

SEAFARERS LOG



Official Organ of the Seafarers International Union of North America

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No. 37

Living Costs Go Up As Food Prices Rise

WASHINGTON, D. C. — The American Federation of Labor launched a vigorous campaign against the rising cost of living as reports from all over the nation indicated that prices are soaring to new high levels.

AFL President William Green directed a letter to the local AFL affiliates in all cities and towns in which the Senate-House Committee on the Economic Report is preparing to hold hearings on the prices of consumer goods, urging the local groups to flood the committee with evidence of exorbitant prices now gouging the consumer.

Opinion of experts revealed that the cost of living is due to go up rather than down, as the profit-hungry interests boosted prices to maintain or increase their record take.

In produce markets, dealers confidently predict retail prices of \$1 a pound of butter and \$1 a dozen for eggs.

NEW HIGHS

In Chicago, prices of corn and oats hit new highs for the second consecutive day, while wheat advanced several cents a bushel to a new peak for this time of year, at the height of the harvest.

The Bureau of Labor Statistics reported an increase in the wholesale price index for 900 commodities for the ninth straight week. The index now stands at a level 20.1 percent above a year ago.

The jump in corn price was blamed upon more bad weather reported from the corn belt. On top of this came the warning from John F. Krey, chairman of the American Meat Institute, that the corn crop may be damaged further by frosts.

If frost comes at the average time this year, from one-third to

one-half the corn crop will be in danger, Krey said.

He forecast a drop in meat production this year, "at a time when there is more need and demand for meat than ever before."

Meanwhile the Agriculture Department told the world that farmers this year have averaged about 42 cents a dozen for eggs, the highest price in history and about 7 cents above last year's price.

Although egg production is higher than a year ago, prices are expected to remain high because of the shortage of red meat, the department said.

GREATEST PROBLEM

Mr. Green, in his letter to all local AFL groups, urged them to present to the congressional committee the facts of the present price situation "in their true light." He said:

"The continually rising prices of the necessities of life is the single most important problem confronting America today.

"Government figures, which can only partially measure the rise in the cost of living, show that the prices of products purchased by an average family hit a new high during the month of June, when they were 56 percent higher than in January, 1941.

"Food and clothing, which require the bulk of the average worker's wage, rose in price 95 and 84 percent, respectively. Preliminary figures for July and August are even higher.

"The first session of the 80th Congress closed its eyes to this continually rising cost of living. Its only action was to authorize the present investigation of the high cost of living.

"Labor should take advantage of the opportunity to present the facts in their true light."

Send Pix

Every candidate for office in the A&G election scheduled to begin on November 1st, must submit with his qualifications a passport picture of himself and a short biography of no more than 100 words, dealing only with the candidate's Union record and activities.

These pictures and biographical notes will be carried in the SEAFARERS LOG in order to familiarize the membership with all candidates.

Send your qualifications, picture, and short biography to: Secretary-Treasurer, Seafarers International Union, 51 Beaver St., New York 4, N. Y.

MM&P Asks Pact Changes

New contract negotiations between the National Organization of Masters, Mates, and Pilots, got underway last week when the MM&P presented the American Merchant Marine Institute with demands which include wage increases for Masters and Mates, an extra \$12.50 monthly for Captains required by the company to wear uniforms, and continuation of the practice of carrying Pursers where such personnel have been carried since 1942.

Certain points in the old master agreement have been deleted or modified. All of the changes are being proposed only after careful study by the Negotiating Committee, and were, in the main, suggested by working Deck Officers.

MM&P members, sailing as officers on coal-carrying ships, recently won a 5 percent wage increase, plus improved overtime pay for work performed on holidays at sea. This new agreement expires September 30, 1948.

37 Union Posts Are To Be Filled In SIU Election

Nominations for 1948 officials for the Atlantic and Gulf District were officially opened at the regular membership meetings on Wednesday, September 10, with the adoption of a resolution in all Ports calling for an election by regular referendum ballot in accordance with the Constitution. (The resolution appears on page 3.)

Appearing on the ballot will be 37 posts to be filled. Twelve Port Agents, 21 Patrolmen, one Secretary-Treasurer, and three Assistant Secretary-Treasurers are to be selected.

The creation of two additional Assistant Secretary-Treasurer posts was voted as part of the resolution calling for the election. These new officials will carry out certain duties which have been previously assigned to appointed officers.

These duties include contract negotiations, organization, port committee, special representative, and special services and welfare. Qualifications for these positions are the same as for the job of Port Agent.

(Qualifications for elective office in the Seafarers International Union, Atlantic and Gulf District, appear on page 3.)

MEMBERSHIP APPROVAL

As in previous years, the resolution empowers the Secretary-Treasurer to open additional offices, if necessary, and to staff them, subject to the approval of the membership.

In the last election, 38 posts were contested for, but tightening up of the Union apparatus, in line with the recommendations of the Agents' Conference, lopped off a few jobs. At the same time, however, service to the membership has been maintained at a high level.

In addition to the customary requirements for office, each

candidate is directed by the resolution to furnish a passport picture of himself, taken as recently as possible, plus a statement of not more than 100 words, giving a brief resume of the candidate's Union record and history. These pictures and statements will be carried in the LOG after nominations have been closed, and will serve to familiarize the membership with the men running for office.

Various members of the Union stressed the need for outstanding candidates being nominated for office for the year 1948.

"In the next year," they said, "this Union, like many others, faces many attacks. It will take a solid, militant membership, with sincere leaders, to hold on to the gains we have made so far."

Storm Halts Seafarers In Mobile Area

A tropical storm, which lashed at the Gulf Coast early this week, caused difficulties to members of the Seafarers International Union in two quarters.

The SIU-manned Waterman vessel SS Raphael Semmes was one of two freighters which ran aground in Mobile Bay at the height of the storm's fury. She was refloated, however, after several hours of work in which three tugs participated.

At Bayou La Batre, on the Alabama Gulf Coast, the 600-ton fishing fleet, which operates from that point, was kept idle as high winds and heavy rains in the area rendered the waters extremely dangerous.

The 1,400 fishermen who man Bayou La Batre's fishing boats are all members of the Mobile Bay Seafood Union, which affiliated with the SIU last July.

Damages resulting from the storm in the Mobile area were slight.

MC Aids Other Nations: Waterman

WASHINGTON—Charges that the Maritime Commission helps competition of foreign companies by insisting on subsidizing American flag vessels was voiced this week by the general council for the Waterman Steamship Company when he stated, "We can hold our own against our foreign competitors, but it's much more difficult to hold our own against them and the Maritime Commission."

Further, the statement charged, that the commission, during the

ten years of its existence, "has not made one single recommendation to Congress designed to encourage the operation of steamships in the foreign trade without an operating subsidy."

This policy, the company concluded, has placed handicaps in the way of ship operators who were seeking to develop an American merchant marine without Government aid.

Waterman, which is a non-subsidized company, leveled its blistering charges against the MC because of the commission's

proposal to subsidize ships operating routes now being adequately served by privately-owned, non-subsidized American shipping lines.

The company is already involved in one beef with the Government, with a suit pending charging the commission with "evasion and circumvention" of the 1946 Ship Sales Act in chartering Government-owned ships to the Black Diamond Company for operations against Waterman-owned vessels in the New York-Antwerp-Rotterdam service.

Ship Isthmian

On September 22 the Union's Negotiating Committee will commence meetings with Isthmian regarding working and general rules.

There's bound to be trouble since Isthmian likes to set its own rules. So, back up the Negotiating Committee by sailing Isthmian, and the Committee will be in better position to press its demands.

SEAFARERS LOG

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At 51 Beaver Street, New York 4, N. Y.
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International Officers

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105 Market St., San Francisco, Calif.
- PAUL HALL - - - - - First Vice-President
51 Beaver St., New York 4, N. Y.
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P. O. Box 25, Bowling Green Station, New York, N. Y.
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59 Clay Street, San Francisco, Calif.
- FRED FARNEN - - - - - Secy.-Treas. Great Lakes District
1038 Third Street, Detroit, Michigan
- HUGH MURPHY - - - - - Secy.-Treas. Canadian District
144 W. Hastings St., Vancouver, B. C.

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GEORGE K. NOVICK, Editor



Stay On The Job

Additions to the list of companies under contract with the Seafarers International Union are being made with ever-increasing frequency. Thanks to the well-planned strategy and efficiency of the organizational department and the cooperation of a union-conscious membership, this is a decidedly healthy sign.

It is evidence of the fact that the SIU is sound and that it is amply endowed with a vigorous membership which enables it to thrive and grow.

But along with the many fruits which come to the membership as the organization expands its contractual relationships, there is an increasing responsibility that must be accepted and shared by each individual Seafarer.

The Union is being called upon to supply more and more manpower to operate the ships under contract. The job is a complicated and difficult one. Furthermore, it is essential that the Union fulfill its contractual obligations if it is to maintain the record gains it has won consistently in negotiations with the operators.

There is only one sound, sure way this end can be served. And that is for every man to take the jobs off the board as they appear and then to stay on the job once he is dispatched to the ship. If a man keeps rejecting assignments, the number of jobs waiting to be filled grows by leaps and bounds while, at the same time, the manpower is being needlessly piled up on the beach.

It is in a situation such as this that it becomes necessary to take in men from the outside to fill the gaps—a last resort which is always wholly undesirable because of the ultimate effect on the job problem when shipping declines. It leads to an overloading of the membership and consequently winds up in fewer and fewer jobs for all hands.

It is highly important, therefore, that every member bear in mind that the position of his Union and his own job security is jeopardized when he unreasonably shuns a job assignment.

Take the jobs as they come up and stay on them! You'll be helping to insure your own future security by acting in a responsible Union manner.



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.

NEW ORLEANS HOSPITAL

- JOSEPH DENNIS
- L. GROVER
- C. MACON
- BOB WRIGHT
- JOHN MAGUIRE
- CHARLES BURNEY
- J. J. O'NEAL
- E. L. WANDRIE
- E. M. LOOPER
- D. G. PARKER
- LEROY CLARKE
- J. ZANADIL
- D. P. KORALIA
- WILLIAM MOORE
- L. COOPER
- REUBEN VANCE

NEPONSET HOSPITAL

- L. CLARK
- J. S. CAMPBELL
- E. FERRER
- J. R. HANCHEY
- C. LARSEN
- L. L. LEWIS
- J. R. LEWIS
- R. A. BLAKE
- L. TORRES
- C. SCHULTZ
- J. HAMILTON
- H. BELCHER
- J. T. EDWARDS
- L. BALLESTERO

- C. C. MOSS
- D. TULL
- J. SILLAK

BALTIMORE MARINE HOSP.

