should be of great interest to Seafarers.

Page five is devoted to the CIO Shipbuilders' strike at the notoriously anti-union Ira Bushey yards in Brooklyn, and shows, pictorially, the picketline support which the SIU gave the shipyard workers when the walkout occurred.

The photos on Page nine depict one of the most unique vessels afloat—the MV Gadsden, operated by an SIU-contracted company. The Gadsden, which carries locomotives and tenders, is reported to be the only one of its type in operation. Its distinction lies in the fact that it is a self-contained unit, and can load and unload its massive cargo completely unaided by shoreside facilities.

American Eastern Signs With SIU; Will Carry RR Rolling Stock

NEW YORK — Another addition to the list of SIU-contracted shipping companies was made this week when SIU Organizational Director Paul Hall announced the signing of a closed shop contract with the American Eastern Steamship Corporation. Representing the union in lining up this company were Cal Tanner, Earl Sheppard and Bob Matthews.

"In making this announcement," stated Brother Hall, "full credit should be given to the SIU volunteer organizers who sailed aboard American Eastern ships, and made possible the signing of

a contract for this new company. The fact that it took only 60 days to secure the agreement gives proof to another swell job of organizing done by the rank-and-file Seafarers."

The SIU contract covers the highly technical operation of the American Eastern ships, which are doing a yeoman job of rebuilding the war-torn rolling stock of the European railroads—rebuilding the European lines with American built locomotives and tenders.

Each one of the American Eastern ships has specially con-
(Continued on Page 15)

Marine Firemen Vote To Reject CMU By 5-1 Vote

The crumbling Committee for Maritime Unity suffered its second major setback in two weeks with the announcement early this week that members of the Marine Firemen, Oilers and Water-tenders, an independent union, have voted overwhelmingly against affiliation with the communist-dominated marine group.

With more than half the ballots counted, returns on a national basis indicate that the MFO men opposed to tying up with the CMU are leading by a better than five-to-one margin.

As the balloting returns were being released, Malone stated that the vote indicated a trend. Votes for candidates for the union offices were going much the same way, he added, with pro-CMU officers being replaced by those opposing affiliation.

Newly elected port agents will meet late this month to formulate a new policy based on non-affiliation with the CMU, Malone added.

Alcoa SS Speeds Up Caribbean Schedule

A speed up in service from Baltimore to Venezuela and the Dutch West Indies has been announced by the Alcoa Steamship Company.

Beginning February 21, ships will sail on a ten-day schedule instead of the former 14 day interval. Alcoa vessels on this run call at La Guarira, Guanta, Puerto Cabilla, Maracaibo and Venezuela, as well as Curacao.

AFL Membership Hits An All-Time Record With Over 7 Million

Membership in the American Federation of Labor has hit an all-time high with 7,505,446 dues payers listed on the books.

Announcing the collection of a per-capita tax on that number, George Meany, secretary-treasurer, pointed out that the new figure represents a gain of more than 255,000 since September, 1946.

The new figure puts the AFL well out in front of the CIO which claims a membership of 6,000,000 but has not given an exact tabulation. AFL officials contend the CIO membership is closer to 3,500,000.

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GEORGE NOVICK, Editor

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On The March

The Seafarers International Union is even now preparing for a drive on the Great Lakes that will bring Union conditions and high wages to thousands of Lakes seamen. Most of the men up there are unorganized, and as a consequence, poor conditions and starvation wages are the order of the day.

But the situation is changing. The men on the Lakes are increasingly eager to be organized, and the SIU is ready and able to take on the job.

Our Organizing Staff is now geared for a high speed campaign, the kind of drive that will be needed to do the job in the time between freezes in that area, and with victories under their belt, they can tackle that big job with confidence that all seamen are aware of what the SIU has accomplished for men of the merchant marine.

During the past few months the SIU Organizing Drive has met with success on every front. A contract has already been signed with the American Eastern Steamship Company, and only NMU stalling has prevented the SIU from banging on the door of the Isthmian Steamship Company.

In the weeks and months to come, there will be more contracts won by the SIU, and more seamen protected by the excellent SIU conditions and wages.

The best organizers in the world can't induce a man to join a union unless that union has something to offer. Sweet words can't be used to buy groceries, but actions and results show up in the paycheck.

That is why the SIU has achieved so much success in organizing seamen so far, and that is why the Great Lakes Drive is being looked forward to, both by the SIU organizers and the men on the Great Lakes.

Effective Unity

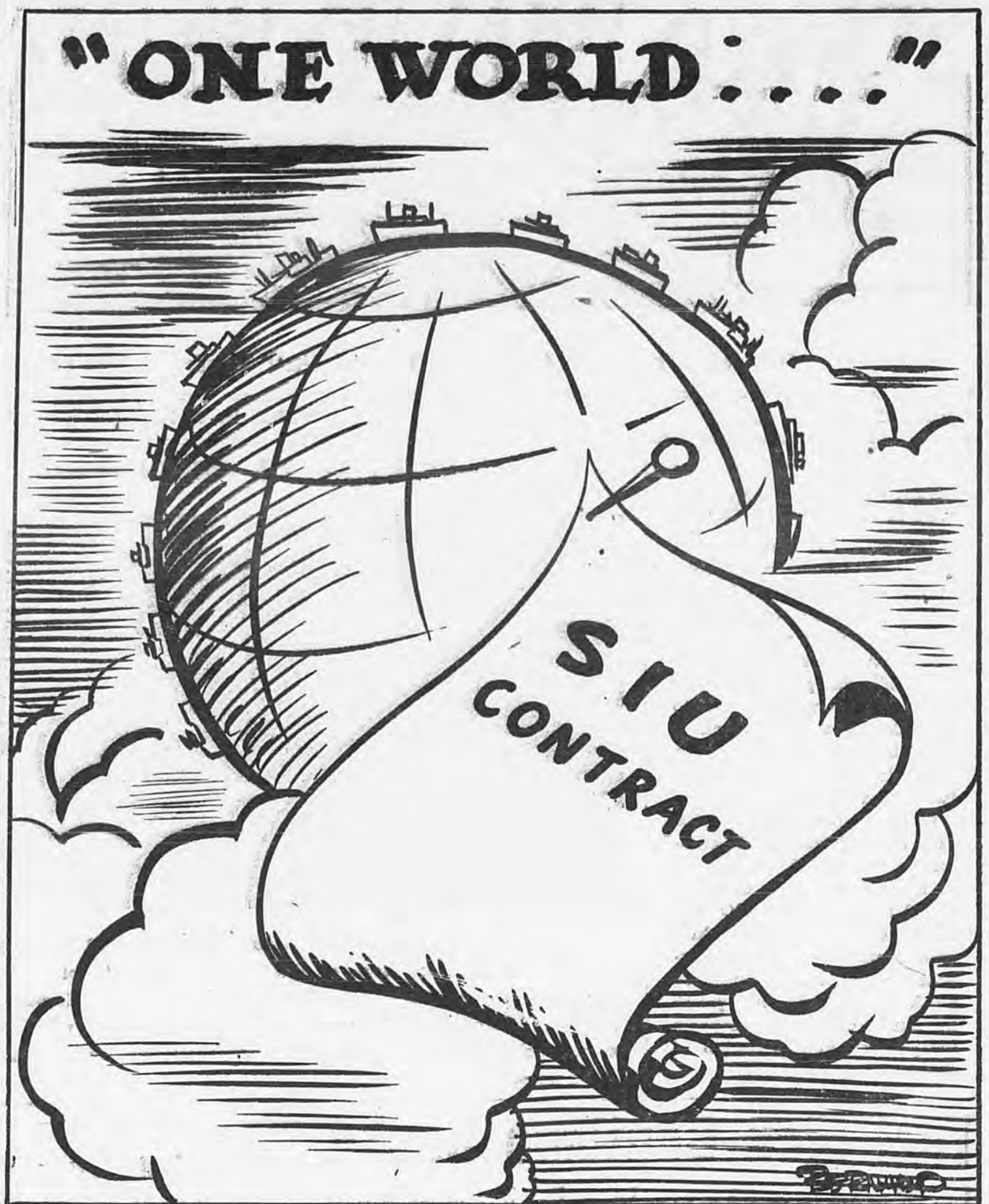
The cause of trade-union solidarity is far from being a hopeless one, in spite of the staggering damage inflicted in its name by the so-called advocates of "unity"—the communist-led labor groups.

This week, unaccompanied by drum-beating, hysterical shouting or publicity-seeking fanfare, the Seafarers International Union sharply demonstrated that one union can help another without trying to move and take over under the guise of "unity."

The AFL Seafarers were out on the picketlines of the CIO Shipbuilders. Our white-capped men, old hands when it comes to militancy, were out there in response to a simple appeal for aid. And they responded wholeheartedly and enthusiastically.

There was no maze of resolutions, no can-shaking, no long drawn-out conferences, no jockeying for position to make political capital of the situation. It was effective unity at the point of production.

And trade-union solidarity can be as simple as that. The long-winded, hot air merchants of "unity" might well learn a lesson from the honest, hard-hitting Seafarers when it comes to labor solidarity.



Men Now In The Marine Hospitals

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

BALTIMORE HOSPITAL

MATHEW CARSON
LLOYD YOUNG
PETER LOPEZ
JOHN DUDKO
FRANCIS O'BRIEN
CASIMIR HONOROWSKI
THOMAS CARROLL
PHILIP BAZAAR
JOHN TILL

GALVESTON HOSPITAL

OLSEN
BENNETT
GALANE
R. V. JONES
HUTCHENSON
STAEINZ
MILKE
FLESHER
AKIN
GRAVES
BREASHAR
KOW LIM

SAN JUAN HOSPITAL

JUAN OLIVER
WALTER JORGENSON

RAYMOND SAUDERS
R. ARMSTRONG
P. FELICIANO
R. SEIFO

STATEN ISLAND HOSPITAL

C. BONAFONT
R. G. MOSSELLER
J. S. WOOD
W. G. H. BAUSE
H. BELCHER
L. L. MOODY
E. D. MILLER
C. KOLSTE
R. POWELL
M. MORRIS
L. A. CORNWALL
JOE LEWIS
M. J. QUINN
G. LUETH

NEW ORLEANS HOSPITAL

HUGO ECHEVARIA
E. R. BUCKLEY
ROBERT MULHOLLAND
M. R. SUTHERLAND
JOHN RETOUR
SIR EDWARD CUSTER

Hospital Patients

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

Staten Island Hospital

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

Tuesday — 1:30 to 3:30 p.m.
(on 5th and 6th floors)

Thursday — 1:30 to 3:30 p.m.
(on 3rd and 4th floors.)

Saturday — 1:30 to 3:30 p.m.
(on 1st and 2nd floors.)

DAVID McDUFFIE
O. M. STIREWALT
ERNEST COOPER
ALBERT SHULL
J. W. DENNIS
STEVE MOGAN
W. BROCE, Jr.
JACINTO NAVARRO
JOHN O'DONOHUE
JJ. STEFANIDES
CENTRAL MASON
KARL PETTERSEN

BRIGHTON MARINE HOSP.

E. JOHNSTON
H. SWIM
G. VICKERY
J. GALA
R. ALBANESE
T. DINEEN
V. RUIZ
R. FIORE
R. LORD
J. LAVASSOR



By PAUL HALL

The Seafarers have been very fortunate not to have had any of the inner factional troubles that are splitting the NMU and other labor organizations. That does not mean that we have not had differences of opinion in the Union, but it does mean that we have been able to settle our differences without weakening our structure.

The shipowners have always known that the SIU was a solid, democratic Union, and that any attempts to club us through fostering bad feeling among the officials or rank-and-file would be fought by a solid front of SIU members.

Last week I had the privilege of attending a meeting in Philadelphia. It was here that the attitude of the Seafarers was best exemplified by one of the Brothers who took the deck and remarked when a man had a beef in the SIU he had the right and the duty to hit the deck with it at a Union meeting, and get it off his chest.

One of the members at the meeting, summed the situation up very well when he took the deck to say, "The place to discuss Union beefs is on the deck at a Union meeting. If anyone comes to you with a damn BS story, tell him to speak his piece at a meeting and have it thrashed out there."

In the course of the discussion, it came out that certain stories have been circulated by former Philadelphia officials and others that smeared some other officials and members of the SIU. This sort of talk and action can do the organization harm from which it might never recover.

Differences of opinion are healthy and the open discussion of these differences stimulates the Union. However, when these differences are used as whispering campaigns to undermine either the Union, individual members, or officials, the instigators of such campaigns then become disrupters and have no place in a true, democratic Union such as the Seafarers.

Union-Busters Move Fast

The way the Washington hot shots are talking about labor, you would get the idea that the labor movement is up on the block, like a pig, waiting to be killed.

One group says, "Let's cut labor's throat from left ear to right."

The other group says, "No, let's cut from right to left."

But all are agreed on the throat-cutting part of the deal.

Even the so-called friends of labor are snapping at labor's heels, and saying that certain of the rights which labor has fought for should now be taken away. It is surprising how many Senators and Representatives, elected with labor's support, are now jumping on the anti-labor bandwagon and trying to outdo the bosses in thinking up new ways to tie the ball and chain to the United States labor movement.

There is one lesson to learn from all this, and in the SIU we have a recent lesson to bear in mind. Economic action is the only power which the worker has, and which the Washington fakers can't take away from him. By use of economic action the SIU threw out the Wage Stabilization Board which set itself up as a high-and-mighty body to overrule legitimate contracts arrived at between labor and management.

What we did then, all labor may be forced to do in the future. And if that times comes, we will have a definite part to play.

We must in the future, as we have in the past, assist all unions in their legitimate beefs. When one honest union is in danger, then there is danger for all other organizations of workers.

Our Program Clear

We must continue in our organizing, and to assist other unions to organize if they need our help. We must continue to take the lead in winning higher wages and better conditions for all seamen.

In this whole program education will be a major factor. If a man doesn't know what he is fighting for, there is no real reason for him to put up his best battle. Education does not mean the phony political education that some unions have forced down the throats of their memberships.

It means the education of all working stiff in the value of something that Seafarers know well—the use of economic action.

All workers must realize that economic action at the point of production is what makes us more powerful than the richest boss who ever lived. Our labor is our stock in trade, and if we withhold it, no factory, plant, ship, or money, will be any good to guys who use their property and money to keep a heel on the neck of the working stiff. When labor stops—industry stops—profits stop.

NMU Can't Service Its Members, So They Look Elsewhere For Help

Dear Friend:

Do you have money due from your ship on unclaimed wages? Disputed overtime? Linen or transportation money? Federal Old Age tax over-payment?

We'll find out for you and notify you as part of our regular service to seamen. This service comprises: 1. Immediate notice to you that money is due, how much it is, and where you can get it. 2. Use of our facilities as your permanent mailing address.

The above is part of the text of a letter being circulated by the Merchant Seaman's Personal Service, a new organization which offers to assist seamen to collect money, that is rightfully theirs, from unclaimed wages or disputed overtime.

The letter goes on to say that this service is provided for the nominal sum of \$2.00 per year—in advance.

There is every possibility that this organization is perfectly honest and will provide the services it so glowingly advertises, but it is obvious that these services are not necessary for seamen who belong to a union that works unceasingly for the benefit of the membership.

NMU NEEDS HELP

That's the rub. Reading the list of companies paying retroactive wages, and using the Merchant Seamen's Personal Service

to locate the seamen to whom the back pay is due, the first thing that strikes the eye is that not one of the companies is under contract to the Seafarers.