- R. H. COOTE
- G. A. MASON
- B. J. WILLIAMS
- J. FURDILLA
- J. JUUHIWA
- C. ALEXANDRIS
- J. W. TAYLOR
- F. R. O'BRINE
- L. PAINTER
- J. D. OTTO
- MAX FINGERHUT
- W. VAUGHAN
- W. T. ROSS
- M. J. LUCAS
- E. FREMSTAD

STATEN ISLAND HOSPITAL

- J. A. DYKES
- F. CHRISTNER
- W. SATTERFIELD
- P. GELPI
- F. ZOLLER
- T. COMPTON
- W. R. HALL
- A. SWENSON
- J. J. RATH
- M. EVANDSICH

Hospital Patients

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

Staten Island Hospital

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

- 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.)

- PAT BAKER (SUP)
- J. M. MARTINEZ
- J. HOUSTON
- E. P. O'BRIEN
- J. S. MOLINI
- T. J. KURKI
- F. J. SCHUTZ
- J. P. MCNEELY
- E. DRIGGERS
- I. WHITNEY

GALVESTON MARINE HOSP.

- W. BENDLE
- G. E. LEE
- A. BELANGER
- A. V. O'DANJELS
- R. S. SINGLETARY

BRIGHTON HOSPITAL

- R. LORD
- J. BARRON
- E. DELLAMANO
- H. SCHWARTZ
- E. LESSOR
- E. JOHNSTON
- J. TEN EYCK
- D. BOYCE
- R. GREENWOOD
- E. OVERTURF (SUP)

BUFFALO MARINE HOSP. SIDNEY CUNNINGHAM

LCA Forced To Grant Wages To Match SIU

By RUSSELL SMITH

DETROIT—In a move of desperation to forestall organizational gains of the SIU Great Lakes District, LCA operators boosted wages to a par with SIU contracts as of September 1. In one or two of the classifications, the LCA rates tops those of the SIU by one or two cents.

After the SIU Great Lakes District cracked the forty-hour week on the sandboats, Midland, Browning, McCarthy and others, the big-hearted LCA operators came through with their last minute increases.

This year, as in former years, the SIU has spearheaded the fight for gains on the Great Lakes. Then, in a psychological move to offset SIU increases, the open shop owners of the LCA get big-hearted and come across with these raises. What's their motive?

That's easy to see. The SIU has already made sweeping organizational gains in the past year on the Lakes. First came the seven Midland ships last Fall. Then, the two Huron ships this Spring, and the four Wyandotte ships this Summer.

At the present time, the SIU has seven pending petitions for elections before the NLRB. Taft-Hartley red tape has delayed elections on the Hanna fleet (13 ships), Kinsman (5 ships), Schneider (2 ships), Wilson (12 ships), Shenango (3 ships), Tomlinson (11 ships), and Nicholson (Ecorse—1 ship).

STRONG FOR SIU

Despite these delays, men on these ships as well as on other Lakes fleets not as yet petitioned are overwhelmingly for the SIU. In fact, many of them have taken advantage of the SIU's open books in the Great Lakes District and have joined up.

This strong SIU sentiment on the Lakes is one of the things that have the open shop shipowners so worried.

One important fact to remember is that the LCA does not want a strong union like the SIU on the Great Lakes to protect the rights of the Lakes seamen and fight continuously for the many needed improvements.

That costs money—big money—and these profit-hungry shipowners grasp at any straw in an attempt to offset the many SIU gains.

These individuals have tried every trick in the book, and even invented a few new ones. Desperate open shop operators will stop at nothing to prevent the Lakes seamen from choosing the SIU as their union.

Take a look at the record, just recently. Poison pen letters have been circulated. Filthy, lying and "anonymous" propaganda has been sent through the mails, and showered around the Lakes in large quantities. Who is paying for this nazi-type propaganda?

A certain moribund and dying outfit known as the Lake Sailors Union unaffiliated (LSU) suddenly becomes rich enough to mail slick propaganda to every unorganized ship on the Lakes.

Even though the envelopes bore the LSU name, they were distributed to the crewmembers, unlike SIU material which is often destroyed before the seamen can read it!

Who pays for this slick LSU propaganda?

Certainly, the dues from 22 Cleveland-Cliffs ships don't pay for this high-powered literature! Why, the SIU has dozens of letters on file from the Cleveland-Cliffs ships.

These letters openly state that the senders want no part of the phony LSU, and that only a small of the men on Cliffs ships actually belong to this so-called union!

In spite of their apparent poverty, who pays the salary of the LSU shoreside lawyer-representative, Meyer Cook?

WHY NOT

Lakes seamen are saying, "Why wait for the LCA to grant increases after the SIU has fought for these gains? Why not join the SIU, and under the banner of the Seafarers win our own contracts bringing us the best wages and conditions on the Lakes. We're not freeloaders! We want to be a part of the peace-setting Great Lakes Seafarers!"

Despite the fact that LCA increases have only been in effect since September 1, many reports are reaching SIU offices about Lakes seamen being ordered to do all kinds of unnecessary work on Saturdays and Sundays.

They are told, "You are already receiving premium pay for week ends. Now, you'll have to do any kind of job you're told to do even if it is Saturday or Sunday."

Yes, the kind and spendthrift shipowners granted these increases. Now they want to squeeze it out of the unorganized Lakes seamen, drop by drop.

There's only one protection. That is to join the SIU Great Lakes District today; vote SIU when your ship votes; and win an SIU contract with job security, seniority protection, union representation, and the best damn wages and conditions on the Lakes!

Don't be taken in by those hourly rate figures. It's the monthly take-home pay that counts. SIU contracts with SIU conditions mean that you get paid time-and-one-half in addition to your regular pay for any job classified as a penalty job.

Open shop LCA ships don't know what penalty pay for penalty work means!

Sign an SIU pledge card now. When your ship votes, be sure to register your vote for an SIU contract and SIU conditions. That's the only way to throw off the chains of LCA slavery!

Ship Isthmian

The complete fight to get Isthmian signed to an SIU contract is not yet over. We won the major part of the battle when we got them to agree to the Union Hiring Hall and Rotary Shipping, but the working rules still have to be negotiated.

So, when Isthmian jobs appear on the board, be sure to accept them.

The more Seafarers on the ships, the better the working rules will be. Do your part.

REPORT FROM HEADQUARTERS TO MEMBERSHIP

By J. P. SHULER, Secretary-Treasurer

Membership

There are many men now sailing on permits who have had them for over a period of eighteen (18) months. At the present time there are not enough Bookmen to man our contracted ships.

Isthmian Steamship Company has just signed up with the closed shop agreement, which means about 3,500 more jobs than we had before we secured the shipping on Isthmian ships.

There have been several other small companies that signed up which are being crewed from the Union Hall. Therefore, it is recommended that books be opened for new members beginning September 25th, and that the quota be governed by the Headquarters office, subject to the approval of the membership. Permitmen making application for probationary membership:

- (1) Must be of a rating above that of Ordinary Seamen, Wiper or Messman.
- (2) Must have held a trip card or permit for at least eighteen (18) months or more.
- (3) Must have at least one (1) year's seetime on permit.
- (4) Must have a clearance from the general strike.

All applications to be acted on by a committee in Headquarters office.

Elections

The voting for the officers for the year 1948 will begin November 1st and end December 31st. Any man wishing to nominate himself for office can do so by submitting the proper qualifications to the Committee on Credentials at Headquarters office.

The committee issuing the SEAFARERS LOG will carry a list of the required qualifications for application for office until October 15, 1947. All credentials must be in by October 15th, 1947. A resolution will be presented at tonight's meeting which, if carried, will determine the offices that go on the ballot.

As per the constitution, nominations will be opened at each Branch meeting tonight, and also at the regular branch meetings on September 24th and a resolution will be presented at tonight's meeting in each branch.

Negotiations

The Negotiating Committee for the Union will meet with the Isthmian Steamship Company on September 22nd to begin negotiating on the general and working rules.

The Isthmian working rules are still in existence and will remain so until such time as the negotiations have been completed. There is no doubt that the Negotiating Committee will run into quite a bit of trouble, inasmuch as the Isthmian Steamship Company has always dictated its policy to employees aboard their ships.

However, the Union has been able to beat the Isthmian Steamship Company on all issues up to now, and has no intention of settling for general or working

rules that are below the standard. The Negotiating Committee for the Union will meet with the American Eastern Steamship Company tomorrow to continue negotiations for general and working rules.

The agreement with the Calmar Steamship Company has not been completed as yet. We should be able to put them before the membership for ratification at the next regular meeting.

Buildings

The membership went on record at the last regular meeting to buy a Hall in the port of Mobile. A check amounting to \$37,000 is being sent to the Port of Mobile which will complete the transaction and, by the next regular meeting, we will own a building in that port.

There has been quite a bit of favorable comment on the buying of this Hall, inasmuch as the Union has been pushed around from barn to barn in that port for a long time. This will make the fifth building that we own now.

As fast as suitable buildings can be found at reasonable prices they will be purchased in other ports. It should not be too long before the Seafarers International Union of North America has its own building in every key port.

Haas-Vikko-Langham

The membership went on record at the last regular meeting to make a contribution to this fund, and empowered the Auditing Committee to determine the amount to be donated. The Auditing Committee recommended that the Seafarers International Union donate \$2,500 to the fund and that it be taken from the Strike and Organization Funds. A check of \$2,500 has been contributed by the Union.

Individual members wishing to make contributions should send same directly to:

Haas-Vikko-Langham
Post Office Box 31
Baltimore, Md.

No contributions should be given to any Union official for this fund.

Curran Pulls Sleeper Play In Battle For Power In NMU

The fur started flying thick and fast around the New York Headquarters of the National Maritime Union when five anti-communists were appointed to the Trial Committee which will hear charges against R. J. Sullivan, New Orleans Port Agent, and Harry Alexander, Port Patrolman.

The charges against these officials were brought by Secretary Ferdinand C. Smith, and Vice-President Chester Young, after an investigation by Young which has been termed by the anti-commies in the union "a frame-up for Sullivan and Alexander."

Both Sullivan and Alexander have allied themselves with NMU President Curran in his attempts to rid the NMU of communist domination.

When Curran successfully ousted former Vice-President Joe Stack, the commies were able to appoint three of the five Trial Committee members. Chester

Young was chairman, and in return for his whitewash, the communists backed him to replace Stack.

SMART PLAY

This time Curran played his cards much better. Only four members of the National Office were present when the new Trial Committee was brought up, and even though red-tinged Vice-President Howard McKenzie voted against Curran, Treasurer Hedley Stone and Vice-President Lawrenson carried their slate to victory.

It is expected that the commies will attempt to overthrow the new committee. Failing that, the dispute will most certainly hit the deck at the NMU Convention beginning in New York on September 22.

The members of the Trial Committee appointed so far are Robert Crawford, Charles Monroe, Neal Hanley, David Drummond, and Wallace Walker, all anti-communists.

Gear-Grabbers Hurt Union

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

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

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

Marymar Was Hungry Ship—Not Now

CALMAR Steamship Company, the only company contracted to the SIU which has not extended its agreement, ran headlong into Union solidarity last week aboard the SS Marymar.

The ship loaded lumber on the West Coast and came east to discharge cargo in the Port of New York. Not more than a few days out, the problems started. Between the overbearing actions of the First Mate, and the undersufficiency of food, there was plenty to gripe about.

The First had a very warm feeling for the company—so warm in fact that he leaned over backward to prevent overtime being claimed. The Carpenter, making soundings on Sunday, was only credited with one half hour OT in the morning, and the same amount of time in the PM. This is only one example.

But it was the food situation that really carried a full head of steam. At no time during the entire trip were food stores on a par with those carried on other SIU-contracted ships. It was not until the Marymar made New York that the men had a square meal, and they had to go ashore to get a real feed.

THE CUPBOARD WAS BARE

On the day the ship docked, all that remained in the ice-box was a forlorn ox-tail and a roll of bologna, and those two items had been the only occupants of the ice-box for quite a few days.

Under the leadership of the three Delegates, Dusty Rhoades, Deck, Steve Stevens, Stewards, and Thomas Waller, Engine, the crew registered a protest with the company. A delegation also came up to the New York Hall to speak their piece to the Port Officials.

Soon after that, the crew got action. Early Saturday, September 6, the day after the ship docked, a LOG reporter went down to the ship with SIU Patrolman Jerry Lichtman and MM&P Patrolman Louis Fischman. By that time the larder had been well stocked, and the company had promised to see to it that the same thing didn't occur again.

As for the Mate, a talk with his Patrolman and the SIU representative showed him the error of his ways, and there is no doubt that he will live up to the letter of the SIU contract from now on in.

Altogether a fine victory for the SIU, and the militant crew of the Marymar.



These men changed the Marymar from a hungry ship into a good feeding ship. During the course of a two months trip, the company, Calmar, sent very little solid eating to the vessel, and the crew subsisted on the sort of vittles that were the sailors lot 25 years ago. But when the Marymar hit New York, these men went into action, and a full pantry was supplied. Left to right, Jack Greenhaw; Steve Stevens, Stewards Delegate; Dusty Rhoades, Deck Delegate; Pete Zagraniczny, and Thomas Carbins. Engine Delegate Thomas Waller was not present for the picture.



The Stewards Department knew what to do with food—when they had any to cook. But Calmar kept the ship hungry and the Steward became tired looking at the same ox-tail hanging up in the ice-box. Left to right, B. L. Hamm, Steward; W. Vickers, First Cook; and C. H. Stevenson, Second Cook.



Here's a picture of the ice-box the day after the company was warned to get supplies on board ship. Members of the crew said they were sorry the photographer hadn't gotten there a day sooner so that he could have taken a picture of the lone ox-tail that had the entire box to itself.



There was plenty on the menu the day the LOG photographer came down to the Marymar to take pictures, but previously the crew had to live on very little. It shows that crew action, backed up by a militant Union, can gain decent conditions even from a hard-hearted company like Calmar.

Taft-Hartley Act Will Harm Capital, As Well As Trade Unions

By EDDIE HIGDON

PHILADELPHIA — I see by the newspapers that a well-known Florida legislator has come out flatly for the repeal of the Taft-Hartley Law. This is really something because the legislator in question comes from a state that has on its statute book many laws unfriendly to the labor movement.

The Senator goes on to state that the T-H Act is vicious and is intended to destroy organized labor, and that if this feat is accomplished our entire internal structure may crumble.

In the opinion of this writer we must have labor if the capitalist system is to exist. So, if the T-H Law is intended to destroy labor, which it is, then capital will also suffer.

Speaking of the Taft-Hartley Act, we had a man in our midst who betrayed one of the principles of organized labor by working behind a picketline. This character was fined \$200 for his offense and then he was allowed to ship out as a Bosun.

Right away he started brown-nosing with the Mate, and when the crew warned him, he refused to take the hint. Finally the crew voted him off the ship, and then the donkey flatly refused to obey the mandate of his shipmates and stated that the Taft-Hartley law protected him.

This whole incident goes to show that the law is detrimental, and encourages anti-union characters to take advantage of conditions and wages won by labor without accepting any responsibility.

I heard a radio commentator state that butter would go up

Lakes Seamen Go For Seafarers

By ALEX McLEAN

BUFFALO — Now that another passenger season on the Great Lakes has drawn to a close, the waterfront puts on its blazing fall colors and the grain elevators start in real earnest to store away the many millions of bushels of grain.

Shipping should take a turn for the better, especially for rated men, with the arrival of the grain fleet. The freighter formerly known as the Sonoma has been renamed the Fred L. Hewitt and is now operated by the T. Browning Steamship Company.

Organizing in this port has been well accepted by the majority of unorganized men. Hardly a day passes, Sunday included, that some Lakes seaman does not call at the Hall, for LOGS and literature.

Our organizing campaign went along very smoothly this season, and we have made fine progress. Next season should be even better.

Brother Sidney Cunningham, Oiler aboard the motor ship Richard J. Barnes, fell in the hold on August 29 and is now in a serious condition in the Buffalo Marine Hospital.

Any of his former shipmates knowing the addresses of his relatives please communicate with the Marine Hospital or the Buffalo Agent.

to \$1.00 per pound, eggs to \$1.00 a dozen, and that meat would rise even higher than it is now. During the war these prices prevailed but wages and overtime amounted to a sizeable sum each week.

Now, however, wages are about half what they were for the average worker, so if foods are going to be priced at wartime levels and wages are cut in half, where does labor come off in this deal.

I wonder whether the newspapers will see this injustice and play it up, or will they further spank labor for going on strike in order to, in a small way, keep pace with the rising cost-of-living?

After the last war labor unions were slowly ground down. The capitalist-made depression came along and caught labor at too low an ebb to fight for its rights.

Wake up labor, this must not happen again. Before the Taft-Hartley Act beats us once again into submission, let us rear up on our hind legs and together with all other labor unions fight for the repeal of the vicious "slave labor" law.

AROUND THE PORTS

NO NEWS??

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

CLEVELAND
DULUTH
JACKSONVILLE
MOBILE
MONTREAL
NORFOLK
SAN JUAN
SAVANNAH
TOLEDO

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.

Shipping Picks Up In Baltimore, Prospects Look Good For Future

By WILLIAM RENTZ

BALTIMORE — After being on the slow bell for a few weeks, shipping finally took a turn for the better. We paid off a number of ships last week, and also signed on quite a few.

From here on, both shipping and business should be okay, and that means plenty of jobs on the board.

We had some beefs on the ships which paid off, but they were all settled right on board, and to the satisfaction of the men involved.

Some of the gripes that come up are just chicken, but some are really legitimate, and we go to town on the complaints, squaring them away before they get out of hand.

The main topic of conversation down here is the Taft-

Hartley Law. I guess it's the same way in the other ports, too. The men just can't seem to realize that a Congress which is supposed to represent the people could pass such a bill against the working man.

Some of the men refer to it as the Taft-Heartless Act, and that's as good a description as I've ever heard. We sure hope that the law will be repealed, because as long as it is in effect, all labor is in danger.

STRIKE NEWS

The Bethlehem steel workers and the shipyard workers are still out on strike, and we are respecting their picketlines. No one has any idea as to when these strikes will be settled, but we hope that the men win soon.

With Isthmian in the bag, the membership is wondering what company is next on the list. Any organizing campaign that the Union starts on now will have the fullest cooperation, because the guys who stood back and watched during the Isthmian drive are no longer officials.

The gashounds, who up until recently were giving us such a bad time, have now quieted down and seldom are heard from.

I want to close with another warning to the men who refuse to accept assignments to ships, preferring to let them sail short-handed. The companies won't stand for that, and it makes it tough on the Negotiating committee when new contracts come up.

Cooperate by accepting jobs, even if the ship is not a de luxe scow. Once aboard, a militant guy can do a great deal towards cleaning up a rustbucket.

Season Closing For Great Lakes Passenger Ships

By HERBERT JANSEN

CHICAGO — With shipping fair during the past week, we shipped 11 Firemen, 2 Coalpassers, 2 Oilers, 2 Wheelmen, 7 ABs, 7 Ordinaries, 3 Second Cooks and 2 Porters.

SS City of Grand Rapids ended her season Labor Day, and will go into the shipyard for some needed repairs. After a some ten days or so in the yard, she will head for her winter berth at Benton Harbor.

The Grand Rapids had a good season this year, carrying many thousands of excursionists from the Chicago area to the sunny bathing beaches on the shores of Lake Michigan. This has been a favorite jaunt of many Chicagoans for years.

Another ship paying her last seasonal visit to the Windy City was the D & C cruise ship, City of Cleveland III.

She left here on her way to Detroit, where the C III berths for the winter months along with the other D & C passenger ships.

Georgian Bay's SS North American is scheduled to keep on the go until Sept. 22, and she will then be used as a hotel until the 26th. After that, the North heads for Holland, Michigan, where she lays up with the South American and the Alabama.

Incidentally, the SS Alabama has not been in operation for several years, but rumor has it that she will be remodelled this Winter and put on an all-round Lakes cruise next year.

During the week, outside of the regulars, we had the Midland ship, SS John W. Davin. She loaded grain for Buffalo.

LABOR DAY

Chicago's Labor Day witnessed one of the largest and most impressive crowds ever gathered in one spot. It was held in Soldiers Field, with the stands filled to capacity, and they hold almost 125,000. Approximately

three times that number were milling around on the outside trying to get in for the Labor Day celebration.

Anti-labor groups throughout the country were shown that the men and women who belong to the AFL are up in arms over the anti-labor acts of Congress and the boss-paid Washington bureaucrats who are trying to cram labor's freedom down our throats.

AFL President William Green made a militant speech which was so well received by the crowded assembly that their enthusiastic roars must have made the anti-labor stooges cringe in their holes.

President Green warned these individuals that they would be



better off to go to some desert island and forget that they had ever tried to push the American workers around.

He also emphasized that the AFL today is better prepared than ever before to back up their warnings to any politicians who think they can crack whips over union men and women, and try to make us take whatever they dish out to us.