On the other hand, of the twelve companies mentioned, one or two are unorganized, and the others are contracted to the National Maritime Union, CIO.

That fact has only one meaning. For the unorganized companies, it is easy to see why they have to advertise to get in touch with former crew members who have back pay coming, but for the NMU contracted companies, only a complete breakdown of the union's services could make such action necessary.

And that is exactly what has happened.

For a long time it has been known that the NMU officials spent more time on politicking and following the communist party line than they did on providing decent service for the members. They also organized more for the CP than they did for the NMU, and this indirectly led to the overwhelming defeat suffered by the NMU in the Isthmian election.

In such a set-up, it is obvious that the elected or appointed officials just don't have enough time to settle the beefs of the membership. The best they can do is to keep the situation as quiet as possible, and hope that

nobody becomes angry enough to raise a fuss.

FALSE PATRIOTISM

During the war, by raising the cry of "patriotism," the NMU misleaders could get away with practically anything. They had free hand to dispose of the membership's legitimate complaints in any way they saw fit, and they did exactly that.

Now with the struggle for power in the NMU going strong, the officials are so busy defending themselves, and looking for a good place to stick a knife in the other man's ribs, there does not seem to be any time to settle beefs, collect overtime, or check on retroactive pay.

It is logical to assume that since the companies can't depend on the NMU to bring certain information before the membership, the members of the NMU can't depend on being informed or serviced by the union.

All of the services advertised by the Merchant Seaman's Personal Service are benefits which should be provided by the union. When the union fails to do so, the members look elsewhere. That's the story in the NMU today.

SIU HANDLES BEEFS

The Seafarers International Union has always prided itself in the way all beefs, large or small, are immediately worked on by Union officials.

SIU men know that when they have overtime due them, or linen money, or transportation, they don't need an outsider to represent them. They are assured of the services of a qualified Union official from the moment they join.

If the Merchant Seamen's Personal Service looks to members of the SIU for business, they might as well fold up shop right now. But if they expect NMUers to provide the bulk of their trade, then they will probably be able to build up a lucrative enterprise.

Canadian SIU Wins Wage Rise From Union SS

VANCOUVER, B.C.—The Seafarers International Union in Canada, this week, completed negotiations with the Union Steamship Company gaining a \$20.80 increase in wages.

The new agreement covering wages of all unlicensed ratings on the 11 ships of that company went into effect on February 1.

The \$20.80 increase brings one more company into line with the gains made by the Seafarers, for the Canadian Pacific Steamship and Canadian National Steamship Companies recently signed a similar agreement calling for the same wage boost.

The gains made by the Seafarers in Canada are the fruits of long negotiations, and with the \$12.46 boost won last year they now show a raise in wages of over \$33.00.

Negotiations are continuing between the SIU and the Union Steamship Company on hours and conditions, with Hugh Murphy, Port Agent for Vancouver, representing the Union.

New Seamen's Bill Of Rights Is Introduced Into Congress

A new Merchant Seamen's Wartime Service Act has been introduced into Congress by Representative Peterson, Democrat of Florida.

The new bill, made necessary when the old one died in committee with the adjournment of the 79th Congress, calls for practically the same provisions contained in the old bill.

H. R. 476, as it has been numbered, after its introduction, was referred to the Committee on Merchant Marine and Fisheries on January 6. The Union has received assurance for the Chairman of the Committee, Fred Bradley, that he would do everything to secure passage of the measure.

The bill, with its provisions, is as follows:

H. R. 476 (Peterson) Merchant Seamen's Wartime Service Act—To provide aid for the readjustment in civilian life of these persons who rendered wartime service in the United States Merchant Marine, and to provide aid for their families.

This bill would provide for any individual who rendered "maritime wartime service."

a. Education and Training—

For a period of one year between September 2, 1948 and September 2, 1952, preference to be given to their admission at maritime schools. The cost of tuition, and other incidentals, not to exceed \$500, will be paid by the Federal Security Administrator to the school. A subsistence allowance of \$60 per month, if without dependents; and \$80 per month with dependents is provided.

b. Employment Rights—

The maximum employment opportunity is to be afforded by the Federal Security Administrator. Reemployment rights are extended from 40 to 90 days after termination of service.

c. Hospitalization and Medical Care—

Hospitalization, domiciliary, institutional and convalescent care are provided at U. S. Public Health Service Hospitals and stations. This service includes artificial limbs, wheel chairs and similar appliances.

d. Vocational Rehabilitation—

Any disabled wartime service seamen would be eligible to the benefits of the Vocational Rehabilitation Act of 1920.

e. Disability Benefits—

The benefits provided under the Act of September 7, 1916 are made available to wartime service seamen who became disabled or die from injury or disease incurred in or aggravated by service.

A Division of Maritime Service Benefits and a Board of War-time Seamen's Appeals would be created in the Maritime Commission for administering these benefits.

When the bill comes up for hearing, which is expected shortly, the Union will have representatives present to testify for the necessity of the measure. Also, the American Federation of Labor Legislative Committee will put the AFL behind the bill.

While the bill is waiting hearing, President Lundberg requests officials of the Union, in every coastal state to write their Congressmen urging their support in the passage of the bill.

HERE'S WHAT I THINK...



QUESTION:—From time to time, the *Log* has asked questions on how conditions could be improved aboard ship, or what could be done to strengthen or streamline the Union. Many of the suggestions have been put into effect, and again our question is the same: What suggestions do you have that would increase the efficiency of the SIU, or would better the lives of seamen?



WILLIE EDWARDS, Pantryman:

I have no beefs because I think the Union is okay just at it is going along now. We operate efficiently, and all members get quick and effective representation. My only suggestion is that we continue to build for the future, stay strong, and be prepared for anything that might happen. If we do that, then we can be assured that the Seafarers International Union will be able to weather anything that comes along. The AFL Maritime Trades Department is a big factor in our present strength.

JAMES A. MacKENZIE, Bosun:

My idea is that promotion of an AB to Bosun, while aboard ship, should not be allowed. All Bosuns should ship through the Hall, and that would put an end to disturbances aboard ship. The system now makes apple-polishers out of some men, and they buck for Bosun by kissing the Mate's foot. The Union rule of three years for an AB before being allowed to ship as Bosun should be adhered to, and Se-rangs should come from the Union Hall, just as they do in the SUP.



THOMAS DAWES, MM:

The Union should go all out for the four-watch system. In my opinion, that is the most important objective for us to have in the coming year. Shipping is on the decrease, and there will be plenty of men on the beach, while men who do get jobs will have to work that much harder. With the four-watch system, there will be a more equal distribution of the work, and less unemployment among the men of the merchant marine. After all, there were plenty of jobs during the war; why not now too?



CARLOS GOMEZ, Wiper:

I think that the Union should concentrate on the organization of tankers, and inland waterways workers, so that more jobs will be available to the members of the Union. As long as there are men who are not organized, they are a threat to the security of the Union members. At the same time I believe that the Union should start a full scale Educational Program, so that organized and unorganized seamen will know the score on how a union fights for its members, and for all labor.

SEAFARERS SUPPORTS STRIKING SHIPBUILDERS

(Continued from Page 1)

Company that the Maritime Commission wanted the strike-bound docks in steady use, and that the MC would not place any additional work there until the labor dispute with the Shipyard Workers was finally cleared up.

U. S. Conciliation Commissioner Stewart and Judge McGuire from Mayor O'Dwyer's special labor committee were both rebuffed by Bushey representatives when they attempted to intervene in the current dispute. Of course, the company didn't refuse outright; they just used the usual line of stalling tactics and hokey common to labor haters of the Bushey variety.

SIU SUPPORT

Last Thursday, January 30, several hundred Seafarers picketed jointly with the CIO Shipyard Workers in a demonstration of maritime solidarity before the gates of the Bushey company.

Appearing with traditional white caps and SIU picket placards, SIU members marched the picketlines before the Brooklyn shipyard side by side with their CIO brothers in the maritime industry. (Pictures of the demonstration appear on page 5 of this issue.)

In line with a pledge of support which was given the Ship-

yard Workers Union at the N.Y. membership meeting on January 15, all activities at SIU headquarters were closed down until 4 P.M. in the afternoon. This was done to facilitate the picketing demonstration, and allow everyone to get over to the Brooklyn shipyard.

Leaving the New York hall shortly after 11 A.M., the SIU members arrived at the Bushey shipyard before noon and continued to walk the picketlines until late in the afternoon. Various on-the-spot observers commented on the swell effect created by the pickets from both unions marching together in this demonstration of maritime solidarity.

At the conclusion of the joint demonstration, SIU pickets held an impromptu meeting across the street from the Bushey shipyard. New York Port Agent Paul Hall addressed them on the fine job that they had done in supporting the Shipyard Workers' beef.

He stated, "Real union solidarity is always achieved at the point of production by union members backing each other up on the picketlines. It can never be achieved simply by making motions or passing resolutions. Direct action is the only solution."

Two members of the striking

Shipbuilders Union, international representative William McCaffrey and Nick Lamb, secretary of Local 13, also spoke a few words to the assembled Seafarers.

Brother McCaffrey expressed the thanks of the strikers for the SIU support, and pledged the support of the CIO union for any future beefs of the Seafarers.

In his remarks, Brother Lamb also thanked the SIU for their assistance, and declared that the display of solidarity between AFL and CIO maritime unions as expressed by the joint SIU and IUMSWA action set a mark for other unions to follow.

At the conclusion of the brief meeting, Seafarers made their way back to the SIU hall confident that once again the SIU had shown the way to other maritime unions.

COMPANY FINAGLING

During the seven days of their strike, the Shipyard Workers have maintained solid picketlines, and no one has attempted to cross them—other than the office workers and supervisory employees of Bushey.

Lines are maintained on a 24-hour basis with only a few pickets on the scene late at night and early in the morning. According to the pickets, they're prepared for a longer siege than Bushey.

One day this week, a certain Bushey stooge showed up with a bankroll large enough to choke the proverbial ox. This individual, who is rather noted for his tight fistedness, started buying drinks right and left, and even went so far as to loan the boys a sizeable sum of money. His boast was, "Drink it up, fellows. It's all on old man Bushey."

The boys took him at his word. They drank up and borrowed all of the dough, and had the pleasure of seeing this guy pass out cold. They didn't mind taking a free handout as long as it was costing Bushey money, and took the whole thing as a huge joke.

Certainly, when you look over the roster of Bushey-owned companies, everyone realizes that he can well afford to shell out some of his cabbage. They want to know why he doesn't invest some of it in paying better wages, and building up better labor relations with the employees.

With the support that the CIO Shipbuilders Union is receiving from the SIU and other maritime unions, even a rich, labor-hating individual like Bushey can't expect to hold out too long. In any event, they're fully prepared to battle this outfit to the bitter end and the SIU will support them until the beef is won.

Taxi Drivers Are Strong In Tampa Strike

(Continued from Page 1)

hands to run the taxi men out of town.

But this has reacted against them, and the public is waking up more and more to the fact that an open shop is a wedge that can be used to grind down all working people. The attitude of the city officials and the Company is not popular with most of the people here.

GOOD NEWS

Not all the strike news from Tampa is bad this week. With the cooperation of the Seafarers, Local 153 of the Bartenders and Waitresses Union, AFL, won a strike at a restaurant called the Old Fort.

This has been a seaman's hang-out, and after the waitresses threw a picketline around the place, seamen refused to go in, and pretty soon the owner saw the light and signed a contract.

The same thing happened at O'Falk's Tearoom, and a contract has been signed and sealed by the management there. SIU help did not pass unrecognized, and the branch received a letter from the Local, thanking the Seafarers for their assistance. Here is what the letter had to say about the SIU contribution to the winning of their strike:

Dear Sirs and Good Brothers:

Our poor words written or spoken are inadequate tools to express our deep down heartfelt appreciation for your bountiful aid in winning the "OLD FORT" and the "O'FALK'S TEA ROOM" strikes. I pray that we shall continue throughout the years to enjoy the mutual friendship. We beg to remain, your humble brothers,

Sincerely and Fraternally,

Thom Boger, President
Peter C. Leto, Fin. Sec.

Owners of restaurants and grills here have formed an organization to combat the Union. But the first two spots that Local 153 tackled were swiftly put under contract, and that means that the owners organization will probably soon fold up.

Danish Sailors Talk Merger With Firemen

From Denmark comes word of a possible merging of the Danish Seamen's and Firemen's unions. A joint "cooperation committee" has been set up to test the plan's practicability.

A management committee of three representatives from each union will deal with day-to-day problems. A broader permanent committee will meet at least twice a year—or when necessary, as determined by the managing body.

Under the rules of the management committee, the cooperation shall not interfere with the sovereignty or particular interests of either union. All major questions and negotiations with the shipowners, however, will be dealt with by the joint committee.

(International Transportworkers Federation)

SIU And CIO Shipbuilders On Picketline In Real-Life Exhibition Of Maritime Unity



Before the strike of Local 13, CIO Shipbuilders, started, a delegation from the union came to ask the support of the Seafarers. This was quickly volunteered, in line with the SIU policy of backing up the legitimate beefs of honest unions. Here Fred Mesita, Chairman of Local 13, and Lou Calomine, head of Local 13's Veterans Committee, tell the story up in the LOG office.



When the strike broke, and picketing started on January 30, shipping was suspended in the New York Hall, and Seafarers went down to join Local 13 on the picketline. They gathered at a central spot, near the Ira S. Bushey and Sons Shipyards in Brooklyn, and then took their places in the line that had, and still has, the yard sewed up tight. See how the Seafarers white caps stand out, even on a cold, rainy day.



Business not going as usual inside. This line is impregnable—good union men won't go through it, and those who would like to would have quite a bit of trouble trying it. Bushey's long history of bad labor relations brought this strike on, but the CIO Shipbuilders are going to finish it by winning a victory and forcing Bushey to bargain.



The SIU signs stand out. This close-up of the picketline shows CIO Shipbuilders and AFL Seamen marching side by side. That's real unity, not the phony CMU kind.



Some more real unity. Teamsters drove up the line, got the story, and turned right around. For anybody who might have wanted to bust through the line, there were plenty of men to see that it would not happen.



After the picketing, a sandwich and a cold bottle of milk really hits the spot. That's what is happening above, as Seafarers take time out to refresh themselves, and then back to the line to show Bushey that the AFL Seamen and the CIO Shipyard Workers are in this fight against anti-labor bosses.

There's More To Organizing Than Meets The Naked Eye

By EARL SHEPPARD

There is a lot more to organizing than merely going aboard an unorganized ship, contacting the crew, passing out literature and presenting the Seafarers' program.

All of that is necessary, but behind and ahead of it is a lot of hard work—work that isn't spectacular or even generally known but which, nevertheless, is absolutely necessary to success.

Before an organizing campaign is launched, every detail must be worked out carefully. Things like the names of every ship's officer, whether or not he has a union background and in what union, must be determined and carefully filed for future reference.

The thousand and one little details that must be taken care of in the union offices, carefully sifted and filed, are the job of the organizing staff and each organizer has to learn the operation of the system.

It isn't a very easy job to make an office worker out of a seaman, but it is seamen who have done and are doing this work. It is a thankless job, with the only reward being the knowledge of a job well done, but the hands that splice, oil and cook have done an equally good job at pecking on a typewriter, running a filing system and building an investigation and research apparatus.

CONCENTRATION

If the organizing staff were to undertake to organize the whole industry at the same time, they would be wasting Union money and butting their heads up against a stone wall. For that reason their work has to be so arranged that the main effort is directed against a particular company such as Isthmian.

While that is going on, however, the future tasks must always be kept in mind and prepared for by a portion of the work being against other unorganized companies, probing and exploring in order to determine just where the next main concentration shall be.

For the past year the main attention of the Union has been on the Isthmian Line, but all through that period forays were made in other directions. The result was that, even before the end of the Isthmian voting, it had become evident that the unorganized tankers were the most logical field, and the Isthmian organizing forces were thus able to swing into action as tanker organizers with no confusion and a prepared plan of action.

The success of all union activity depends upon efficient operation and the proper coordination and concentration on a determined objective.

EVERYBODY AN ORGANIZER

By far the most important factor in organization is the membership as a whole. Without the full support and cooperation of the membership, no organizing effort could hope for success. The conversations in hotels, gin mills, on the docks and street corners, anywhere and everywhere seamen gather, is of vital importance.

The unorganized man judges a union largely by what the rank and file members of that union think and say about it. The man

who wears his union button, carries his picket cards and paid up union book, and lets the world know that he is a Seafarers member, and damn proud of it, is an organizer whether he knows it or not.

Every official, every organizer and every employee in any capacity possible comes from the membership at large, and it is those members who are most active, who constantly work in behalf of the union and participate in every activity from picket lines to organizing who become known, who learn their jobs and who ultimately become union officials.

EDUCATION

A study of the back issues of the *Log* constitutes a good Seafarers education. In these back issues will be found the story of how the Union grew from a little outfit of 500 members to its present strength, and the reasons why it will continue to grow.

In the *Log* are the stories of the strikes, job actions and beefs that paved the way to the contracts we have today—the decisions of the conventions, the Agents' conferences, the action of the membership on resolutions and the general knowledge that is needed to make an organizer thoroughly conversant with the subject of maritime trade unionism.

In the research department of the organizing staff are complete files of various trade union papers clearly proving by their articles that while others have, like the rocky mountain goat, "jumped from peak to peak and back again," the Seafarers has maintained a steady, unswerving progressive line.

This is the knowledge that is needed to make a good organizer; this is the knowledge that, when imparted to an unorganized seaman, brings him into the Seafarers' ranks.

The staff of the *Log* has prepared a summarized "Organizers Handbook" which will be off the press shortly. This together with the other material available should be studied by every member so that all will be able to explain, organize and build our Union still stronger.

ROUGH, TOUGH, READY

The Seafarers has come a long way, but there is still a long tough voyage ahead. By following a correct program, using the right tactics and being always ready to go to bat at anytime, the Seafarers has proven itself, not only to its own membership but to the entire trade union movement, as the most militant, aggressive and democratic Union in the maritime field.

Hardly a day passes without other unions, CIO and Independent—as well as AFL—coming in for aid or advice. None goes away empty handed, for the Seafarers lives up to the principle that labor's fight on any front is the fight of labor as a whole.

To accomplish this has taken a hard hitting and alert membership. For that reason, if for no other, there is no reason to fear the future. In the days to come, whatever the job may be, the Seafarers will tackle it and win, then as always before—rough, tough and ready.

MEET THE SEAFARERS

Ellis Samia



After 11 years in the Navy, Ellis Samia, Oiler, really started enjoying his sea life in 1941 when he joined the Seafarers International Union.

"Don't get me wrong," he says with a smile, "but now that I'm in the SIU, it's hard to believe that I stood Navy discipline for such a long time."

Brother Samia went to sea more than 16 years ago. He was a young man, in search of adventure, and the Navy offered an opportunity to see the world. He saw the world, and liked sea life, so he reenlisted and served a total of 11 years.

By that time, he decided to try his luck in another direction, so he became an Oiler on tugboats, and from there he graduated into deep sea vessels.

"I've never been sorry that I left the Navy," he says. "In the SIU I've met plenty of swell guys, and I have seen how conditions and wages have improved even in the short time since I came into the Union."

ON THE SPOT

Ellis Samia joined the SIU in 1941, and almost immediately he took part in the 1941 Bonus Strike. He and his shipmates tied up the SS Evangeline, Eastern Steamship Company, in the port of New York, and then they all stood picket duty until the strike was won.

In the 1946 General Strike, his luck was not as good, and he was at sea until four days before the strike ended. But as soon as his ship pulled into New York Harbor, Samia headed for the Hall and then out to the picket-line for duty.

During the war period, it was hard for Brother Samia to tell the difference between service



in the regular Navy, and sailing merchant ships.

"The dangers were the same," he recalls, "only the Navy had more protection and armaments than we had."

LUCKY CHARM

Samia sailed the dangerous North Atlantic run to Murmansk, Russia, at the height of the Nazi U-Boat menace. Although attacked from the air on many occasions, Samia luckily escaped without injury.

Not only that, but no ship he was ever on was torpedoed, but there were plenty of near misses.

Brother Samia expects to continue sailing. He feels that since the Union has won so many advantages for seamen, the life of a merchant seaman has improved immeasurably.

He recently returned from a trip to South Africa on the Robin Locksley, and he is eagerly awaiting another trip to another foreign port.

His words of advice are well worth remembering since he has had the opportunity to compare military life with the democratic SIU way.

He says, "If we let the Coast Guard rule us it will be the same as being in the Navy. No merchant seaman wants that or he would join the Navy in the first place. It is our duty to fight CG control. We are civilians and should be treated as such."

That is the consensus of opinion in the SIU, and with a militant membership, the Union will continue the fight against the Brass Hats, and for civilian supervision of the maritime industry.

Philly Is Out To Get Bigger And Better Hall

By EDDIE HIGDON

PHILADELPHIA—After I assumed the Agent's job last week, the first thing the membership did was assign me the task of finding a larger and better hall. The motion was a good one as this joint we are in now can't even start to serve the needs of the Port.

Finding a new location is another matter, however, but practically every member in the port is working as a committee of one. And with so many sea going real-estate brokers on the job we should be able to find something and get out of this dump.

Shipping has picked up some and there are indications that it will continue to improve. Brother Harry Collins, who held this port down in some of the tough, lean years, is back on the job again presiding over the Dispatcher's office.

He took hold of things the same way he takes over the Steward's job, with the result that everything is ship-shape and efficient. Its like old times to have Harry back on the job again.

Charlie Bush, newly elected Philly Patrolman, hasn't shown up yet to assume office so we are getting along with only one Patrolman, Brother Ernest Tilley. He and I cover payoffs together and make the routine daily patrol. The new policy here is to see that every ship is adequately covered.

The last membership meeting here also took up the question of ports calling one another when there is a shortage of men instead of issuing new permits. This is a good idea and should improve shipping all up and down the coast.

In general, things are shaping up pretty good in Philadelphia. The membership as a whole has cooperated a 100 percent in the business of taking over from outgoing Agent Truesdale, and with this kind of good membership you can't go wrong.

New Address

On and after February 1, 1947, Station "P" Post Office, located at the Custom House, Bowling Green and Broadway, New York 4, N. Y., will be known as Bowling Green Station.

The official address of the Union is now P. O. Box 25, Bowling Green Station, New York 5, N. Y.

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!

COMPANY ECONOMY COSTS SEAMAN BROKEN LEGS

By BEN REES

NORFOLK — Penny-pinching by the big steamship companies is really funny, except at times when men's lives are endangered by that desire to save an extra cent.

The companies made piles of money during the war; and even in peacetime operation, the profits of the shipowners and operators are exorbitant.

The case I have in mind at this time, and there have been plenty more in the past, was the injury that occurred to three SIU men on the Coastal Advocate, Bull Line.

These men were hurt when a heavy sea broke over the bow while they were stowing lines that should have been stowed before the ship left port.

But the company was too tight to pay for an hour overtime, and so Brother James P. McNeeley is in the hospital with two broken legs. He's resting a little easier now, but that's not due to anything the company did.

NO LONG CHANCES

It's about time that the companies started to realize that men's lives are much more important than profits. If the operators won't stop forcing men

to take unnecessary chances just for big profits, then the Union will have to step into the picture.

Last week the men at the Norfolk Marine Hospital got a special break. The fines that were collected on the SS Stephen Beasley were earmarked for the 12 hospitalized Brothers, and they each received \$3.00.

The recipients were: James P. McNeeley, Brother Manning, John Harrison, J. Burchinal, William D. Weiss, William Gibbs, W. R. Knight, William C. Scott, J. C. Smith, Clinton Lester, Orville Daniels, and Edward A. Dussenburg.

Payoff Takes 14 Hours, But Crew Gets Everything It Has Coming

By JOE ALGINA

NEW YORK—The Skipper of the Fort Winnebago, Pacific Tankers, is not too popular with the New York Patrolmen right now. At least, he's not at all popular with Ray Gonzales and Jimmy Drawdy.

They hit the Winnebago one day last week for a payoff, and since they went on board at about one o'clock in the afternoon, they figured on being finished at a reasonable time.

But they didn't figure on the Skipper. He had a habit of erasing the overtime claimed by the members of the crew, and substituting what he believed to be the correct amount.

As a consequence, the overtime sheets were all fouled up, and the crewmembers were mad enough to throw the Captain over the side.

It took until three o'clock the following morning before the

mess was straightened out, and the SIU crew collected everything they had coming to them. It will be a long time before that



particular Old Man puts his eraser to any more use.

ON UPGRADE

Shipping is still on the upgrade in this port, and we are continuing to keep our fingers crossed. There are plenty of jobs on the board, and that is a good sign for the men who come off ships looking for new vessels to sign on.

This sudden flurry in shipping is bringing a lot of the oldtimers through this port once more. But this isn't a gossip column, so you'll have to read "Cut and Run Hank" to find out who's in town.

Seems like the organizers are pretty chipper these days, too. More and more men are coming in to volunteer for jobs on unorganized ships, and added to the large group that has already gone on record to ship unorganized so as to help out, that makes a lot of men who are willing to sail under poor conditions and with low wages just to bring more lines under the SIU banner.

That's all to the good, and shows the militant spirit of the Seafarers.

Shipping Takes A Sudden Spurt In Savannah

By ARTHUR THOMPSON

SAVANNAH—As we predicted, business picked up considerably in Savannah. The SS Joshua Slocum came in already signed on, but we shipped one man and every job counts.

The SS Bienville also came in with a full crew aboard, and there probably won't be any replacements for her. The SS F. W. Galbraith paid off and called for 13 men.

The SS Cyrus W. Fields also paid off and will call for a crew probably next week. She's off the cattle run now and will be stripped of stalls before she goes out again.

The SS Joshua Hendy came in and will pay off Monday, and we've had a few calls from Watremar for some ships which are being resurrected from the boneyard. All of this keeps us busy, but also makes us very happy. No big beefs came up so far and the pay offs were clean.

We're not sure how long this will keep up, but we're keeping our fingers crossed.



AROUND THE PORTS

NO NEWS??

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

SAN JUAN
BOSTON
CHARLESTON
HOUSTON
NORFOLK
JACKSONVILLE
BALTIMORE
MARCUS HOOK

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.

Log-Happy Skipper Throws Them In All Directions, Poor Feller

By R. W. SWEENEY

GALVESTON — Sometimes it looks as though the Skipper of a ship is trying to pile a fortune for the operators by logging all crew members. That's what happened on the SS Milan R. Stefanik, Pacific Steamship Company, which paid off here this week.

Practically three fourths of the crew had logs against them, and it made no difference to the Skipper if the man being logged was on the ship or not. The Bedroom Utility was hit for 48 days, but we knocked it down to six days which the man admitted taking off.

The others were just about the

same, phony all the way through, and we had little trouble making the Captain see the light. The only way to teach these tough Skippers a lesson is to fight them when they try to throw their weight around.

The crew of the Stefanik collected \$70.00 to be turned over to the men in the Baltimore Marine Hospital. That was a nice gesture, and the boys there will sure appreciate the money.

HUNGRY STEWARD

We had the SS William Cox, of the Bernstein Steamship Company, in here for a clean payoff, but the Port Steward seemed to be under the impression that the crew would be willing to sail the ship out of here without enough stores on board. We checked and found that the stores were about 30 days short.

What goes in all other ports is the rule here, and so the ship



did not leave until everything was aboard. We held up the sign on, and the stores started arriving soon after.

The SS Fairport, Waterman, came in, paid off without beefs, signed on again, and sailed the same day for Coastwise ports and China. Fast work, eh?

Shipping has slowed up a little here, but there are still enough jobs to go around. Like everything else, it could be better, but we won't kick as long as it doesn't get any worse.

This seems to be about all the news out of this port unless you are interested in knowing that "No Coffee Time" Curran is in port and is reported to be having no success in getting his point across to the party-line piecards here.

NOTICE!

When requesting information regarding your book, dues record status or retirement, address your communications to: J. P. Shuler, Assistant Secy.-Treas., Seafarers International Union of N. A., 51 Beaver Street, New York 4, N. Y.

Never send cash by mail if you wish to pay your dues, assessments, etc. Send money order payable to the Seafarers International Union of N. A.

Action In Chicago Is Confined To Bull Sessions In Union Hall

By HERBERT JANSEN

CHICAGO—When the SS Rockwood pulled her fires this week she gained the honor of being the last sand boat to finish the season. We don't expect her to have too long a lay-up, as the sand boats will return to operation as soon as the ice breaks up on Lake Michigan.

With the tying-up of the last sand boat there isn't much else moving around this port, so the action for the most part has been confined to bull sessions in the Hall.

Hardly a day passes in the Hall without the SIU members, former NMU members, and newcomers, discussing the tactics used by the NMU in organizing seamen.

These seamen are wise to the tactics of the NMU in using the seamen as pawns for their own political ends, and it is easy to see that the shoe is on the other foot now.

RECORD NO CREDIT

It took some of the younger men a long time to see the trend, but the phony strike pulled by the NMU last summer showed their true colors to all seamen organized and unorganized alike.

Retroactive Pay

Seafarers writing to the below-named companies for retroactive pay should address their communications as listed:

South Atlantic Steamship Company—Savannah Bank and Trust Bldg., Savannah, Ga.

Mississippi Shipping Company — Hibernia Bank Bldg., New Orleans, La.

Los Angeles Tankers — 365 West 7th Street, P. O. Box 380, San Pedro, Calif.

Deconhil Tankers—311 California Street, San Francisco, Calif.

Pacific Tankers — 433 California Street, San Francisco, Calif.

Their record of commie regimentation has been no credit to them, for since their inception as an alleged labor organization their record has proved to be one of misrepresentation. They have never made any gains in wages and conditions for the seamen. Instead, they have always grabbed onto the shirt tail of the SIU after we have won a battle for seamen.

Their record of always running to the government bureaucrats and shipowners to gain an adjustment up to SIU standards is well known.

It's unfortunate, but their membership has been time and time again victimized by the selfish motives of the commie-minded officials of the union. The only solution to the muddle the NMU has created is for all seamen to repudiate their efforts to pull them into their mire.

STRAIGHT UNIONISM

You seamen who will sail on the Lakes this season who do not belong to the SIU: When you are in port look around for an SIU organizer. He'll be around to your ship to talk to you. You don't have to worry about him peddling you a line, for he will talk straight unionism.