WILL WAKE UP

These phony politicians, who promised labor that they would protect the rights of all people, will wake up when they see the might of labor aroused to a fever pitch over their infamous

acts. An aroused AFL, some eight million strong at the polls, should wake these phonies up.

On the organizational front, the response to the SIU on the Lakes is remaining strong. Despite all attempts of the shipowners with their poison pen propaganda and lies, Lakes seamen are holding out for SIU contracts which bring SIU representation, job security, wages and conditions.

Even the delays of Taft-Hartley red tape is not slowing up the momentum of the Lakes swing to the SIU. Seamen on seven Lakes fleets — Hanna, Wilson, Schneider, Shenango, Kinsman, Tomlinson and Nicholson (Ecorse-SS Mataafa) are waiting patiently for NLRB elections.

Port Of Spain Representation

Signed by all the members of the crew, the Alcoa Cavalier has gone on record to instruct the Secretary-Treasurer to assign a Union representative to the Port of Spain so as to take care of Union business in that port.

Many ships contracted to the Seafarers International Union hit Port of Spain, and while no payoffs or sign-ons take place there, still and all there is a need for Union representation.

Members of the Cavalier crew visited six ships which were tied up in the port, as well as the men who were in the hospital. The overwhelming majority went on record for a Union representative, and in all 583 members favored the resolution which was introduced and passed by the Cavalier crew.

The text of the resolution is as follows:

WHEREAS: The crew of the Alcoa Cavalier, through the medium of the Ship's Delegate, and through personal contact has visited a large number of ships on the bauxite shuttle, and in addition has contacted hospitals, etc., ashore, and further,

WHEREAS: This resolution represents the unanimous opinion of 583 SIU crew members on ships as follows: the Alcoa Planter, the Diamond Hitch, the Snake Head, the Hunter, the Charles McDonough, and the Hawser Eye, in the Port of Spain, Trinidad, on August 25, 1947, and further,

WHEREAS: This resolution has been urged through motions, etc., ever since the SIU has had Alcoa under contract, therefore,

BE IT RESOLVED: That the Secretary-Treasurer of the SIU stand instructed to immediately assign a qualified Union business representative there.

LIFE ON THE GREAT LAKES



New York's Problem Child Making No Headway Against Seafarers

By JOE ALGINA

NEW YORK — This time of year is sometimes referred to as the "dog days." It is the time of year when on the rivers and streams in the back country a greenish scum coats the water and makes it impossible to swim or fish.

There is no greenish scum on the water around here but these are the "dog days" just the same.

One of the indications comes from our problem child, the Port Steward for the Alcoa Steamship Company. He is up to his old tricks once more and, of course, it involves the Alcoa Cavalier.

He is at his old dodge of trying to run his white-haired boys onto the Cavalier by sending them to the SIU for berths. He does this even though he knows men are available here for all jobs needed.

NEEDS WATCHING

We have to watch this bird closely as he tries to ignore the Union agreement and shipping rules. That is, he will ignore them if they don't suit him, but if they happen to coincide with what he wants, then he follows the provisions laid down.

One of his stunts is to go aboard the ship and promote men even though the men are not capable of the new jobs and do not have the ratings.

This, of course, is a violation of the shipping rules and it usually means an argument with the Patrolman covering the ship.

He gets straightened out time after time, but he still tries to pull a fast one every once in awhile.

Most of the men on the Cavalier are wise to this character and view his actions with suspicion. He is sure bucking for favor from the company, but so far he has nothing to report in his dealings with the SIU.

In the Port of New York as a whole, shipping and business is very good. The boom is continuing in fine style with an abundance of jobs available.

At the moment the port is especially short of rated men in the Deck and Engine Departments.

This week we had quite a few good payoffs. The Robin Locksley and Sherwood were in this week and paid off in fine style. Patrolmen Goffin and Drawdy handled the payoffs and reported everything shipshape aboard these ships.

Other good ships in port were the Yaka, Waterman, Hurley, South Atlantic, and Evangeline, Eastern. The Hurley had several Permitmen aboard who freeloader thinking they were wise guys, but they came to their senses when they were told that freeloading and enjoying Union conditions without helping the Union was not the way unions work.

NOT UNION TIMBER

Their tripcards were taken from them as they showed themselves as not being the caliber of men deserving books in the SIU.

The Evangeline, after paying off, went into the shipyard where she will remain for four weeks, after which she'll resume cruise operations to the south.

Isthmian ships, too, hit port this week and it is becoming the same story on them all. They

have all heard about the victory over the company and they show their appreciation when the Patrolman comes aboard by almost throwing their arms around him.

Some of the Patrolmen feel like they are greeting long lost relatives by the demonstration of affection given.

Most of the Isthmian ships paid off in good shape and so far haven't given the Patrolmen the headaches they expected.

Here is something I'd like to bring to the attention of Permitmen: After you have been employed aboard a ship for 60 days you are required by the Union rules to pay up your permit in full.

Some Permitmen are under the impression that they have six months in which to clear up this matter, but such is not the case.

To insure keeping in good standing and to get yourself a book in the Union, it is the smartest thing to pay up the permit as soon as you can.

LAI D OFF CREWS

Another word of advice, this time to crews being laid off while the ship is being repaired



or out of service for any reason:

When you are laid off a ship and you wish to rejoin the ship when it resumes service, make sure you register for that ship and have the name of the ship put on your shipping card.

This way you are guaranteed a return ticket to your berth.

I feel like I'm giving out with a lecture, but there is one more item which I think warrants a word of comment. On ships carrying passengers, occasionally a ship will come in and the crew will shout for the scalp of the Steward.

His crime, it seems, was to serve the passengers something fancy once or twice during the voyage, and the crew didn't get in on it. This is not a legitimate beef, as these people are passengers and are entitled to a few frills once in awhile.

It helps the Stewards Department get a few extra tips from the passengers and in the long run really works no hardship on the crew.

As long as the crew eats the same as topside, and there is no two pot system among the licensed or unlicensed personnel, this sort of beef holds as much water as a sieve.

Check It - But Good

Check the slop chest before your boat sails. Make sure that the slop chest contains an adequate supply of all the things you are liable to need. If it doesn't, call the Union Hall immediately.

Port Of Boston Gets Calls For Replacements

By JOHN MOGAN

BOSTON —Shipping and business continued good for the past week in this area. In the tanker field we had two payoffs, the SS Coalinga Hills and the SS Tonto, where virtually all hands piled off; and the SS Fort Frederica in transit, which called for about ten replacements.

Also paying off during the week was the SS Madaket, and since nearly everybody in the Engine and Deck Departments got fired, this scow, on which there is generally no turnover in jobs, will take on about 20 men before sailing.

The SS Edward Janeway signed on this week and sailed for Hamburg with a load of grain. Among the Isthmians to hit town this week were the SS Carleton Victory, the SS James Trask, and the SS Cape San Diego, which is still around here, and, at this writing looks at though it will be a few days yet before she gets away.

It was one of those bad weeks for the Patrolmen. The gang on the Madaket came in with all kinds of beefs about the Skipper, who also had some serious beefs regarding his Deck Department.

It was without doubt one of

the messiest affairs ever to hit here. Nevertheless, everything was settled satisfactorily, though the lawyers for Waterman are continuing their investigation on behalf of the company.

Then came the Tonto, which paid off in Portland, with a bundle of disputed overtime in the Stewards and Engine Departments. And going back over individual overtime sheets for a period of better than four months is a time-consuming job. But all of it was squared away to everybody's satisfaction.

SUMMER OVER

Business and shipping for next week do not appear too promising at this time; but then one can never predict with any accuracy what will develop within forty-eight hours.

The summer boats folded for the season on Sunday, September 7, and a good many hands will be available for off-shore jobs.

The Yarmouth also will be finishing her Nova Scotia run very shortly, so that in all likelihood we will be able to start vacations for the officials come the middle of the month.

Brother Earl Overturf, SUP 2340, will be a patient at the Brighton Marine Hospital for a couple of months and would like

to hear from his friends and shipmates.

Earl was the victim of a most unusual accident recently. It seems that, on paying off the Coalinga Hills, several of the boys from the West Coast decided to drive back as passengers with Brother Overturf, who brought a car for the purpose.

Gear and passengers were loaded into the car and the long trip was underway. About five blocks and three minutes later, Brother Overturf stuck his left arm out the window to signal a left turn and a truck coming from the opposite direction whacked the out thrust arm.

Earl winds up in the hospital breaking it in a couple of places with his arm in an impressive looking cast — and his newly-bought car in storage.

When you write, fellows, try to resist the corny gag about "how long is Overturf's arm."

The men in Boston are not forgetful of the Brothers in the Hospital. This was proven once again this week when the SS Madaket paid off and the Engine Department collected \$20.00, the Deck Gang \$18.00, and the Stewards gave \$9.85. Brother J. J. Miller made an individual donation of \$2.00 when he came into the Hall.

Brothers See Urgent Need For Better New Orleans Hall

Describing the present facilities of the New Orleans Hall as "entirely inadequate to handle the rapidly increasing flow of business," Gulf area Seafarers Johnny Ferdensky and Paul Fernandez this week stressed an urgent need for swift action in procuring new and more suitable quarters to permit the Union to keep pace with its physical growth in that port.

The two men visited the LOG office on Tuesday, when their vessel, the SS Seatrain Texas, docked in New York. The purpose of their visit, they explained, was to make known the views of practically every Seafarer in the Gulf, where the needs of the New Orleans Hall for enlarged facilities are widely recognized.

SPEAK FOR ALL

"It's safe to say we speak for almost every man in the Gulf area," said Ferdensky, who is better known to many of his shipmates as Johnny Thomas.

"Although opinion in the Gulf is just about unanimous in favor of quick action in getting better quarters," the two Seafarers pointed out, and the membership in every port has concurred in the resolution calling for purchase of a new Hall for New Orleans, we want to feel that every member is fully familiar with the situation down there."

Some men may not realize that it is almost impossible for the New Orleans Branch to carry on its normal functions, Ferdensky and Fernandez agreed.

It is impossible for all members to get into the building to attend meetings.

As things are shaping up in

New Orleans now, they added, the turnout for meetings generally amounts to about 300 men, a number far beyond the capacity of the present accommodations.

OVERCROWDED

"The meetings are hot and overcrowded," Ferdensky said, "and it's getting hard to get all the guys out for the meetings under those conditions."

The two Seafarers were enthusiastic over a building which is available right in the heart of the district where several American Federation of Labor unions have their headquarters.

Located at Bienville and Chartres Streets, around the corner from the present Union Hall, the available quarters are air-conditioned throughout and are very spacious, according to the Gulf Brothers.