The SIU organizer who will cover your ship will be a representative of the only democratic union on the Lakes, run by the rank and file. He is an experienced seamen himself, having sailed for many years and knows the score on unorganized ships.

Get the score and join the SIU. In the coming days all seamen will have to stand together for protection. The Lakes Carriers Association is united in its drive to break the wages and conditions of seamen.

So, in the same manner, seamen on the Lakes must present a united front to combat them. The SIU is the only union that can present that united front to defend the hard-won rights of seamen.

Great Lakes Is Ready For Big Organizing Drive

By HENRY CHAPPELL

TOLEDO — Seafarers officials in this area are busy trying to improve the contracts for 1947, and in mapping out our organizational campaign for this coming summer. This summer looks to be the biggest year for SIU organizing that the Great Lakes have ever seen.

When Lakes men see how SIU freight ships are operated, and the conditions under which our men work, this should turn out to be a banner year for us in this area.

The NMU is planning to try some organizing up here, but there is little chance that they will have any success. Their record is so foul that few, if any, seamen will be willing to enroll under the NMU banner.

Last fall the NMU pulled the phoniest strike that I have seen in years of sailing, and then the seamen were sold out by the NMU with the poorest contract ever signed by any sailors' union. Lakes seamen will not soon forget this, and the NMU organizers will be coming up here with two strikes against them.

CLEAN RECORD

The clean record of the SIU will be the biggest single factor in persuading Lakes seamen to come into our Union. We are known as a sincere, honest Union, and the men up here have heard, and seen how the SIU goes to bat for its members.

Our contracts are far superior to any ordinarily won by the other unions, and what they have now they owe to the fact that we negotiated the best agreements ever seen, and we stood off the Wage Stabilization Board when they attempted to take our gains away from us.

That will not be lost on the Lakes when the drive opens. This spring and summer should be excellent for the SIU on the Great Lakes.

Tampa Chandlers Crying In Beer: Nobody Is Buying Their Supplies

By SONNY SIMMONS

TAMPA — The Shipchandlers are crying so loud down here that I am sure they can be heard as far away as Boston. Most of the beer they drink is half tears, and their tales of woe would fill a number of books.

I'll bet that the next time these guys see a picketline they will respect it. At least, that is what they are promising now. Their story is that they didn't know what a picketline meant, and that they learned the hard way.

The Chamber of Commerce and the City tried to rig a meet-

everything in port, and the next week turns out to be slow. We manage to have a fairly good turnover, but most of it is for replacements since very few ships payoff here.

We have an election here soon for the Central Trades and Labor Union. The SIU has been instrumental in getting support to weed out the labor fakers. We are now backing a young fellow is on the ball and who will go down the line against the union-busters in this town.

Attorney General Tom Watson, one of labor's prime enemies in the United States, was elected with some labor help, and now labor realizes that they saddled themselves with a Frankenstein monster. That will not happen again.

Strike Clearance

Seafarers who did not take active part in the 1946 General Strike, and who have not yet obtained strike clearance, are advised to do so immediately. Edward Bender, of the Clearance Committee at Union headquarters in New York, has issued a reminder to the membership that Mar. 21, 1947 is the deadline. The committee's functions expire on that date.

This advice applies only to Seafarers whose reasons for not participating in the strike require satisfactory explanation.

Men with legitimate reasons for non-participation, such as illness, being aboard ship at sea, etc., during the strike period, do not have to be cleared by Mar. 21, but can apply at any time, Bender pointed out.



By JOE VOLPIAN

Due to its importance to alien seamen I am continuing this week on the problems created by the end of wartime regulations governing alien seamen.

As I mentioned last week, the peacetime regulations, when they go into effect on March 31, 1947, will require that 90 percent of the crews on government subsidized vessels be American citizens.

Inasmuch as this will create an unbearable hardship for alien seamen, a serious attempt is being made by the SIU to gain some measure of protection for these men.

President Lundeborg, aware of this problem, has made an analysis of the situation, placing it as one of the SIU's major problems. In his report, following his trip to Washington, he states:

"At the present time, a waiver is in effect which allows 50 percent of the crew of American ships to be alien. This waiver was put into effect during the war, because of the shortage of seamen and expires March 31. It will then revert back to a law which is very rigid on alien seamen, because under this law, it only allows 10 percent alien seamen in the Stewards Department in Government subsidized ships; and 25 percent in non-subsidized ships. This creates a hardship on a large number of our members, who are good union members and also served the American Merchant Marine well during the war.

EXTENSION OF WAIVER

"We appeared before Admiral Farley of the U. S. Coast Guard, who is in charge of the U. S. Steamboat Inspection Service and also the Shipping Commis-

sioner's Service, and urged extension of the waiver.

"We received assurance both from Admiral Farley and the Maritime Commission that they would recommend extension of the waiver allowing 50 percent aliens in all American ships to the end of December 1947.

"There is a good reason for this to go through, which will give us some time to work on a Bill to help our Brothers get their citizenship papers.

"At the present time, the Immigration and Naturalization Law allows a seaman to apply for citizenship papers after he has five years' discharges in American ships; whether he is legally or illegally in the country; meaning if he has paid his head tax or not.

"Our organization has been on record for years to fight for a Bill which will give foreign seamen, who have sailed in American Flag vessels during the war, full citizenship papers. This we feel is nothing but justice, because an alien who joined the Army during the war ultimately received his citizenship after three months in the army, and to deny the alien seamen the same right is nothing but discrimination.

NEW BILL NEEDED

"Last year's Congress introduced a Bill to give seamen full citizenship rights after three years service in American ships. This Bill unfortunately was not acted upon, in spite of all the golden promises given us. So now the Bill is dead and a new Bill must be introduced. This is another job we have to do. We will receive active support on this measure from the American Federation of Labor Legislative Committee on this matter.

"Meanwhile, all alien seamen members of our organization should make every effort to get their citizenship papers if they have five years' discharges. Also, the ones who have not, should apply for a visa into the United States from the American Consul in the foreign country which he may be in while on an American vessel. They should not, however, leave their ship, because then they may not be readmitted to this country. Also, they should not leave this country to go to Canada or Mexico to apply for a visa, unless they have received permission from the United States Immigration and Naturalization Bureau."

Final Departure

Members of the Seafarers International Union of North America join with Brother Jimmy Stevens, Baltimore Dispatcher, in mourning the recent death of his father, Robert Stevens.

Transportation Rule On Coast Is Clarified For Membership

By W. H. SIMMONS

SAN FRANCISCO—After being a tough beach for some time, the old Gold Coast is coming to life with shipping picking up in good style. All ratings are shipping with few men on the beach in any department.

We had the Ethiopia Victory, Waterman, in for a payoff this week. At the payoff the crew was notified, that inasmuch as they were getting first-class transportation, wages and subsistence back to their original port of sign-on, they would be required to leave the ship, go register and clear through the Hall before going back on her. This due to the Port ruling here.

It seems that a part of the crew of this ship is under the impression that this ruling was devised by some individual out here. But this is not the case. All members should realize that no one man in this entire organization can make or lay down any rule of any sort.

CARRYING OUT RULES

As everyone knows our rules and by-laws are made by the membership. Your Patrolmen are only representatives of the membership, who have been chosen to stay ashore to see that the rules of the Union are properly carried out—which is sometimes a very difficult job.

For the information of men who are in the dark on the transportation payment and sign-on, I'd like to quote the report of the General Conference of the SIU-SUP held in Chicago, March 19, 1945.

Report No. 6, Section D reads: "When a man receives transportation, regardless of the ship, company or district, he must get off that ship, and cannot ship back on that ship until such time as he has cleared through the Union Hall in the particular port of paying off."

STILL IN FORCE

This rule was rescinded in May, 1946 on the Atlantic and Gulf Coast, but is still a rule on the West Coast. So, until such time as the Seafarers International Union as a whole can go back into another general conference and change this ruling, we must

recognize it as being in force out here.

It is not for me, or any representative of the union, to alter this rule in any way. I have racked my brain for a solution to this problem, but there seems to be no solution other than the rescinding of this rule at a general conference meeting.

I believe that most members realize that the Patrolmen are trying to do a job. That job is to uphold the rules laid down by the membership. Of course, now and then a crew will feel that they were slighted, and not given proper representation.

If this is the case don't hesitate to let the Patrolman know your feelings. We are out for the good of the membership, and it is not my policy, nor the policy of any other Patrolman, to give any one the brush-off.

AFL Council Will Meet In Duluth; 18 Unions Expected To Attend

By EINAR NORDAAS

DULUTH—The big news at the present in the Port of Duluth is the coming meeting of the Maritime Council. The Council is going to get together February 11 at the Labor Temple in this city for a series of meetings. We expect approximately 18 unions from Ashland, Wis.; Superior, Wis.; and Duluth, Minnesota, to send representatives to the meeting.

Among the items we expect to discuss is the backing of legislation to establish Duluth-Superior Harbor as a free port zone. We expect, also, to discuss several other matters important to seamen and dockworkers in this vicinity.

As soon as the meetings are over I'll try to give you Lakes seamen the highlights through my report to the Log. We expect to reach some concrete decisions that will be of interest to all SIU men, so keep your eye peeled for the results.

A strike at the Glassblock, a department store, has been in

progress for about six months and is still going strong. The strikers, all girls, belong to the Clerks Union Local 3, AFL.

The pickets have walked in front of the store in sub-zero weather, never missing a day. We believe that is a record to be proud of, a record men would find hard to beat.

Some time ago a bomb exploded at the entrance between the outside and storm doors causing some damage. To this day the damage has gone unrepaired, because, of course, the carpenters will not cross the picket line.

A friend to many SIU seamen in Duluth, Erick Soder Taverover, died suddenly Tuesday, January 28. Many Lakes seamen will miss Erick. He was always ready to give a helping hand when needed.

I'd like to repeat for the information of members living in the vicinity of Duluth that the Hall is open and meetings are held the first and third Monday of the month at 7 p. m.



ing between the Chandlers and the SIU, but we told them that there was nothing to gain by such a meeting.

Then the Chandlers tried to get an injunction against us but their lawyer decided that we hadn't done anything that could be enjoined against.

Again we want to impress this on all Stewards coming into Tampa; buy your supplies at some other port. Don't patronize these men who hit us from behind when we were fighting the shipowners and the Wage Stabilization Board.

Shipping down here has slowed up somewhat, and it continues to fluctuate. One week we ship

The Patrolmen Say Keeping Them Clean

NEW YORK—It is very gratifying to see the response from the membership regarding cleanliness of ships and the handling of performers.

Our Union has come a long way from a slow beginning, and slowly but surely, through the medium of organizing the unorganized, we are improving our job security.

More and more of our old pre-war operators are coming back into the maritime industry. With the addition of new operators and contracts, more jobs will be secured for our membership.

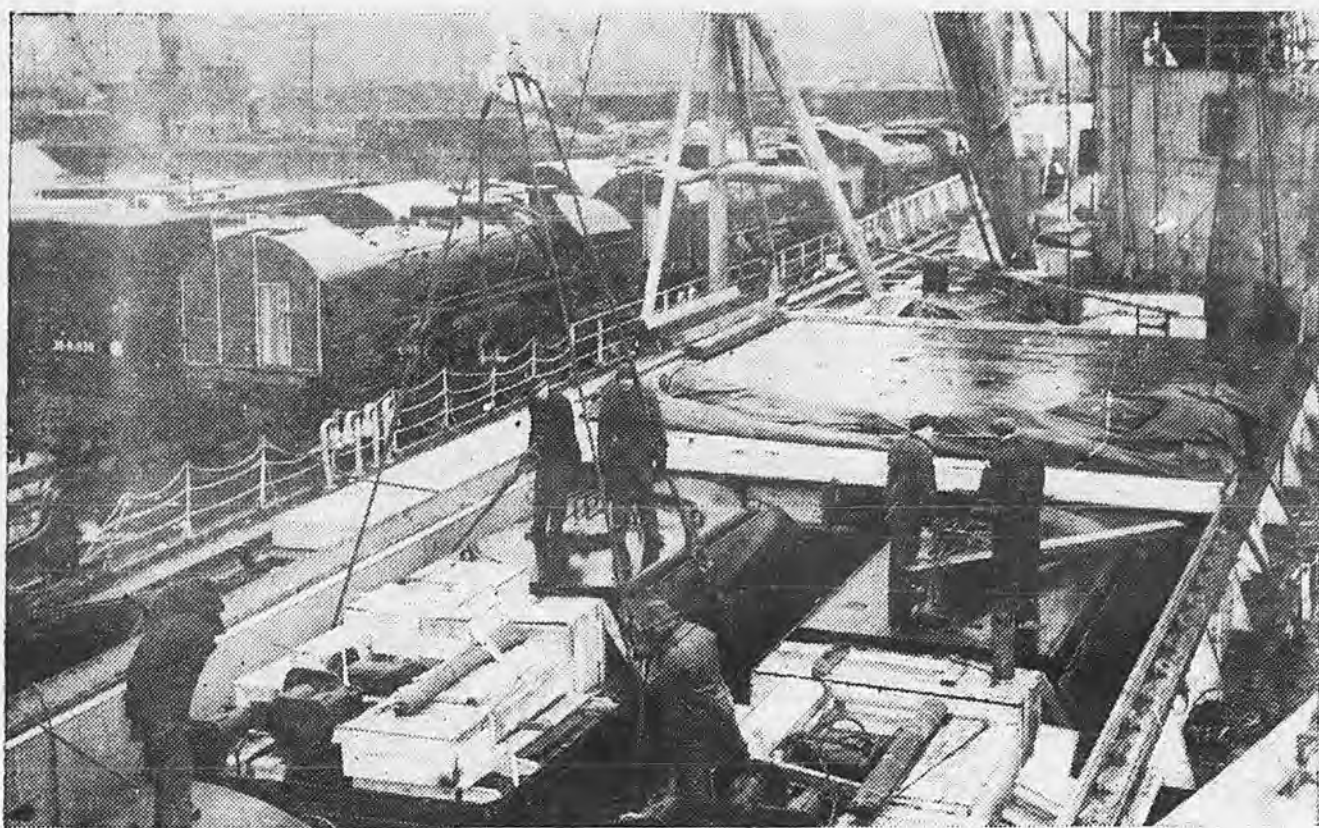
Under such circumstances we must protect our job security and honor our agreements, which, without a question of doubt, are the finest in maritime history. In order to do so we should examine these agreements thoroughly. In that way we will be better informed on what is and what isn't overtime.

These new agreements are printed in a manner that should be easily understood by all. It would be a good policy, in my opinion, if the ships' delegates made a careful study of the agreements for the benefit of the few who do not thoroughly understand them.

If this was done I'm sure that ships would payoff with a minimum of beefs.

Louis Goffin

RR Equipment For Europe – Via An SIU Crew



It's a ticklish job lowering railroad engines into the hold of a ship. The above picture was taken as an engine was being lowered into the hold of the MV Gadsden, American Eastern Steamship Company. The engines and cars are consigned to Europe, where they will help to break up the transportation bottle-neck that exists in the countries across the sea.