Ferdensky added that if the Hall is purchased, New Orleans could boast of having "practically every convenience possessed by the New York Branch Hall."

BRIGHT FUTURE

Holding that New Orleans will soon emerge as one of the most important ports in the nation and consequently in the SIU, Ferdensky said that several ships are now being built that will sail from the Crescent City.

"And with Isthmian in the fold, business and shipping in New Orleans is going to be pretty active," Ferdensky said, adding that with a highly active port the Union must be equipped with physical facilities that can adequately handle the port's business and service the membership.

TELLING THEIR STORY



Johnny Ferdensky and Paul Fernandez in the LOG office.

All Kinds Of Jobs, Reports Tampa

By SONNY SIMMONS

TAMPA — We're still offering jobs of all descriptions to rated men in this port, with an especially heavy demand for Black Gang men.

The shortage of Black Gang men is due to the need for several men for the SS Florida. Any man sailing in the Black Gang can have a job on the Florida for the asking, as these jobs are going begging in this port.

Most of the men on the Florida ride her for a few trips and pile off. With cold weather soon to come, we shouldn't have our present difficulty in keeping a full crew aboard.

She makes a fine winter home when the icy winds are swirling around the northern ports.

Most of the men who were on the beach last week have grabbed ships so we have a different bunch of Seafarers on the beach now.

The crew of the Coral Sea is still waiting around and they expect to shove off some time

this week. With a full crew of Bookmembers, the Coral Sea should make a good trip.

ASSEMBLED FINE CREW

Chances are that there will be no performing or gas-hounding during the trip, as the crew appears to me to be one of the finest assembled in this Port in a long time.

The agents for the Coral Sea Steamship Company are also agents for ships of other companies contracted to the various unions.

By displaying a fine crew on this trip we will show them that sailing the ships and bringing them back in fine style is an important thing to us as a Union.

The Coral Sea Steamship Company intends to operate ten ships in the near future, so we should be in a position soon to send quite a few crews out to their ships.

One of the additions is due in this week. She will undergo repairs here and then be turned over for operations.

PHONY REELECTED

Organized Labor took a shellacking at the polls this week in Tampa. Present Mayor Hixon, a 14 caret phony, was reelected. This isn't good news for labor as Hixon and his anti-labor band will be in the driver's seat for another four years.

Shipping Holds To Good Pace In Marcus Hook

By BLACKIE CARDULLO

MARCUS HOOK — Shipping has been very good here, and it appears that we will continue to be busy for quite some time to come. We like it that way, with the more business the merrier.

There were several tanker payoffs lately, with one in particular deserving mention. That was the Great Meadows, Pacific Tankers, with a fine crew and a damn good Skipper on board. But it only takes one bad apple to spoil that whole barrel.

The Chief Engineer was a guy strictly from hunger, and he had the whole crew demoralized. He was enough to make a man give up the sea. We straightened him out in a hurry, and it will be a long time before he gives an SIU-SUP crew a hard time.

Organizing goes on down here all the time, and we are always giving out with talk, literature, and LOGS. All three approaches are appreciated by the men who really need representation by the Seafarers.

DOUBLE TALK

Dan Flintjer, a real oldtimer, has a complaint, and a good one. He ordered a telephone, and everything moved along fine. He got a telephone book with his name in it, he got his first month's bill, so now you ask what his beef is. Well, he never has received the phone!

Over 20 unions in Delaware County are participating in the elections which are coming up. This is the first time such action has been taken, and we are really out to give a bad time to the characters who backed Taft and Hartley.

Those guys who forced through the Taft-Hartley Law have a sweet racket. They now tour the country, explaining the new law at \$1000 a speech. Without being paid one thousand iron men I can explain the act in two words—It Stinks!

Honor Roll Of Isthmian Strike

E. Landry	10.00	SS John P. Harris	152	T. Donovan	2.00	C. R. Hullum	5.00
G. Ruttlous	10.00	SS Marine Jumper	103	A. Berg	5.00	SS FRANCES	
D. Wood	10.00	M. Gladis	5.00	L. Henderson	5.00	E. V. Erazo	5.00
W. O. Etue	10.00	J. Albright	5.00	L. Overold	5.00	E. F. Martinez	5.00
S. Shewcky	10.00	Peterson	5.00	ANDREW JACKSON		P. Jimenez	5.00
I. Romero	10.00	E. H. Narovich	10.00	A. Antoniou	20.00	J. Ayala	5.00
A. J. Kummerer	10.00	C. B. Bornhurst	10.00	R. E. Reid	20.00	F. Hernandez	2.00
F. Mains	10.00	T. R. Williams	10.00	W. M. McNeil	20.00	A. L. Rios	5.00
J. Dand	10.00	R. E. Schwind	10.00	F. B. Larsson	20.00	R. Kienost	5.00
H. Van Hecke	10.00	T. Birk	10.00	D. Zwicker	20.00	D. Butts	5.00
Ames Victory	\$32.00	C. H. Alexander	5.00	K. Nixon	20.00	P. Soto	5.00
Horace See	26.52	Le Roy Frazier	5.00	T. J. Welsh	20.00	M. Rodriguiz	5.00
Peter Helms	18.00	M. J. Whittall	10.00	R. T. Dineen	20.00	A. Santiago	5.00
Yarmouth (Deck)	27.00	Wm. Snow	10.00	C. R. Jackson	20.00	J. Colon	5.00
Yarmouth (St.)	85.00	Chas. Carter	10.00	J. J. Palmer	30.00	L. Labrador	5.00
Nantasket (Deck)	7.00	J. T. Skuba	5.00	G. Street	20.00	M. Lloret	5.00
Pilgrim Belle	22.00	A. Bruno	5.00	J. C. Irving	25.00	I. Gonzales	5.00
Cape San Diego	18.00	F. Oraka	10.00	W. G. Hendricks	20.00	C. Royfuse	5.00
Yarmouth (Eng.)	18.00	F. Wilkelm	5.00	T. Bell	20.00	R. Marrientos	3.00
W. W. Whitford	2.00	R. Calburn	5.00	H. Palma	20.00	E. Santiago	5.00
E. Janewam (Dk.)	15.00	M. Omoto	5.00	T. Filipaw	20.00	L. L. Rivera	5.00
G. W. Rowe	\$20.00	G. MacGregar	5.00	F. H. Post	30.00	S. Carbone	5.00
L. Anderson	5.00	J. Jordan	10.00	R. B. Brown, Jr.	20.00	J. Nazario	5.00
J. Whitcomb	5.00	R. Eisengraeber	2.00	P. DiAnna	20.00	J. Prats	5.00
C. Henkel	5.00	R. Evans	2.00	J. L. Faircloth	20.00	J. M. Vega	5.00
R. Garber	10.00	D. Varijo	10.00	C. O. Williams	20.00	F. F. Boyxon	5.00
A. Schafer	10.00	F. Allen	10.00	P. J. Porter	20.00	J. Delgado	5.00
R. Decampo	5.00	C. Sanderson	10.00	L. J. Keyes	20.00	A. Ortiz	5.00
R. Williams	5.00	M. Geiger	10.00	V. Nunico	20.00	A. Ferrara	5.00
G. Groves	5.00	C. Lancaster	10.00	H. W. Peters	20.00	D. Darrigo	5.00
A. Kristoffersen	5.00	N. Chastain	15.00	A. Cavdra	20.00	E. Lugo	5.00
M. Szcupakuwicz	5.00	J. Nyman	5.00	P. D. Peralta	20.00	F. Camacho	3.00
F. Cormack	5.00	A. Lindsay	20.00	M. Dwyer	20.00	B. Dliyeias	5.00
A. Simkanin	5.00	A. Hansen	5.00	SS FT. STANWIX		F. S. Bose	5.00
A. De Rock	5.00	J. Frampton	10.00	G. Gjermundsen	5.00	R. Basahe	5.00
J. Bissaro	10.00	R. Jones	8.00	K. W. Kelly	5.00	V. Tanley	2.00
M. Jimenz	5.00	R. Olquin	5.00	D. Martenson	5.00	SS GIBSON	
C. Rasmissen	10.00	L. Maire	5.00	C. E. Carniel	5.00	C. A. Nickenson	5.00
W. Thomason	5.00	L. Sallinen	5.00	R. B. Stratton	2.00	G. C. Maddox	5.00
W. Thomas	5.00	T. Longum	5.00	J. Kovich	5.00	J. J. Badeck	5.00
J. Reed	5.00	J. Muncy	5.00	W. Dowling	2.00	C. Primak	5.00
W. Olsen	5.00	P. Karlsson	2.00	D. Vazquez	5.00	J. A. Nichols	5.00

SIU Leads Parade On The Lakes

By MAURICE DOLE

ASHTABULA—Now that even the open shop LCA operators have accepted the forty hour week principle on the Lakes, let's pause for a moment and look back a year to what has actually happened on the Great Lakes during this period.

Just a little over a year ago, we had the 56-hour work-week at straight time. Now we have time-and-one-half for all over eight hours in one day and over forty hours in one week. How did this come about?

As usual, the SIU led the parade and the others, including the LCA, followed suit. Back in May, they laughed when the SIU first gained the forty-hour week on what some individuals referred to as a "few lousy sand-boats." However, that was the straw that broke the camels back.

In quick succession, Midland agreed to the forty hour week retroactive to July 1. So did Browning, McCarthy and other SIU operators.