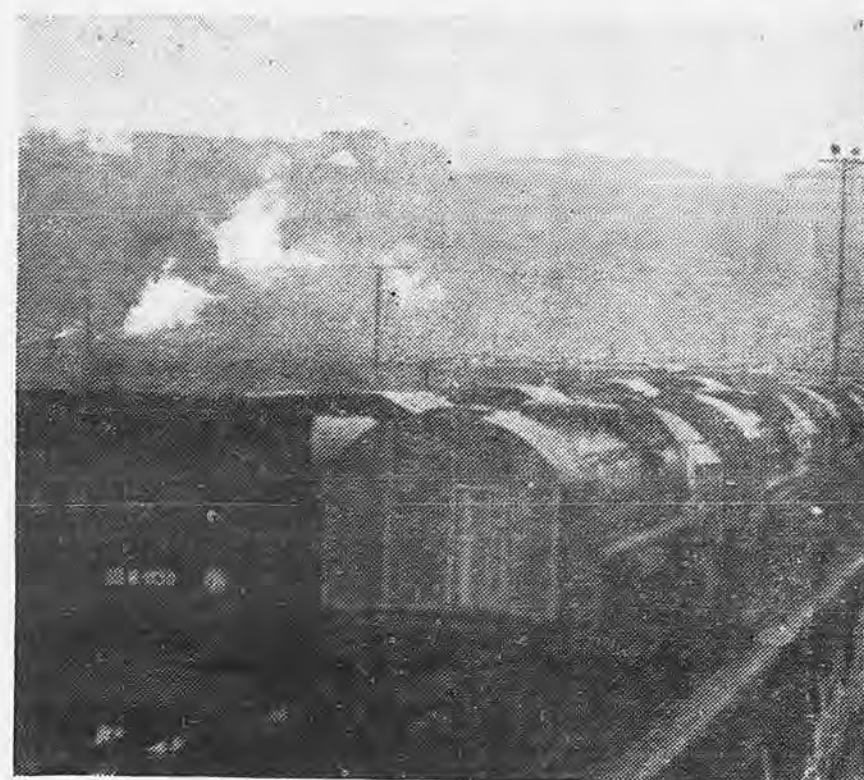


On the right is the big boom which is used to lift the railroad cars onto the ship and then lower them into the holds. This is some piece of machinery, and must be handled gently so that the load can be lifted and swung without sudden starts or stops.

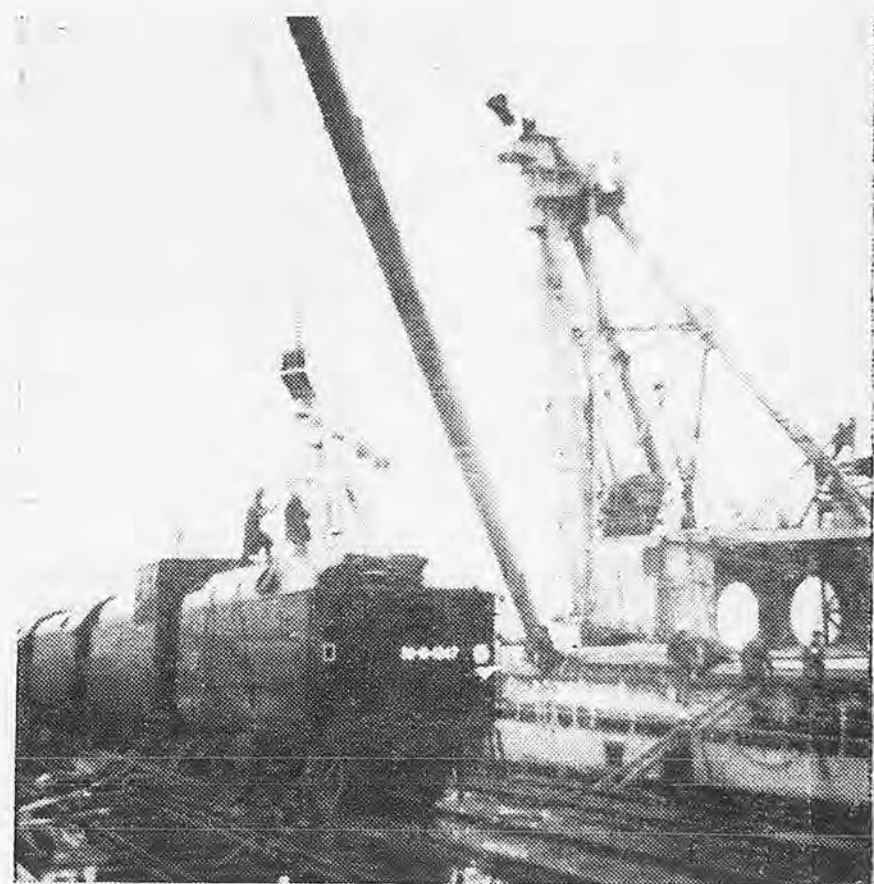
Left, the Gadsden as she lay at the dock waiting for the loading operation to begin. Soon this peaceful scene gave way to one of great activity, and railroad cars and engines sailed through the air with the greatest of ease. Below the picture of the Gadsden is the sign-off, which took place aboard the ship. An SIU Patrolman was present to make sure that all parts of the contract were being lived up to by the Company. The sign-on was on Thursday, February 6, and the crew was then ready for a trip that will take them to European ports.



Good food is promised to the crew by the above two men. They must be able to live up to their promises because the LOG photographer says they are very popular with the rest of the crew.



A group of railroad engines and cars was lined up at the side of the ship, waiting to be loaded. One by one, they were picked up by the big booms, swung onto the ship, and gently deposited in the hold. There they were lashed down so that there was no chance of the cargo shifting while the ship was on the high seas. Special equipment is needed to do this work, and it takes a high degree of skill and efficiency to accomplish the job without injury to the crew or the material being loaded. The AFL Longshoremen did the job in handy fashion.



It was too cold and rainy to take many pictures on deck, so the crew gathered in the mess room for this one. A typical SIU crew, they made sure that everything was okay aboard before the sign-off. A Patrolman was also present to protect the interests of the members.



SHIPS' MINUTES AND NEWS

MEMBERS OF THE SEAFARER CREW ABOARD THE SS BIENVILLE



Deck Gang (from left to right): L. Knowles, G. Talley, W. Ruggie, E. Bauer, F. Litsch, H. Humphrey, P. Lunakis, C. Wenski, J. Jordan, H. Gawoski, J. Nelson, J. Gates and F. Oliver.



Black Gang (left to right): front row: H. I. Nelson, J. E. Odom, P. Menkavitch, C. McHugh; back row: A. Rezende, R. Cullum, A. Giovanni and W. Beyer.

Tulane Crew Hits Topside Favoritism

Charges of showing favoritism to "topside" were leveled at the Chief Engineer and Purser at a recent crew meeting aboard the SS Tulane Victory. The playing of favorites left the crew holding the bag on two counts, it was revealed.

The charge against the Chief Engineer originated with the Black Gang, who said that the engine officer "deliberately rationed the water supply, when it was not necessary." The Purser's affectionate treatment of the topside inhabitants involved preferential sale of cigarettes.

SLICK TRICK

The Black Gang men stated that the engine officer set the water valves "at a certain regulation, then sawed them off, so that they could not be regulated further by the crew."

"This procedure on his part worked a hardship on the crew, whereas the water supply to topside was not affected by this action."

The meeting, acting on a recommendation by the Black Gang, voted to refer the matter to the Union Agent.

While the Purser's pandering to the topside bunch was not quite so openly detected, there



Stewards Department (left to right), front row: J. W. Tingle, I. Brown, L. Coates, V. Brew and H. P. Ducoux; back row: S. Hunter, T. Sims, O. Thompson, D. B. McKimsey and C. D. White.

Shoreside Excursions Highlight Isthmian Crew's Mid-East Trip

(Editor's note:—The following article, by Seafarer Larkin gives an interesting picture of the way an Isthmian crew spent some of their time ashore, while on a recent trip to Indian and Arabian ports. The Log would appreciate similar accounts from Seafarers on other vessels.)

By ED LARKIN

After hearing and reading about Isthmian ships, I shuddered when I got a job aboard one of these scows. Well, I had some tough times during the voyage, but there were plenty of bright spots to pick us up when we went ashore. But here's my story:

The first day aboard several of us guys from the SIU investigated and found the ship in bad condition. The ship had been taken over from an NMU crew, with whose reputation we are all well familiar.

We were able finally to clean up the scow and we set our course for Alexandria, Egypt. Arriving there a few weeks later, we took in the town.

In Cairo, we arranged to get a few days off for some of the crew after using some SIU persuasion. If I didn't get to see

Cairo, I would have lost all faith in Egypt. We got to see King Tut's tomb (made of enough solid gold to fill cavities in all the teeth in the world). In the Cairo Museum, we saw thousands of other interesting things, following which we had a swell feed for two bucks.

PAL ALI

Then our guide, Ali Hassan is the name in case you want to look him up, took us to several ancient palaces, the market-



place, the Dead City, Memphis, the Tombs, and finally to the Pyramids and the Sphinx. Ali was no gyp; he worked for the American Express outfit, and we paid a reasonable fee for his services. We returned to ship hard truck, with all hands agreeing

that it was a good experience, and wishing we could have stayed a few days more.

Next port of calls were Port Said and Suez. We didn't stay long in either, but I heard some of the crew speak of the ice-cold beer they had. On the way to Jeddah, Arabia, we saw Mt. Sinai where Moses received the Ten Commandments.

We dropped the hook at Jeddah one fine hot morning and waited for the sailboats to come out and start unloading. Jeddah has a beautiful harbor, but it is very shallow.

HANDS OFF

We were only a few miles from Mecca, the Mohammedans' holy city, where it is reported no disbelief of the faith is allowed. Incidentally, the civilians there are discouraged from stealing by use of some pretty sharp methods. For a first offense, the local gendarmes will cut off a hand. An arm goes for the second offense. Three strikes and you're out—the third steal and the head comes off, the story goes. After that, of course, the offender lays off stealing.

In Jeddah, we unloaded several autos for one Prince, and some

Loop Knot Has One-Man Deck Dep't.

The shoreside one-man band now has a sea-going rival for honors in human buzz-saw activity.

This shipboard phenomenon, who aspires to be a one-man deck department, also doubles in brass. He's the Chief Mate of the MV Loop Knot, of the Alcoa bauxite fleet, which wound up her Southern run in New York Jan. 21.

All went well aboard the Loop Knot for the first month of the voyage, following the departure from New York Nov. 14, according to Seafarer Michael Baal, AB, one of the crew. The initial part of the trip "appealed to all hands," Baal reported.

"In fact, as far as the crew was concerned, it was a pretty good trip. The crew got along well, and had a good time," he added.

TROUBLE STARTS

But there were some exceptions, Brother Baal continued. The first of these appeared when the Chief Mate precipitated trouble by trying to make more overtime than the boys, he said. The deck department head was on deck constantly, bouncing around like a beaver. One minute he was Chief Mate, the next a Bosun, then an AB, and finally an OS. Much of the time, Baal said, this guy was acting out all roles at one time.

At one of the island ports, he called in natives to paint the side of the ship. Each was given 10 pieces of dunnage for his work.

The Loop Knot's skipper racked up a spicy little record, too, it was pointed out. Brother Baal himself was the victim of the old salt's sting.

In Trinidad, Mike Baal had to make a trip to the hospital because of a sciatic condition. As a result, he missed the ship when it pulled out for Paramaribo. He picked it up a week later when the Knot returned to Trinidad. He learned that the 70-year-old skipper had logged him \$80 for missing ship. Meanwhile, the

(Continued on Page 11)

(Continued on Page 11)



was sufficient basis for strong suspicion. The minutes state "that the Purser showed a tinge of favoritism in the issuance of certain brands of cigarettes to topside."

CORRECTIONS URGED

Both the slopchest and the medical chest were scored as inadequate, and the crew urged that the deficiencies of both be corrected immediately. The Black Gang registered another beef with the complaint that there was an insufficiency of cleaning materials for the heads and showers.

The minutes concluded with "bouquets" for the Deck and Stewards gangs. There were no beefs in either for these two departments.

John Boros was chairman of this Tulane Victory meeting, and Lloyd Stakebrake did the recording.

Shoreside Excursions Highlight Voyage Of Isthmian Vessel To The Middle East

(Continued from Page 10)

other cargo, then pulled out. All crewmembers had their hands when we left, by the way.

Karachi, India was our next call. When we arrived there, the civilians were dying of the heat, a Wiper made some overtime, an AB was rating an entrance to the romance ward at Staten Island, and Joe Louis, we heard, had just beat Conn. We went ashore, got haircuts, and drank cool beer at the limey seamen's club. The usual amount of guys went out with "hostesses," some bought souvenirs, a few got plastered, and some did all three.

Now a place that is a place is Bombay—our next port. I got off watch there and went up the street with a few guys to a local gin mill, and later we had washed down Isthmian's grub we grabbed a few rickshaws and started to see the sights.

BOMBAY'S CAGES

I've been on Skipper Street in Antwerp, Pig Alley in Paris, Shanker Alley in Oran, Snake Ranch in Port Sudan, but a section in Bombay, called the Cages, is the most amazing of all.

In this section, stretching over an area of several blocks, are thousands of girls peering out into the streets from behind wooden doors, which resemble cages,

hence the name. Yes, this is Bombay's impoverished red light district, with side streets that make New York's Greenwich Village, and Los Angeles' Pershing Square look sick. The Cages cater to the coolies and beggars, who cannot afford wives, and prices range from 15 to 50 cents.

All these ladies of easy virtue raise their voices at once. I felt like Gen. Eisenhower marching down Times Square. Our crew carefully avoided these cages, which are hot beds of venereal disease.

LEARNED A LESSON

Columbo, Ceylon, was next. Expensive is the word for this town, but we rented some sailboats and went for a cruise. I learned a lesson there, too: not to buy stones I don't know anything about. I got stuck. Take heed, fellows.

A few days later, we hit Madras, where the movies are made. We got a rickshaw and headed for the English section of town, where we found a satisfactory night spot. We didn't blow our tops because we didn't get any draw there.

But we made up for it in Calcutta. We were the only American ship in that port, and we really took the town over, but now that I look over my money draws, I think it was vice-versa.

Calcutta has plenty to offer. We visited the Temple, a marble palace, the Black Hole, and the burning-ghats, where they burn the dead, they toss the ashes into the Ganges River. It was a gruesome, but educational, nevertheless.

LOVELY WOLVES

Souvenirs were cheap in Calcutta. Most Seafarers bought leather suit cases for five to fifteen dollars. We ate steaks and drank American beer at Firpo's. We met Anglo-Indian gals, who just LOVE Americans. Several of the guys had notes sent to them while sitting in the movies. Calcutta is a town where the dames are wolves, and okay, too.

Swimming at the marble palace or the Calcutta Beach Club is okay. Good floor shows can be seen at the Princess Pat, and Winter Garden, plus several other good nite spots.

Between riots we went out on dates, and it was the beginning of a long friendship for this town. We were in Calcutta two weeks, which gave us plenty of time to cultivate a gal. Several of the guys just came to the ship to work. They must have found a home.

We had a good deal in Calcutta, but the Captain evidently didn't see the "adventure" of it, because he didn't let the Bosun decide when we should leave port. Our fun ended when the Skipper very nervily set a sailing date. Some guys are always lousing up the act.

TOUGH TIMES, TOO

I mention only some of the good times we had ashore. We had our tough times aboard ship, too, on that trip, but when you ship unorganized you expect it. That's our job as Seafarers—to correct these conditions for seamen, and we're well on the road now with Isthmian.

If you want to see the sights, and have fun—ship Isthmian. Remember this: Just because we've won the Isthmian election, it doesn't mean that we still don't have plenty of work to do. We have to keep right on sailing them until we win a contract.