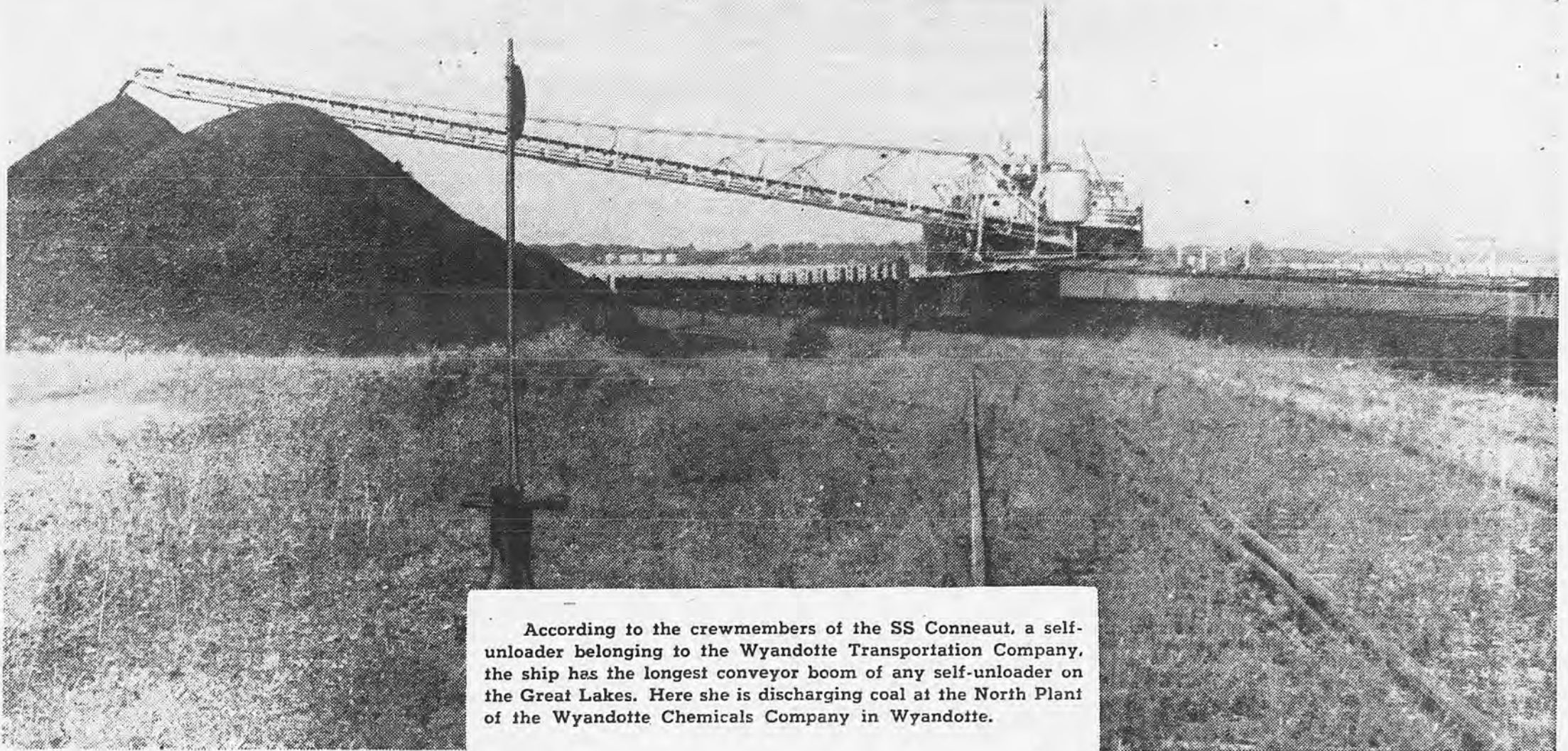
Now, on the first of September, the LCA comes out with the very same thing that they laughed at the SIU about. Even the phony LSU on the Cleveland-Cliffs ships will have to agree to the forty hour week — but it took the militant actions and fighting of the SIU to win all this.

Any time the LCA gives the unorganized Lakes seamen sailing their ships something for nothing, it means that once again the SIU has forced them into meeting SIU gains.

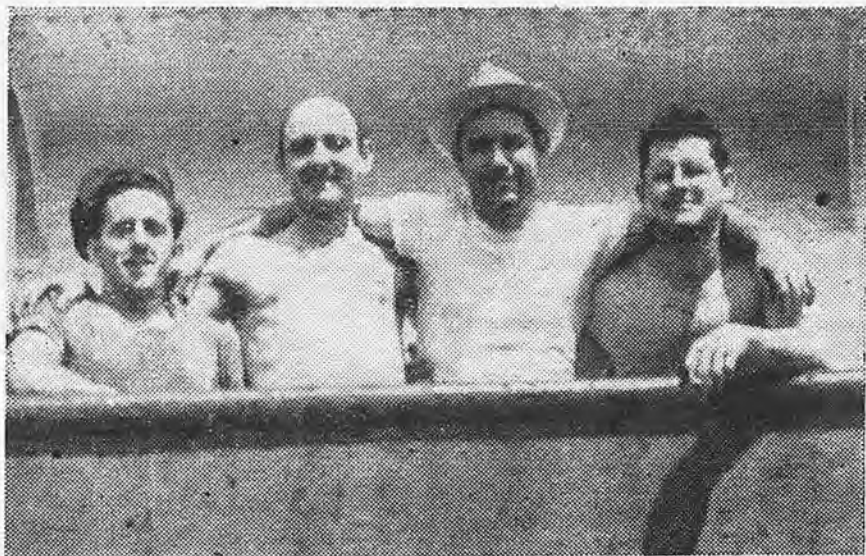
It takes the fighting SIU to make the Lake Carriers come across every time, even if they are two months late!

Here's a parting word. The backbone of our Union is the shipboard meeting. Holding these meetings makes it easier to iron out our beefs, educate the new young seamen, and keep the SIU the same strong militant union that it has always been. For a strong SIU, hold those meetings!

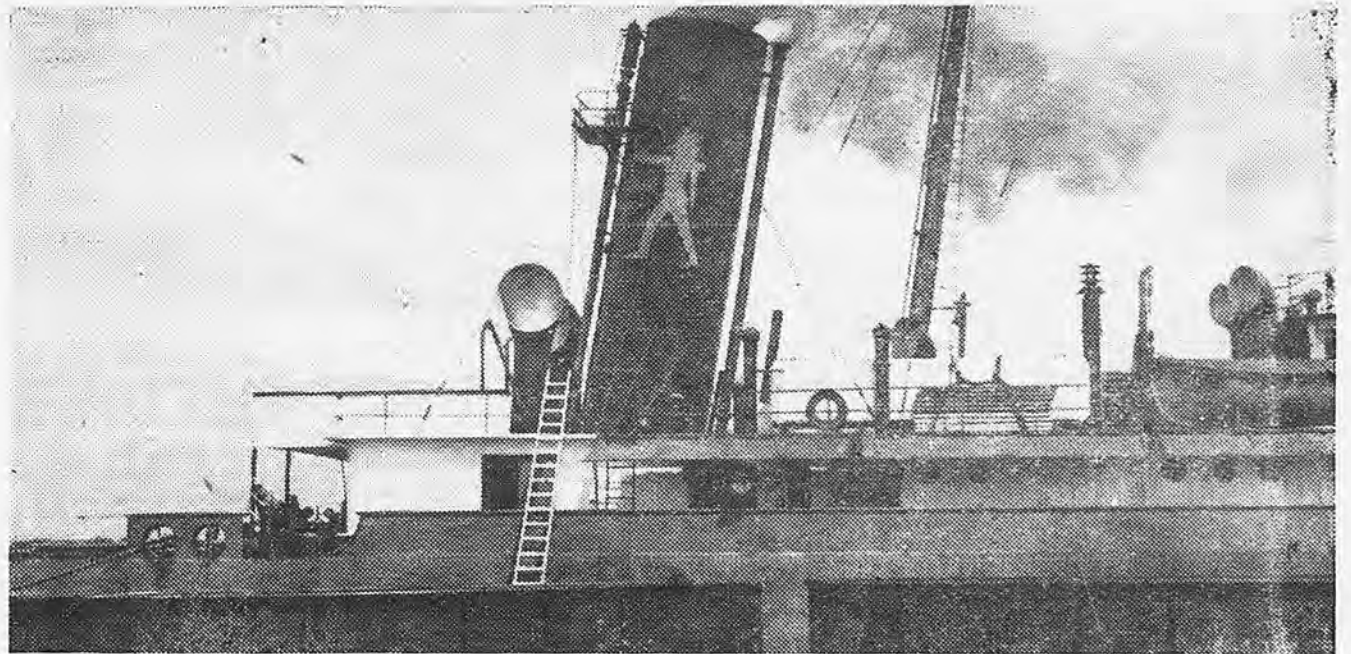
Conneaut Crew Awaits Seafarers Contract



According to the crewmembers of the SS Conneaut, a self-unloader belonging to the Wyandotte Transportation Company, the ship has the longest conveyor boom of any self-unloader on the Great Lakes. Here she is discharging coal at the North Plant of the Wyandotte Chemicals Company in Wyandotte.



These lads say that, like the rest of the crew, they are impatient for the company to sign a Seafarers contract. The SIU recently won this fleet in a bargaining election, and contract negotiations are already under way. Left to right, an unidentified crewmember; Curly Rottaris, who played a big role in organizing the company; Harry Oliver; and Howard Kramer.



The Red Indian displayed on the smokestack of the SS Conneaut is a familiar sight wherever the Wyandotte ships go. This company was one the first to be organized by the SIU during the organizing campaign of this season, and in the bargaining election conducted by the National Labor Relations Board, the Seafarers gained an overwhelming majority of the votes. Right now the Union and the company are engaged in contract negotiations, and all members of the crew are eagerly awaiting the outcome of the sessions.



A favorite rendezvous for many of the men who sail on Wyandotte ships is the Royal Bar, located in Wyandotte. Pictured here are some seamen off the Conneaut quaffing a few glasses of you-know-what to quench their thirst. Even drinking beer is more fun when a man has the protection of a Union contract, and that's what these men want. They welcomed the SIU with open arms when the organizing drive started, they voted SIU in the bargaining election, and now they are looking forward to the day when they will be covered by a Seafarers agreement—the best in the business.



SHIPS' MINUTES AND NEWS

Taft-Hartley Act Blasted By Mills Men

Though it has been on the statute books for over two months, the Taft-Hartley Act is far from being forgotten by SIU members. Aboard the ships it is still a very important part of the shipboard meetings and is the cause of much discussion.

Aboard the Enos Mills, Bull Line, the Taft-Hartley Act was roundly denounced at a shipboard meeting on August 10th. Under Education, Crewmember Robert Larsen spoke on the Act and led the discussion which followed.

In his discussion, Larsen explained the threat the Law poses to the closed shop and what the effect of the law will be when all of its provisions take effect. The position of the SIU-SUP toward the T-H Act was read from the SEAFARERS LOG with discussion and comment coming from most of the members present.

RESOLUTION DRAWN

Following the discussion a motion was carried that an emergency meeting be held two days later to draw up a resolution to be sent to the headquarters of the SIU. The resolution would pertain to SIU-SUP joint action on the Taft-Hartley Act.

Brothers Kreutz, A. Larson, R. Larsen and Suall were elected to draw up the resolution.

At the special meeting held later, the following resolution on the Taft-Hartley Act was passed unanimously by the crew of the Enos A. Mills:

WHEREAS the presence of the Taft-Hartley Law on the Statute books is an ever present menace to the very existence of the American labor movement, and

WHEREAS the Seafarers International Union, AFL, in particular is threatened with the loss of the Union Hiring Hall and rotary shipping because of the provision of the law which prohibits the closed shop, and

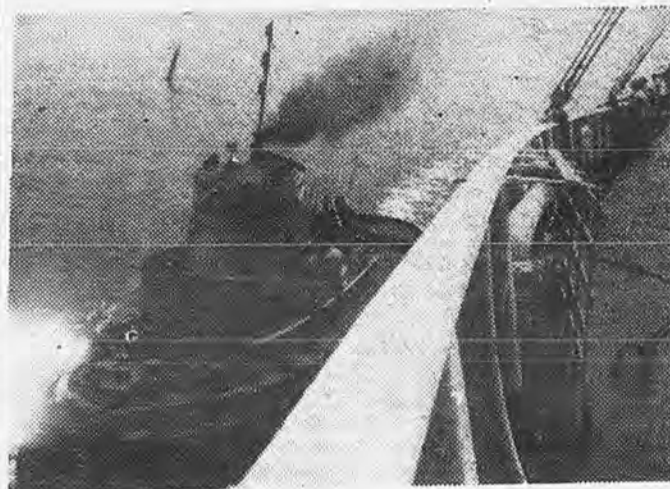
WHEREAS the AFL has spent enormous sums of money in an attempt to influence the lawmakers, to no avail whatever, and

WHEREAS the time has arrived where the entire rank and file and leadership of American labor are sufficiently aroused as to be willing to take definite action against this finky law

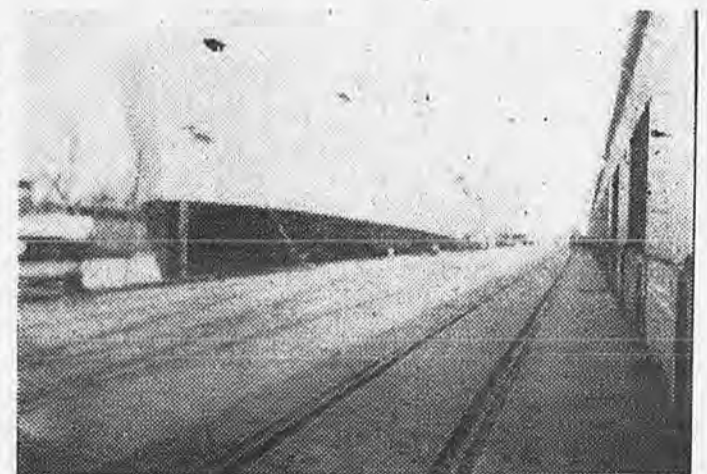
THEREFORE BE IT RESOLVED that we, the crew of the Enos A. Mills, propose to the membership of the SIU to take up the question of the feasibility of a general strike of all organized labor, and to this end be it

FURTHER RESOLVED that in the event the membership acts favorably on this resolution our SIU leadership should communicate with all international unions on this matter and instruct the SIU delegates to the coming AFL convention to take up the matter there.

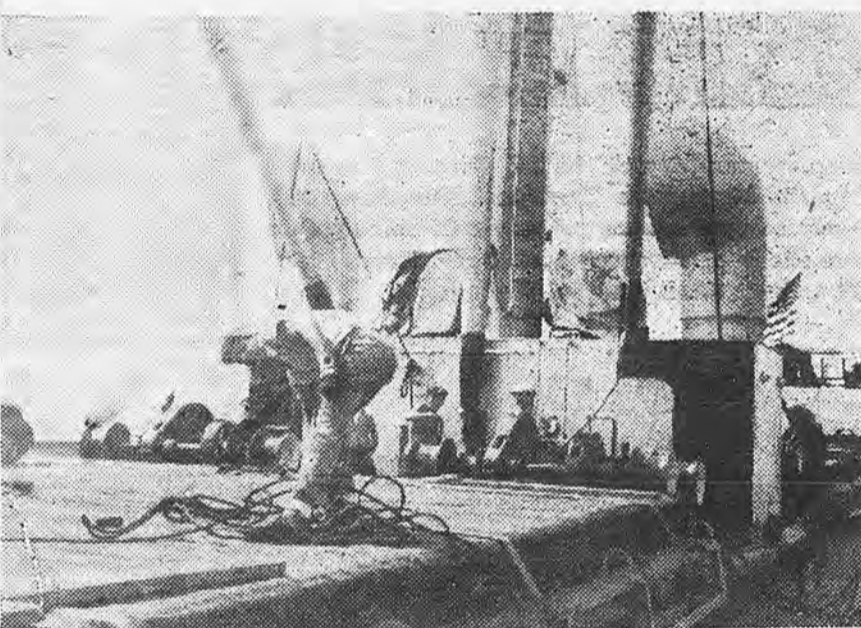
COMBINED OPERATION BERTHS THE ARTHUR M. HULBERT



At the left a puffing tug eases the Hulbert along its way in the Port of Baltimore when she docked there recently. Along the rail in the rear Seafarers watch the tug's efforts with interest.



At the right, safely berthed and sporting a new coat of paint the Hulbert rests awaiting to take on cargo.



Crewmember D. M. Carpenter clearing the cargo gear while his shipmates top the booms. Brother Eldon "Bill" Ray, who submitted the photos to the LOG, said that the ship is now heading for Venezuela with general cargo and passengers.

MINUTES OF SIU SHIP MEETINGS DIGESTED FOR EASIER READING

FRANK E. SPENCER, Aug. 2 — Chairman E. Hodge; Secretary J. Valencia. Delegates reported on the number of book men in their departments. New Business: Motion carried that all showers and heads be repaired. Motion carried to have ship fumigated. Word of thanks given to all Departmental Delegates for their cooperation. Good and Welfare: Motion carried that holiday meal for Friday be served on Thursday. Suggestion that messhall be cleaned and painted.



SOLOMON JUNEAU, July 20 — Chairman B. W. Hansen; Secretary Richard Davis. Delegates reported on book members in their departments. Good and Welfare: Steward asked about lack of juices and variety in menu. He replied that it was necessary to use the fruits on hand to prevent spoilage. Delegates to post list of men from each department to clean recreation room. One minute of silence for brothers lost at sea.

WILLIAM COX, June 23 — Chairman A. C. Reed; Secretary L. A. Baldwin. New Business: Crewmember Bernard Kelly taken aboard in Dublin having

conducted himself in a very satisfactory and commendable manner was recommended for Union membership. Crew registered protest over short supplies claiming that for past seven months Steward has allowed ship to sail short of stores. Good and Welfare: Agreement that all quarters will be left in clean condition at the payoff. List of necessary repairs made and approved by crew.

JOHN B. WATERMAN, July 21 — Chairman A. Lavoie; Secretary C. R. Lockwood. Deck and Stewards Delegates reported no beefs. Engine Delegate brought up beef about delayed sailing time and Wipers cleaning fuel oil off deck. New Business: Too much help hired in Shanghai by Stewards Department. Good and Welfare: Lockwood suggested that cooks try to tenderize steaks before cooking.



JEAN, July 27 — Chairman L. Torres; Secretary C. Tobias. Delegates reported no beefs. New Business: Louis Santos recommended for book with five members signing his recommendation. Education: C. Tobias read the by-laws and SIU constitution with emphasis on section dealing

(Continued on Page 11)

Cavalier Crew Lends Hand To Seamen On Bauxite Run

The crew of the Alcoa Cavalier, self-appointed emissaries of Seafarers good will, have embarked on a campaign of contacting all ships, unorganized, foreign and SIU contracted, which they meet in their travels through southern waters—so states the front page story of the ship's newspaper, "Cavalog."

The purpose of the Cavalier men in meeting with the men aboard these ships is to give the men a hand in whatever problems they may have.

As the Alcoa cruise ship spends much of its time in the vicinity of Trinidad, the bulk of their efforts are expended in that port. Particular attention is paid to those ships working the bauxite shuttle run.

The ever increasing number of SIU ships in this vicinity has brought about membership approval for sending a representative of the SIU to that port to contact the ships plying the bauxite trade. In the meantime, the Cavalier men are doing what they can to aid other Seafarers in the region.

MEET WITH BROTHERS

Contact was made with five SIU brothers who were in the Trinidad Hospital. Also two recently discharged members were aided in getting a ship. The Cavalier men also met and talked to an undetermined number of brothers on the beach including several men from the Canadian District of the SIU.

In their travels ashore and to the other ships, copies of the SEAFARERS LOG were handed out. The Cavalog reported that "this activity was received with enthusiasm."

Other pages of the "Cavalog" reported on "Deck Department Tid-Bits," a page to "Black Gang Notes," while still another was devoted to "Steward Department Siftings."

On one page a short poem was printed which, no doubt, was

dedicated to the shipowners. It runs thus:

We all know that we do our job
And lest that you should doubt
us,
Take a tip — grab a ship,
And try to sail without us.

Between bits of gossip and rib prodding, the Editor of the "Cavalog," whose name was not mentioned, gave out with a warning to the crew to heed when in St. Thomas, V. I. He cautioned the brothers to count their change when drinking at the "Paper Doll," as several beefs have been registered by crewmembers complaining of being short changed. While in St. Thomas, members of the Deck Department took time off to check on the beef, but nothing concrete could be determined.

The final page of the ship's paper devoted an article of congratulations to the SIU upon the successful conclusion of the Isthmian Strike. The "Cavalog" stated editorially, "perhaps no single thing yet achieved by any union is more significant than this accomplishment, and certainly nothing more clearly shows the strength of our Union."

The men of the Cavalier make up and distribute the "Cavalog" twice during their run to the south. Once on the downward trip and again while heading homeward.

Note For Writers

Carl Cowl, Seafarer who has sold a number of stories for SIU men with writing ability, is still looking for good novels. He feels sure that among the Seafarers are some who can turn out a book the public will go for. Brother Cowl is taking a short trip but will resume his literary marketing when he returns.

Meanwhile, he asks that Brothers with book-length material submit their manuscripts to him care of the Seafarers Log, 51 Beaver Street, New York 4, N. Y. Enclose self-addressed, stamped envelope to insure safe return.

Digested Minutes Of SIU Ship Meetings

(Continued from Page 10)

with drunk and disorderly conduct aboard ship. Engine Patrolman to check dangerous places in Engine Room when ship hits States.

§ § §

JEFFERSON CITY VICTORY, June 22 — Chairman Ralph DePaola; Secretary James Hoyle. Delegates reported on books and permits in their departments. Repair list made up and approved. Good and Welfare: Motion carried that a report be submitted to Patrolman on Chief Cook for his poor conduct and unreliability as a Union brother. Motion carried for delegates to inform Purser to post a notice when he is going to put out a draw and have the slopchest open.

§ § §

ROBERT STUART, July 27 — Chairman H. E. Perinson; Secretary Walter G. Doyle. Delegates reported on the number of book men in the departments. Good and Welfare: List of repairs made up and approved by those attending the meeting. One minute of silence for brothers lost at sea.