Don't let the SIU down, Brothers, by not sailing Isthmian. If you don't sail them, you'll be missing a helluva lot of fun, a chance to do some good and have that "Volunteer Organizer" stamped in your book. Ship Isthmian, Brothers!

couple of minor exceptions which Baal cited: A permit man in the deck department hurt his finger while demonstrating how to work the davits in the lifeboats. Since the vessel was still in New York, he was offered a chance to get off. He refused, however, and the offer was repeated in St. Thomas but it was again rejected. All this time, this guy stood no watches, Ball said, adding that the crew intended to prefer charges against the man. It was learned later, however, that this "thumb rider" had attempted to retire his permit card.

Editor's note:—As we go to press, word has just been received that Brother Baal's \$80 log has been halved. Our Special Service Department representative succeeded in reducing the amount of the log to equal the time Ball was away from his ship.)



MICHAEL BAAL

the merchant service, five years in the Navy—which he thought enabled him to decide when a man was in need of care.

At St. Thomas, Blackstadt demanded to go ashore for examination. An x-ray revealed a chipped bone.

Crew relations aboard the Loop Knot were tops. There were a



SEAFARER SAM SAYS:



TALK SEAFARERS!

HELP THE SEAFARERS BRING SECURITY AND CONDITIONS TO THE UNORGANIZED SEAMAN. TELL THEM WHAT THE SIU HAS DONE TO RAISE SEAMEN OUT OF ECONOMIC SLAVERY—SHOW THEM OUR CONTRACTS—ASK THEM TO YOUR MEETINGS, SO THEY CAN SEE FOR THEMSELVES!



CUT and RUN

By HANK

"Mister" Franklin Smith, the oldtimer, just blew in from an Isthmian trip to the Philippines. Here's what he has to say: "You guys who happen to hit Manila, don't patronize the New York Bar. It has changed ownership and become a clip joint. So if you want to straighten out the roll in your sea legs and have a good time, visit the Old Manila Gardens on Delacruz Street near the waterfront. There's a lively, jazzy 15-piece orchestra, the best beer flowing for the cheapest price going and the place is owned and operated by two former seamen, one of them a skipper. If the island of Cebu happens to be staring you in the face, then head for the Overhill Inn or the Tropical Hut. Beer flows for a buck. I hope to see my shipmate, Jack Giller, who should soon be leaving San Francisco for the East coast" . . . Last week Warren Callahan registered for shipping just to grab a ship till spring-time. He has successfully established himself in business up in upper New York, where he, his wife and daughter are now living. Warren happily states that his two-month daughter, Patricia, is in fine health and is cutting her teeth. Well, Warren, drop us a letter while you're out.

There's plenty of electricians in town right now. Carl Wayne is one of them . . . Edwin Edginton, another Chief Juice-doctor just blew in from a trip from Antwerp where his ship was kept idle due to a 30-day longshoremen's strike. Are you getting ready to start patching up those electric bulbs with scotch tape on your next trip. Brother Edginton? . . . Oldtimer and Assistant Electrician Marshall Dodge is waiting for a ship with a big smile on his face . . .

Paddy Walsh has been anchored in town for over a month now. Another trip to Antwerp, Paddy? . . . Thomas "Rebel" Melton said that he was going to grow another beard while he's aboard his ship on her four trips between Barcelona, Spain and Buenos Aires . . . Willie "Bill" Thomas and Bosun Luke Collins are probably still making a home out of the SS American Press on her East Coast run . . . Oldtimer Eddie Parr is visiting New York for a while . . . Here's part of letter to us from Alex "Ski" Janowski over in Honolulu while aboard an Isthmian ship: "Read the only Log in Hawaii, the one that was mailed to the Hall. The editor says I have to have a heart, and after tearing it in pieces, why should I tear it and leave it in pieces? Well, my wife's heart won't be torn in pieces because love is grand nowadays if you get the right kind of woman for yourself!"

Meet Joe Felton: Cynically anchored in town right now, waiting for a good trip, this little Bosun of an oldtimer, has confessed in one of his idle moments of humorous disgust that because of good living (meaning, of course, this sea life of his) he has plenty of grass on his skull, regardless of the fedora covering it. Of course, whenever he has observed or been advised that a few gray hairs have suddenly sprouted, he goes right out and gets a short haircut. Remembering the good old bad days of ships, Joe said that as an AB he got fifty-five dollars a month, never did see fresh fruit more than once or twice a week (sometimes) and the good meat always went straight to the deserving hearts and stomachs of Skipper and company. On one seven-month trip the crew kept wishing for something sweet to eat. The cooks finally made cinnamon buns out of maggotty raisins, molasses, etc. The crew knew the raisins were maggotty but they ate the buns and were glad to get them. If Joe had twenty more years to sail SIU ships he would spend them all with the swell deck crew of oldtimers who paid off the SS Button Gwinnett before she was laid up recently in Baltimore.

MINUTES OF SIU SHIP MEETINGS

JANEWAY, Jan. 1—Chairman A. Lavoie; Secretary John Jelletie. Deck and Engine Departments reported no beefs. Steward Department reported more cooperation needed from night cook and baker. Good and Welfare: One of Wipers asked that men refrain from leaving their old razor blades in sink as one man received a severe cut due to this negligence. Agreed that all men on watch be fed first at mess. Steward brought out that pitchers now on board made of glass, are not suitable for use of crew. This is to be corrected upon arrival in U. S.

WILLIAM CLAGETT, Sept. 11—Chairman Babkowski; Secretary Tears. Delegates reports. Deck Delegate reported the disputed overtime and the uncooperative attitude of the

Mate. Steward Department okay. Engine Department reported that overtime was being disputed in direct opposition to the agreement. New Business: Motion passed on July 21 pertaining to fines for neglect or failure to stand regular watches be dropped.

JOHN LA FARGE, Dec. 22—Chairman Frank Gages. Secretary Donald J. Bushard. First order of business concerned two men who joined ship in Bremenhaven. They ask for admission to union. New Business: Delegates reported everything okay. Overtime to be settled at payoff. Motion carried to hold beef concerning stores and shortage of food until Patrolman is contacted at first port. Motion carried that all men be sober at time of payoff.

THE MEMBERSHIP SPEAKS



DRUNKS IMPOSE HARDSHIPS ON THEIR BROTHERS

Dear Editor:

Now that jobs are getting scarce and will, I am afraid, continue to get scarcer, and the number of sailors waiting for jobs at the hall are becoming more numerous, it appears to me that a thorough housecleaning in our union is in order.

The hopeless, useless chronic drunks in our ranks seem to have an uncanny ability to get themselves shipped out in the best jobs. I have seen, as most of us have, a steady procession of dipsomaniacal stewards, electricians, machinists, etc. The compassion we usually entertain for drunks makes us put up with them. While they go on happily raking in their large salaries every month, the rest of the crew does their work for them and suffers from the inability of these individuals to handle the work they were hired to do.

Our Union officers have expounded this very thought at various meetings, but I believe that a more energetic executive policy is in order. Let us rid ourselves of these undesirables. It is ridiculous and unfair to have these drunken sots make our lives miserable, while capable men are hanging around the hall until their finances force them to ship below their capacities.

G. Schlesinger
MV Moose Peak

MAN WITH A GULF CLUB



This cartoon and the one below were the greetings New Orleans Dispatcher Stephens received one morning as he entered the Hall.

Brother Stephens took them from the Bulletin Board and sent them to the Log. (See story elsewhere on this page).

QUAM GRATEFUL FOR HIS SIU MEMBERSHIP

Dear Editor:

I have been receiving the Log since Oct. 1945, and I have been enjoying it very much. It comes to my home and my parents either save them or send them on to my ship.

Now, the reason for writing this letter is that it just occurred to me that I've paid only two dollars for all this. I'm short on funds, so I will ship out next week, and will send something for the Log at first chance.

I also wish to express my gratitude to the SIU for taking me in in Sept. 1945. I came out of the Maritime Service a very mixed-up lad, but luckily I visited the SIU Hall and was straightened out. I first visited the NMU hall but one look was enough, and after considerable inquiring I was directed to 51 Beaver Street.

I'm a little confused at present as to my chances of getting a full or pro book. Any information would be appreciated.

L. M. Quam
Klamath Falls, Ore.

(Editor's note:—In regard to your request for information on pro book possibilities, it would be difficult to give you an answer on the basis of information supplied. We suggest that you stop in at the Hall where you can be answered satisfactorily.)

Log-A-Rhythms

Star Gazer

By RAY LICHON

A mass of stars hover over head,
Our cares are behind, and our hearts ahead.

While the thrill that hurries us along

Is the sea and its lonely song:
Weary at heart and sick at soul,
The star has a story seldom told.

With folded eyes too glad to weep,

Yet too sad for dreams or sleep,
The blessing cure comes from above,

Folds around us like arms of love:

Heaven lent us the stars so bright
To see us through the awful night.

Out on the seas that send such fright,

We do not pine for those we love,
For we have the stars that shine above.

We, who who so loudly praise the sky,

Feel akin to its starry comforts
That brighten our way from on high.

~ ~ ~

Me Mudder and Me

By Vic Combs

While walking down the street one day,

I heard a kiddie say:
"Hey, Jimmie, lemme tell youse,
I'd be happy as a clam
If I only wuz da fella
Dat me mudder tinks I am.
She tinks I'm a wonder

She tinks she knows her lad
Wouldn't mix wid nottin'
Dat was mean or bad,
And lots of times I sit and tink,
How nice it ould be—gee whiz,
If I only was de feller
Dat me mudder tinks I is."

ANOTHER SPOT WHERE LOG CAN BE FOUND

Dear Editor:

I have an address to which I would like you to send copies of the Log weekly. It is a well-known bar in Antwerp, Belgium. It is the only bar for several miles around the docks, and is visited by a great number of SIU seamen.

The name and address of this spot is:

Charlie's Bar
Norderlain, 1000
Antwerp, Belgium

I know the boys will appreciate finding copies of the Seafarers Log at this place.

Robert L. Kennedy
SS John B. Hamilton

Seafarers Artist Catches N.O. Dispatcher Off Guard

Brother "Stevie" Stephens, Dispatcher in the Port of New Orleans, emerged from a situation last week with his keen sense of humor still intact.

In fact, Brother Stephens' sense of humor passed with flying colors what we think was an acid test. If it hadn't, you very likely wouldn't have had a chance to see the two cartoons reproduced on this page. Here's how it came about:

One bright morning last week, Brother Stephens, who for a long time has been dreaming about having his portrait painted, stepped briskly into the hall at 339 Chartres Street ready for his dispatching chores.

As he passed the bulletin board he froze in his tracks. Tacked up on the board were two sketches of "Stevie," by an artist who signed only "Hal." The sketches weren't exactly what "Stevie" had in mind when he dreamed of sitting for a painting, but he let out a roar of laughter, nevertheless.

This is too good not to be seen by the membership, Stevie figured. Forthwith, he took them down from the board, and sent them pronto to the Seafarers Log for reproduction so that all hands could get a wheeze out of them.

Caps off, then, to "Stevie" Stephens for his unselfish sense of humor.

Paralyzed Oldtimer Urges Young Members Hold Gains

Dear Editor:

I am a wheelchair sailor now, as a result of an accident aboard ship in Casablanca, North Africa, during the war.

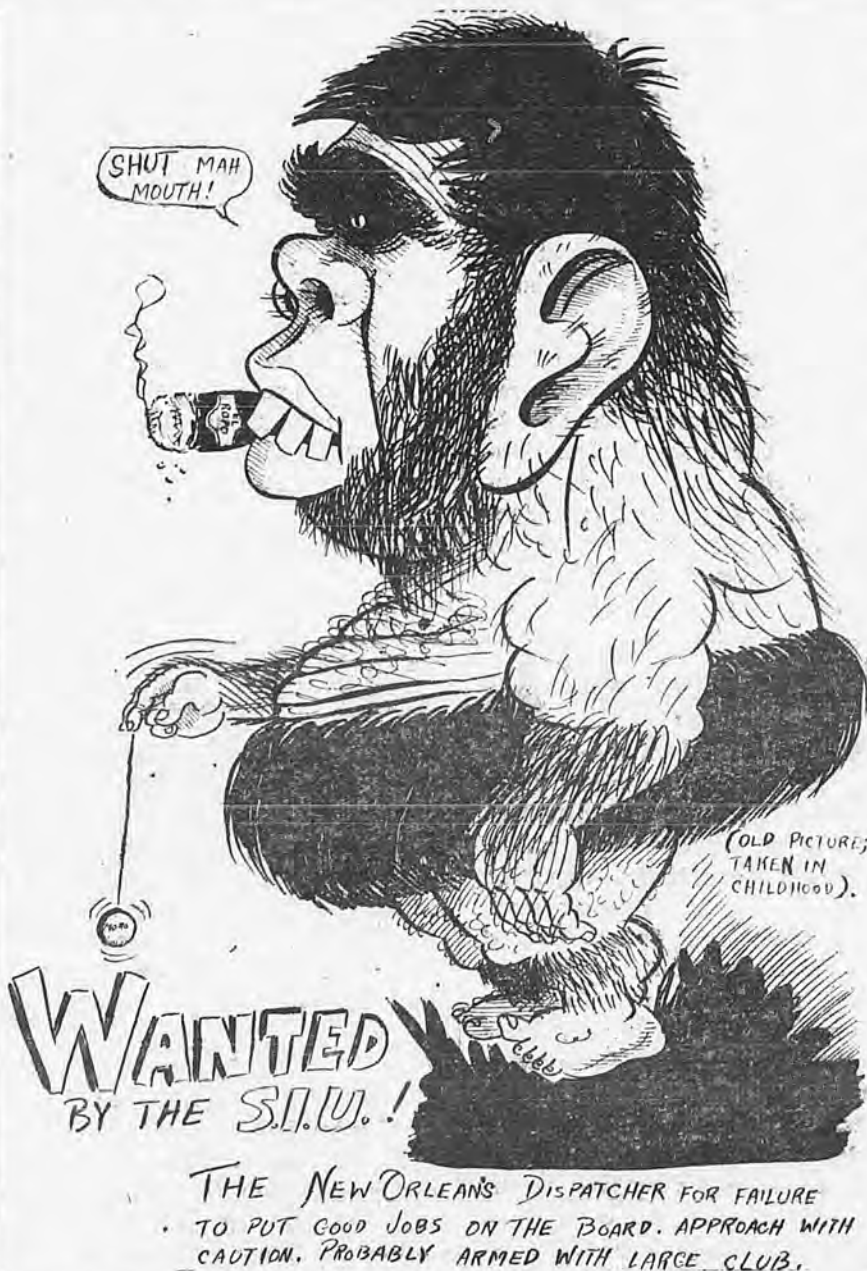
I was injured when an overloaded boom broke, crashed down and hit me in the back. Nine of my ribs were smashed, and my back was broken, leaving me paralyzed from the waist down.

I have been in bed, flat on my back, for four years now the first of this month. As you know I have no income, no pension such as men in the armed forces receive for service-connected disa-

bilities. They saw I was in the merchant marine, and therefore, not in the "service."

If the merchant seamen were not in the "service," what in hell was it that we were doing? We maintained the food and supply lines, we carried the men and their stuff across and brought them back. Now that it is over, what do they want us to do—starve?

Watch your step, and keep her steady as she goes, or they will have you right where we were before. I have sailed those rust pots for \$30 a month, and it



wasn't so long ago, either. Even though I'm no longer sailing I wouldn't want to see those conditions come back.

You've got a damned good Union in the SIU, so keep it going ahead. Fight for, and keep what you've won for the seamen. The

oldtimers like myself started the advance. Now you younger men have to pull together to keep the ball rolling.

Here in Washington, they are raising hell in Congress, in a desperate effort to break the Unions. So, if it comes to a fight let them

have both barrels.

I will ring off now, wishing you all the best of luck. God bless you all, and steady as she goes!

Hart G. Brown
1330 Queen St. N. E.,
Washington 2, D. C.

SEAFARERS OFF THE SS CAPE JOHN



These SIU men were shipmates aboard the Isthmian vessel on a recent trip. Left to right, E. R. Johnson, R. L. Karns, D. K. Tighe and Ed Bolehala.

Membership Only Can Break The Commies' Death-Grip On National Maritime Union

Dear Editor:

Looking over last week's issue of the Pilot reminds me of the situation in the NMU during 1939. The difference is that one clique, who cooperated with the commies in 1939, is today trying to buck those same master sell-out artists.

The communist party has a death grip on the throat of the NMU today, and don't think for a moment that they will relax that grip. All the cries, struggles, twisting and squirming of Curran, Lawrenson, Keith, Dunlavy, et al, will not shake that grip one iota. The communist party is using the same tactics that they used against so many rank and file members in 1939.

As a rank and file member of the NMU in 1939, I want to give you a couple of examples of how they worked:

FINE TACTICS

There was a cafe in Texas City called "Boots Place" that allowed the SIU, then a newly formed union, to display its literature in the place. When the NMU heard of it, H. K. Duechare, the present NMU Galveston Agent (more of him later) got up on the floor of their meeting and accused Boots and his wife, Blanche, of printing the literature.

A motion was passed that any member of the NMU who was

seen entering or leaving the place was to have his book taken away and the member was to be placed in the "99 year club." An estimated 25 members had their books taken away for that reason. Yours truly was seen and reported for leaving the place, but beat them to the punch by rushing to Galveston and exchanging my NMU book for an SIU one. I have never regretted the move.

Another example was the way in which they put the boot to William "Curly" Rentz, our present Baltimore Agent. Curly Rentz has been a rank and file man for a long time. In 1936 he was one of the few elected officials of the ISU who went along with the NMU rank and file. When the NMU was formed he was elected Patrolman in New Orleans. Running later for Texas City Patrolman, he was elected by a large majority.

CANT STAND CRITICISM

It wasn't long after his election to the Texas City job that the commies began to "blast" him. Curly never made any bones about where he stood on their disruptive and sell-out policies so they naturally did their best to get something on him. Being an honest man they were unable to get the goods on him.

Now it happened that about this time Curly bought himself a new pair of shoes. That night he got his feet wet in the recent rains and the dye from the shoes poisoned his feet so that for several weeks he was forced to wear slippers. The charge finally brought against Curly was for dressing in a manner unbecoming to a Union representative, due to his wearing slippers. And believe it or not, that was what Curly Rentz was expelled from the NMU for.

At the time Curly was up on charges with the NMU, H. K. Duechare, the present Galveston NMU agent, was hanging around haranging the membership about Curly, calling him phony, and urging them to get rid of him by any means. As soon as Curly was framed, Duechare stepped into his place as Texas City Patrolman.

When the rank and file men of the NMU wake up and realize that they are being used as tools by the commies to further their twisting policies, and break away from them, they will find that the SIU is right here to give them a helping hand and to help them organize into a genuine democratic union.

John D. McLemore
Galveston, Texas

GI Won't Spare Power Returning To Sea

Dear Editor:

I have received the Seafarers Log and I certainly did welcome it. By the looks of things, the Union is really going to town. Believe me it is about time somebody did something for the seamen, and the SIU is the one that is doing it.

We took a lot of guff during the war about making a lot of money and all that nonsense. The people never did seem to understand the seamen's side of the story—the risks involved, etc.

I am in the army, stationed near Seoul, Korea. It's not such a bad place, but as soon as I get out—well, you know where I am heading for, and with no power

spared. Oh, for the life of a seaman!

If there is anything you would like to know about this place, I will be glad to send you some pictures, or negatives—any information that you may want.

Well, I hope the paper keeps coming, and if there is any charge I will be glad to pay it. Also let me know if I am behind in any dues.

Edwin T. Clark
32nd Inf. APO 7
San Francisco, Calif.

(Editor's note:—No charge for the Log—all members and former members are entitled to receive it. We would like to have some of the negatives you speak of, along with all pertinent details. Since you are in

in the Army, it is advisable that you send your book to Headquarters, attention 6th floor, where it will be put in the Armed Forces file until your release.

Requests SIU Service In A Package Beef

Dear Editor:

I'm writing you for a little help which I think you can supply. I was a crewmember aboard the SS Topa Topa on a voyage that payed off Jan. 3, 1947, in Philadelphia. After the payoff, I immediately went home because I received word that my mother was very ill.

On the train home, while reading my mail, I found a package notice from Waterman Steamship Company stating that I had

a package waiting for me in their New York office.

Upon arriving home I wrote them a letter explaining the situation, and asked them to send the package to the return address, my home, collect.

It has now been three weeks since I wrote and I have had no answer from them. Would it be possible for you, or someone at the Hall in New York to get some action out of them, so I could get this package back?

I cannot leave home because of my mother's condition and I have postponed my sailing because of this.

Joseph A. Wilksow

(Editor's note:—We've turned your letter over to Freddie Stewart, who is in charge of the baggage room, figuring he'd be the one to give you some SIU service. Freddie said he'd turn to right away, so you should hear something shortly.)

ILA Men Join Drive To Aid War Orphans

Dear Editor:

We all know the terrific effect the war had on most people who lived in war areas. Seafarers, whose jobs bring them into the war-torn areas, particularly, know the hardships that exist. And the worst sufferers of all are the poor, helpless children who have been orphaned.

It is in their behalf that we are attempting to do something to bring them a bit of relief, and to ease their suffering. And it is hoped that individual Seafarers may find it possible to help. As Business Agent of Local 1191-1 of the International Longshoremen's Association, I have had much contact with SIU as our Brother Union in the AFL Maritime Trades Department of New York.

An organization, the Torrese Social Club of New York, is now in a drive to collect clothing for the orphaned children of Torre del Greco, Naples, Italy. These children lived in an orphanage which was bombed out in the war, and their clothing needs are great. Those children who were orphaned by the war will also be aided.

The Club has set up an effective way to see that the clothing it collects is legitimately distributed on the other side. Pietro Palomba, an attorney, of Torre del Greco, Naples, heads an authorized committee of four United States citizens, who were sent to the town by the club to see that the clothing is fairly distributed.

These people will remain on the other side until their job is done meanwhile making reports back to the group here.



VINCENT ERATO

We would be grateful for any old gear which Seafarers have, and which could be distributed as clothing to these orphans. Paul Hall has said he will have unclaimed gear made available to us.

Should any reader have something wearable he would like to contribute to the drive, he can leave it on the 4th floor on the baggage room of the SIU Hall on 51 Beaver Street. Arrangements will be made for periodic pickups. Or they can be sent direct to the Torrese Social Club, 107 President St., Brooklyn, N. Y.

The first shipment is scheduled for overseas shipment in one month. After that we intend to make shipments monthly.

It is sincerely hoped that this drive will bring some measure of comfort to these orphaned war victims. And we hope members of the SIU will be able to make clothing contributions to help us in that direction.

Vincent Erato, Bus. Agent
Local 1199-1
Intl. Longshoremen's Assn.

DUTCH TREAT



John Clamp (left) and Ray Carroll cool their palates during a recent stopover in Rotterdam.

STRAIGHT FROM THE GALLEY...

By FRENCHY MICHELET

The following notes are a resume of much that we have learned as Steward and Cook on a slew of ships both large and small. We pass them on to you as a sort of valedictory effort for we shall not pass this way again in similar guise.

You will find little here to nourish the inner man. It is all designed to appease a hunger of the belly kind. But perhaps it's an equal service, for we are all primarily earthly creatures with earthly appetites.

For every hour that we stumble down the stony road with poor blind Lear, we spend a hundred mulling over the Betty Crocker's fascinating concoctions of ham and eggs.

So pull up a chair, chum, and list to the lore of bacon and beans. Give 'em all they want!

Woe unto the Steward who is yet to learn the wisdom of these magic words. Give 'em all they want, brother, and you will find that they will soon want but little of anything at all.

Pack the refrigerators with fresh fruits and jam the tables with ham and jam. It's the psychology of plenty. If you make the mistake of locking up everything, you will find that you have succeeded in doing nothing but stimulating appetites, for your looks will last about as long as a snowball on the hottest hinge of hell.

WOMEN KNOW

The women know all about this psychology of plenty. They trade on it with a psychology of scarcity. The lock up everything with the result that simple souls like you and me hustle around for licenses to get at what we in our lamentable ignorance verily believe to be the choicer fruit stashed away inside.

About vegetables and things . .

The books all note that fresh vegetables should be cooked in rapidly boiling water just long enough to render them eatable.

That's stuff for the birds to peck at. Maybe you conserve the vitamins that way, but it makes the food about as palatable as that slumgum that Shuler ladles out to crews silly enough to sail with him.

A smart cookie will operate on the supposition that a sailor gets all the vitamins he needs in his shoreside beer. When he tackles a messroom vegetable he craves something tasty.

All of which brings us to O'Brien. Ireland hasn't produced anything to equal things O'Brien since St. Patrick was chasing the snakes over her green hills with a knobby shillelagh.

VARIATION ON THEME

For a tasty variation of the O'Brien technique take firm fresh carrots and slice them in chips. Cut up two green peppers and four raw onions and add to the carrots. Slice up plenty of salt sowbelly and add. Then season with salt and pepper and braise on the top of the range, stirring occasionally till done.

Raw Irish potatoes may be treated the same way for an equally tasty dish. Don't con-

tinually boil all the taste out of cabbage. Shred it up as for cold slaw occasionally, season with salt and pepper and fry in rendered sowbelly.

When you open a can of string beans, whole kernel corn and so on, try washing it in a collender and braising it with a little green onion and chipped bacon or with whatever comes to hand.

Then there's chicken and turkey . . .

There's a slew of ways to cook them but one of the juiciest and tastiest of shipside methods is the simplest of the lot.

Clean the birds, wash thoroughly in cool running water, rub liberally inside and out with a mixture of equal parts of salt, pepper and ginger.

Now rub each with salad oil, cover with a cloth saturated with the same oil and roast til a drumstick hollers uncle when squeezed with the fingers. Remove the birds and make your gravy with the drippings.

Don't keep jabbing a fork into a roast to test its doneness or to turn it over. If you do this you will find that it has bled most of its savory juices and is about as tasty as something cooked by the WSA's "experts" in their Stewards Dept. Retraining School.

AND GARLIC

Bone all your roasts. They cook through better, slice better and are more economical. Smack the bones with a cleaver and put them right into the pan with the meat if you want the additional flavor.

Wot, no garlic?

Roasting fresh pork without a liberal sprinkling of garlic just



ain't done in the best culinary circles, chum.

Bone the meat, rub liberally with a mixture of equal parts of salt, pepper and thyme. Squeeze the juice of two lemons over the meat, throw in the skins, add a liberal sprinkling of garlic and roast dry for 30 minutes. Now pour off the grease, add a ladle of hot water and roast in a slow oven until done.

The following dish was taught us by good old "Shanghai" Charlie while we were beachcombing in Singapore. The old Far East gang will be pleased to learn that Charlie survived the war and is now running a characteristic joint behind the native bazaar in Calcutta.

Here's the way to make curry and rice that will make the guys who never eat the stuff call for seconds.

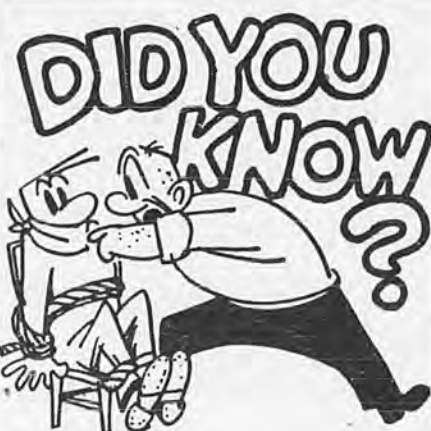
Cut up a few old hens as for

(Continued on Page 15)

THEY WANT TO ORGANIZE



Pictured here are three typical Seafarers who came up to the New York Hall and asked to be assigned to an unorganized ship. Left to right, are Olgerda Blues, Oiler; Bill Hutras, AB; and Ray Arnold, Oiler. Bill and Ray have been sailing for more than three years, and Brother Blues has five years of seetime under his belt. None has sailed on an unorganized ship before, and all look forward to obtaining jobs on one so that they can do their parts in the SIU organizing campaign.



By JOHNNY JOHNSTON

Although for a long time the superiority of steam over sail was an accomplished fact in the eyes of the world, yet as late as 1895 over 1700 sailing vessels entered the port of New York. But that was the last dying gasp of the sailing portion of the shipping industry.

While gallant square riggers continued to be sighted on sea lanes throughout the world, their number became fewer as the years went by, and they presented an ever more lonely appearance in a world gone into steam power, and soon to go into diesel power.

Donald McKay has been termed the most famous of America's builders of clipper ships. He designed 16 of the finest and swiftest of them between 1850 and 1853, and their romantic names have come down out of an equally romantic period.

Among them were the Flying Cloud, the Mastiff, the Westward Ho, and the last and greatest of McKay's masterpieces, the Great Republic.

She had a tonnage of 4,555, was 325 feet long and 53 feet wide, had four decks, three square rigged masts, and a spankermast. An indication of the gigantic size of this ship may be gained by the fact that the main yard was 120 feet in length, which was twice the size of the main yard on an average large merchantmen.

Unfortunately the Republic never sailed the seas in all her glory, for she was seriously burned while lying alongside the dock in New York ready for her first voyage to San Francisco. Although the vessel was repaired somewhat, the upper deck was never replaced.

Seafarer Parker Skates His Way To Carnival Crown For Third Time

The Seafarers' crack speed skater, Jack Parker, continued with his winning ways last Sunday, when he whizzed over the ice ahead of all competition in five speed events at the annual Rome (N. Y.) Winter Carnival.

A record crowd of 3,000 enthusiasts saw Parker crowned the up-state city's senior and open skating champ for the third consecutive year.

Brother Parker, who makes Rome his home when he isn't doing Bosun's chores aboard SIU ships, flashed first across the tape in the 100, 220, 440, and 880-yard events. For his fifth win he coped the one mile open race, feature event in the carnival's attractions.

MORE MEDALS

Last Sunday's victories added five medals and one trophy to Parker's growing collection. Including the latest additions, seven trophies and 55 medals now adorn the Parker home in testimony to Jack's prowess on the silver blades.

The accomplishments of the SIU's ice whizz are all the more noteworthy in view of the fact that he is unable to train as effectively and religiously as his shoreside competitors.

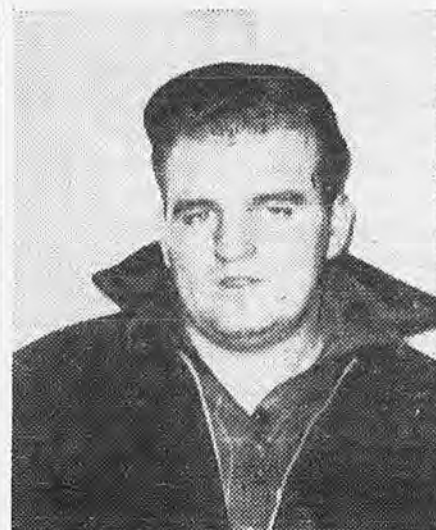
His performances, however, prove that he has sufficient speed to offset this handicap.

Parker's string of victories began when he was 13-years-old, when he scored his first win in competition. Now 22, Jack looks forward to many more years of racing.

SISTER TOO

Following in Brother Jack's footsteps is his 13-year-old sister, Rosemary, who already cuts a neat chunk of ice herself. She has been under her brother's champion tutorage since she was nine years of age.

Among the most recent of Parker's trophy winnings is the award made to him last year at the Brooklyn Ice Palace, training spot for some of the nation's top speed artists. The Speed Skating Club there presented Jack with its Silver Trophy for being the "most improved skater of the 1945-46 season."



JACK PARKER

N.O. Seafarers Offer Thanks To Rev. McDonough

The old adage that "one good turn deserves another" spurred New Orleans Seafarers to return a compliment this week to the Rev. Thomas A. McDonough, port chaplain at the Catholic Maritime Club on Camp Street.

The youthful priest, who offers the facilities of the club "as a home and service center for the use and welfare of all seamen temporarily in the port of New Orleans—irrespective of their nationality or creed," has stated that "merchant seamen are not only the finest guys in the world, but also the biggest-hearted."

Seafarers down in New Orleans think pretty highly of Father McDonough, too.

"He has never turned down one of our members, and men go over there every day to get a flop and something to eat," says a note from the Gulf port. And the lads feel he is entitled to a vote of thanks for his hospitality.

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.

American Eastern Signs With SIU; Will Carry RR Rolling Stock

(Continued from Page 1)

structed holds and special gear for the loading and unloading of the railroad equipment.

On the present run from Weehauken, N.J. to Le Havre, France, these new type ships carry 18 locomotives and 18 tenders on each trip of approximately five weeks duration.

With competent crews of Seafarers aboard these self-loading and unloading ships, a real shipshape job of handling them is being turned in. No other union could be expected to do the difficult job of manning them in the same competent and responsible manner as the Seafarers.

Only in a union like the SIU, where pride in seamanship and job know-how is highly developed, can the responsible seamen necessary to the competent operation of these new type ships be found.

NEWSREEL BUILD-UP

Recently, the RKO News carried a feature on the MV Gadsden, one of the American Eastern ships. The newsreel covered the technical operation of the ship in great detail, showing how the locomotive and tenders were lifted by the Gadsden's huge crane and properly stowed in the holds.

A commentator described the rather involved technical operation of the ship's equipment, while the SIU crew provided the background.

American Eastern expects to have a fleet of 21 ships eventually, all of them engaged in hauling railroad equipment, and all equipped with self-contained loading and unloading gear.

Other runs besides the one to Le Havre will be made, and practically all European countries will benefit from the American railroad equipment transported by the American Eastern ships.

STOWAWAYS ABOARD

On the last trip of the MV Gadsden, when she left Le Havre on January 17, two stowaways managed to hide themselves aboard the vessel. They contrived to stay hidden for five days, subsisting on canned milk and stale bread, and coming out for air early each morning. Finally, they were discovered and taken mid-ships.

Later, the two Spanish political refugees were released and put to work doing odd jobs around the ship. On their arrival in this country, they were picked up by the Immigration authorities and confined to Ellis Island. Rumor has it that they will be taken back to France on the Gadsden's next trip across.

Most of the crewmembers are staying aboard for the next voyage, and give full credit for the good food they've been having to Chief Cook Pete Gonzales. According to them, Pete deserves a medal for the swell feed job he's been doing on the Gadsden. However, SIU oldtimers have come to expect that kind of food on the average SIU ship.

For more details concerning American Eastern and the Gadsden turn to Page 9 of the Log, where you can see a full page spread on this latest addition to the Seafarers family of contracted shipping companies.

Straight From The Galley

(Continued From Page 14)

fricasseeing. Put in a pot of hot water, feet and all. Add salt, whole black pepper, a heaping teaspoon of ginger, three whole onions, a few bay leaves, and a few peppercorns.

Let simmer until the meat is tender. Remove the meat, reserving the stock. Remove meat from bones, dice and fry in butter. Add strained stock. Fry four large onions in butter until golden brown and add to stock.

Cook a mixture of two heaping galley spoons of curry powder and equal part of flour in butter til raw taste of flour is gone. Add to the stock. Simmer for about an hour. Meanwhile, wash about a gallon of rice in a china cup til the starch is gone, then fry the raw rice in cooking oil til it starts to get tender. Then add just a little well-salted water and cook til done.

Just before serving stir in two slightly-beaten eggs into the cury. It makes as tasty a dish as any you will serve during the entire trip.

We didn't get around to telling you about veal marengo and spanish rice and a host of equally tasty dishes. But we gotta stop now or Ye Editor will give us a beef about monopolizing space.

So we'll leave you with this recommendation: If there's anything that you don't know about cooking, ask Shuler; he doesn't know it either, and you will feel so much better for having met a kindred soul.

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



GALVESTON

SS Wm. Cox—\$15.00.
SS Milan R. Stefanik—\$20.50.
INDIVIDUAL DONATIONS
R. B. Johnson, \$5.00.

NEW YORK

SS CITY OF ALMA
J. Prudhomme & Crew of SS City of ALMA—\$29.00.
W. R. McIlveen, \$1.00; M. Lutzza, \$1.00; J. E. L. Morin, \$1.00; S. W. G. Hale, \$1.00; F. Havard, \$1.00; J. C. Long, \$1.00; H. Sharpe, \$1.00; J. L. Chastain, \$1.00; J. H. Prudhomme, \$1.00; E. E. Kusgen, \$1.00; A. Arvanites, \$1.00; H. Faybik, \$1.00; G. W. Vencil, \$1.00; B. G. Doda, \$1.00; G. Crisento, \$1.00; G. Bette, \$1.00; J. McConeghey, \$1.00; F. Sullivan, \$1.00; J. Tozzl, \$1.00; W. Graley, \$1.00; A. Mueller, \$1.00; M. Gichenico, \$1.00.

SS WHITE OAK

H. Tarrant, \$2.00; V. Sunguroff, \$2.00; Don Newell, \$2.00; W. Hryszko, \$2.00; J. Griffin, \$2.00; D. McFadden, \$1.00; F. Landry, \$1.00.

SS COASTAL MARINER

W. Newberg, \$1.00; C. Munden, \$2.00.

SS GRAYS HARBOR

C. A. Anderson, \$1.00; J. B. Sherman, \$3.00; T. E. Freeland, \$2.00; J. I. Booker, \$1.00; C. Zipoff, \$1.00; J. A. Gallagher, \$1.00; J. A. Lormand, \$1.00.

SS MADAKET

A. T. Arnold, \$1.00; E. T. Peterson, \$1.00; R. Strom, \$1.00; C. L. Dasha, \$1.00; J. Sanlonzans, \$2.00; F. Bura, \$1.00; L. W. Borreson, \$1.00; J. Aba, \$1.00; William Jenkins, \$1.00; M. Soobramoney, \$1.00; Henry Rowe, \$1.00; H. S. Bonitto, \$1.00; L. Reynolds, \$1.00; B. Holmes, \$1.00; A. Douglas, \$1.00; O. Lewis, \$1.00; S. P. Gondzar, \$1.00.

SS PURDUE VICTORY

W. Montalvo, \$1.00; J. J. Lawlor, \$1.00; Lee Klapp, \$1.00; John Clamp, \$1.00; A. Kuberski, \$1.00; E. A. Fancher, \$1.00; T. S. Moller, \$1.00; A. W. King, \$1.00; A. P. Maznick, \$1.00; David Nunn, \$1.00; M. Dodge, \$1.00; J. M. Rogers, \$3.00.

SS SIMMONS

J. Brady, \$1.00; J. LaFrance, \$1.00; M. Roth, \$1.00; J. L. Crowley, \$1.00; D. A. Meacham, \$4.00; J. D. Garvin, Jr., \$1.00.

SS S. CLARA

L. T. Everett, \$1.00; W. J. Tarrant, \$2.00; C. M. Owens, \$2.00.

SIU HALLS

BALTIMORE14 North Gay St.
Calvert 4539
BOSTON276 State St.
Boudoin 4455
BUFFALO10 Exchange St.
Cleveland 7391
CHARLESTON68 Society St.
Phone 3-3680
CHICAGO24 W. Superior Ave.
Superior 5175
CLEVELAND1014 E. St. Clair Ave.
Main 0147
CORPUS CHRISTI1824 Mesquite St.
Corpus Christi 3-1509
DETROIT1038 Third St.
Cadillac 6857
DULUTH531 W. Michigan St.
Melrose 4116
GALVESTON305½ 22nd St.
2-8448
HONOLULU16 Merchant St.
58777
HOUSTON1515 75th Street
Phone Wentworth 3-3809
JACKSONVILLE920 Main St.
Phone 5-5919
MARCUS HOOK1½ W. 8th St.
Chester 5-3110
MIAMI1355 N. E. 1st Ave.
MOBILE7 St. Michael St.
2-1754
NEW ORLEANS339 Chartres St.
Magnolia 6112-6113
NEW YORK51 Beaver St.
HAnover 2-2784
NORFOLK127-129 Bank Street
4-1083
PHILADELPHIA9 South 7th St.
Phone LOmbard 3-7651
PORT ARTHUR909 Fort Worth Ave.
Phone: 2-8532
PORTLAND111 W. Burnside St.
Beacon 4336
RICHMOND, Calif.257 5th St.
2599
SAN FRANCISCO105 Market St.
Douglas 5475-8363
SAN JUAN, P. R.252 Ponce de Leon
San Juan 2-5996
SAVANNAH220 East Bay St.
8-1728
SEATTLE86 Seneca St.
Main 0290
TAMPA1809-1811 N. Franklin St.
M-1323
TOLEDO615 Summit St.
WILMINGTON440 Avalon Blvd.
Terminal 4-3131
VICTORIA, B. C.602 Boughton St.
Garden 8331
VANCOUVER144 W. Hastings St.
Pacific 7824

Geo. Washington Bartender Is A Topnotch Professional

Brother Robert L. Brock, who sails on the Alcoa liner George Washington as Bartender, is worthy of Log mention for several very newsworthy reasons. Not only does he have the honor of being the first and only Bartender on the George Washington since her return to passenger sailing, but he also has the distinction of being the first Seafarer to sign on as a Bartender since the war's end.

Bob came to the SIU well qualified to sail as a Bartender, having been a member of the Bartenders' Union for over 4 years, and also the favorite drink mixer-upper of John Goodman, First Vice President of the Bartenders.

Among his many assets, he has an international Bartenders certificate which entitles him to



Bartender Robert Brock shaking up one of his thirst-quenching specials aboard the George Washington.

serve not only in the U.S., but in Mexico, Cuba and Puerto Rico as well.

As a result of winning the top award given by the Bartenders Union in open competition with 87 other Bartenders from all parts of the United States, Bob's bank account was fattened to the extent of \$775. His prize winning effort was monickered the Times Square Cocktail.

WINNING RECIPE

Recipe for this tempting taste titillator is one-half jigger of lemon juice, one-half jigger of slo gin, and one full jigger of rum bacardi. Ingredients are shaken well with cracked ice until the mixer becomes frosted, and then poured into the cocktail glass in Brock's inimitable style, developed through years and years of experience as a thirst quench expert.

He has also developed an original technique in shaking the cocktail and pouring it without once banging or cracking the mixer against the bar. Yes, we saw him with our own very eyes, and can vouch for his ability. Seems as how the technique consists of screwing or twisting the cap around the measurette firmly in such a way as not to crack the glass when loosening same. Sounds quite complicated, but it's really simple, says Bob!

Among other nite spots, Brother Brock worked in Cole Porter's old place, the 1-2-3 Club. He's also worked along the mainstem in other niteries.

Hailing from Birmingham, Alabama, Brock is an eligible bachelor in his late twenties. He's been a member of the SIU since 1944, and now resides in New York when he's in town.

He sailed as a Night Cook and Baker during the war, and once when his ship was docked at a Belgian port, buzz bombs caused it to break loose from its moorings. At the same time, dive bombers sank another Alcoa ship docked along side.

During the SIU General Maritime Strike in 1946, Bob did his stint at the 125th St. Pier on the North River, and also participated in the work stoppage which occurred earlier in '46. He really believes in the SIU, and isn't afraid to tell any of his thirsty clients aboard the George Washington that he belongs to the Seafarers as well as the Bartenders Union.

Attesting to his bartending ability is the fact that Brother Brock has had numerous offers from passengers to tend bar in various parts of the country. Not only does Bob know the numerous strange concoctions which many passengers dream up, but his knowledge of wines—dry or sweet, chilled or room temperature, and with what course—delights the gourmets' hearts.

New Agent Finds Port Mobile Is In Good Shape

By CAL TANNER

MOBILE—It's good to be in Mobile again and meet so many old shipmates. The affairs of the port were in excellent shape, so the business of assuming office was narrowed down to hanging up my hat, rolling up my sleeves and going to work.

Shipping has been good here since before Christmas with Waterman taking out a bunch of ships from the boneyard for the grain run to Europe.

In fact, it has kept Charlie Kimball and the other officials busy hunting up crews. Things have slowed down some, but it isn't much trouble to ship on the kind of run you want.

Whitey Lewis is already on the job as Engine Patrolman and the old officials are cooperating 100 percent, giving the port a good working force.

With the regular Alcoa and Waterman payoffs and most Mississippi freighters making this a port of call there is plenty of work to keep the waterfront patrol busy.

The Seafarers has 16 towboats operating in this port, and the crews are getting pretty tired of the run-around the operators are giving them.

Several times during the past year they have had to hang the hook to enforce clauses of the agreement, and right now they are out after an iron clad contract with all the vague "Philadelphia lawyer" clauses eliminated.

All in all, Mobile is the same busy Union port it has always been, and the headaches are nothing new. One thing everyone can be sure of is that the membership down here will continue to do the same good job as it has done in the past, and that as a good Union port Mobile, will continue to rank second to none.

NOTICE!

All those who witnessed the accident sustained by E. E. Casey on July 25, 1946, aboard the SS Algic, will please get in touch with Joseph Volpian, SIU Special Services Department, 51 Beaver Street, New York City.

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Viktor Makko, Bosun; Charles Sonwald, AB; Moussa Talamas, AB; are requested to get in touch with Richard Cantor, 51 Chambers Street, New York. It is in reference to the injury of John Novak aboard the Joseph S. Emery on October 1, 1945.

PERSONALS

J. C. GUTHMAN

Please write to your son Billy Jack Guthman, 25 South Street, New York City. He wants to hear from you.



Unity....



... is more than a word ; it is living , militant unionism . During the past several months the Seafarers International Union has actively aided the following unions , locally and nationally , to win their beefs at the point of production : The MM&P, ILA, CIO Shipbuilders, MEBA, Teamsters, and the MFOWW.

the
SEAFARERS

International Union of North America



"THE BROTHERHOOD OF THE SEA"