§ § §

MONARCH OF THE SEAS, July 26 — Chairman F. A. Widgren; Secretary H. M. Troclair. Delegates reports accepted as read. New Business: Motion carried that Patrolman in New Orleans be contacted in reference to gaining new porthole fans for each focsle. Motion by Larson that Delegates contact Patrolman in N.O. to have Company install awnings on after poop deck of all ships hitting Puerto Rican run. Education: Several brothers spoke on unionism and what it stands for.

§ § §

ROBIN GOODFELLOW, July 2 — Chairman Parrot; Secretary R. L. Durbin. Old Business and Delegates reports waived. Motion carried to have delegates see Captain about Electrician's room and if no satisfaction is gained that the ship's officers be invited to an open meeting to thrash out the matter. Motion by Wallace that the delegates see Chief Engineer about heat during cold spells.



§ § §

NOONDAY, June 15 — Chairman H. Workman; Secretary H. Morris. All Departmental Delegates reported everything under control. New Business: Agreement to check and make sure that the slopchest is well supplied with small sized gear. Good and Welfare: Crew asked to conserve water. Cups and dishes to be placed in sink after snacks and to help keep mess-room clean.

§ § §

PHILIP SCHUYLER, July 27 — Chairman "Star Wells; Secretary J. Craven. Deck and Engine reported no beefs. Engine Department reported shortage of one fireman and one oiler. Men to be procured in Savannah. Motion carried that Delegates



check their departments as to the number of book and trip-card men.

Motion carried that new mattresses be secured in Savannah on deck be fined \$5.00.

§ § §

KATHRYN, July 20 — Chairman Francisco Morciqlio; Secretary Pedro Villanueva. Delegates reported no beefs in their departments. Education: Reading of the preamble to constitution for benefit of new members and trip-carders. Good and Welfare: Each man is to clean the laundry after using it. Repair list made up and approved by crew. Words of praise noted for excellent Chief Mate aboard the ship.

§ § §

YAKA, July 29 — Chairman Smith; Secretary Orlando. Delegates reported all running smooth in their departments. New Business: Motion carried that Wiper and OS draw linen for crew. Good and Welfare: Over a dozen needed repairs suggested and put on repair list. One minute of silence for brothers lost at sea.



§ § §

COLABEE, Aug. 15 — Chairman William A. Volias; Secretary Francis Fuchs. Delegates had nothing to report. New Business: Delegates to check store for next crew coming aboard with particular attention to fresh vegetables. Motion carried that galley stove be repaired before signing articles. Agreement to recommend Anthony Tierno for a pro-book inasmuch as he sailed Isthmian for four months as an organizer.

§ § §

PHILIP SCHUYLER, Aug. 3 — Chairman M. C. Wells; Secretary J. W. Craven. Delegates reported on the number of book and permitmen in their departments. New Business: James Babson, elected as ship's delegate. Motion carried that Engine Delegate hold his position and the ship's delegate aid him whenever possible. Education: Brief talk on Union pamphlets aboard and the need for new members to read up on them and learn how their union is run. One minute of silence for brothers lost at sea.

§ § §

ROBIN GREY, Aug. 7 — Chairman Robert Pittman; Secretary Jack E. Gervais. Old Business Minutes of special meeting read. New Business: Deck department reported things pretty well fouled up. Engine and Stewards Departments reported all running smoothly. Good and Welfare: Driffle suggested that crewmembers wear pants and

not shorts in the messhall. Harrison pointed out that each Departmental Delegate should make out a repair list for his respective department.

§ § §

GEORGE BIBB, Aug. 4 — Chairman M. T. Nolan; Secretary L. Laverick. Delegates reported on the number of men in their departments. New Business: Ships Delegate elected. Delegate to see Captain concerning a draw in England. Education: All educational material was passed out from ship's delegate in order that all might read such material provided in the delegate's kit. Good and Welfare: Passageways to be kept cleaner by not throwing butts out of the focsles on the deck. One minute of silence for brothers lost at sea.

§ § §

KEMP P. BATTLE, Aug. 3 — Chairman G. A. Allen; Secretary B. M. Matulewing. Deck and Engine Departments okay. Steward Delegate reported 540 extra meals in the store books but the Stewards Department has collected for only 170 extra meals. Man aboard ship to be removed until he clears himself with the Union in the first port hit.



§ § §

SEATRAN NEW YORK, Aug. 3 — Chairman Carl Cowl; Secretary Charles Goldstein. No reports from delegates. James Stickney elected ship's Delegate by acclamation. Motion carried that any man taking and using crews gear such as towels, bedspreads in the Engine Room be brought up on charges. Good and Welfare: Men should come into messhall properly dressed.

§ § §

FLORIDA, Aug. 17 — Chairman John R. Roberts; Secretary Mel Stratten. Delegates had nothing new to report. New Business: Motion carried to have double plug placed in the crew mess so toaster and fan can be used at the same time. Motion carried to have the three departments have departmental meetings to suggest any changes that would benefit us. Education: Oldtimers asked to help the new men as much as possible.



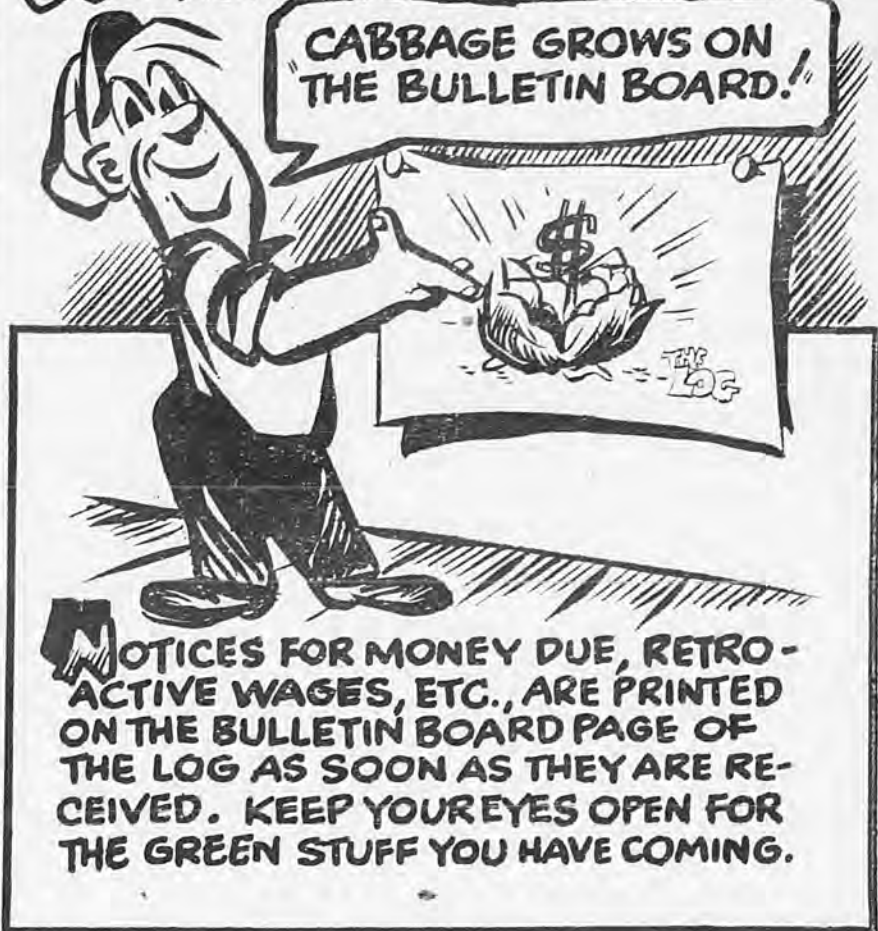
§ § §

NEW ECHOTA, July 26 — Chairman Donald Malenfant; Secretary Erman Green. Delegates' reports accepted. New Business: Complaint of crew putting dirty linen in the passageway. Complaint about presence of ship's dog in the messhall and the feeding of the dog by the crew. All complaints settled. Captain gave a talk on safety stressing closing of doors and protection of light sockets.

§ § §

ALCOA PAGASIS, July 21 — Chairman T. C. Dial; Secretary Charles T. Gilmore. Rules for conduct in messhall set down. Those members using the laundry will clean it after using it, failure to do so will be \$1 fine. Edward H. Burns chosen Stewards Department Delegate.

SEAFARER SAM SAYS



CUT and RUN

By HANK

As it often happens this Cut and Dried column tries to print a few important up-to-date nautical facts mixed with the arrival and departure of Seafaring brothers in New York and elsewhere. We'd rather be 95 per cent serious than to force ourselves to soak this column with some desperate humor. For example, here is some- Dispatcher with his assignment card stating he didn't want the thing serious: Two weeks ago a young Seafarer came back to the job because he thought the ship was a tanker and found her to be a C-2. This foggy-minded attitude and action wastes a lot of the Dispatcher's time and work and seriously cheats some Seafarer who wants the job and doesn't care what color the ship is painted, or how much she needs a paint job, or what port she's heading for with bags of sawdust.

Another example: Lots of Seafarer's presume that it's only natural that they get a lot of overtime every trip—or else the trip is going to be bad. There's no sense in beefing against the Mates, the Company or the work and other things if it just happens there isn't much overtime in your department. A good trip is one where the ship is always clean, the men do their work in the right way and all the guys are good shipmates and union men rather than overtime-hungry guys with a variety of ships on their shoulders—and that feeling in the mind to do less work than the other guy or to get drunk and then scream they can't work the next day because they're sick.

Brother Jimmy Millican came in about a week and a half ago with a mustache on his face—after making a trip to Europe. Good health to the other half, Jimmy—and best of luck . . . Bosun Sal Volpi just gave us the flash news that he grabbed the SS J. Duncan with the following oldtimers: Brother John Bananas (that New Orleans man) and Brother Willie Wolfe. The ship is steering for northern France—and Bosun Volpi says that they'll be bringing home bottles—of perfume, naturally . . . Brother Paul Warren, the oldtimer, gave us a little item about Brother Moon Koons down in New Orleans. Brother Koons is holding down the SIU door down there—and doing a good job, too.

Here's a flash news item from a reliable source: Brother Aussie Shrimpton, the Steward (and if we remember correctly, a fine poet of salty lines), became engaged to a passenger, Miss Rose Schilling of New York City—after nine home-sweet-home voyages on his ship. The Captain announced the engagement on August 28. The wedding is to commence early in October. Agreement calls for Jack to keep sailing . . . Congratulations, Brother Shrimpton, and a long happy voyage of matrimony.

Here are some Seafarers who may still be in New York: E. Hansen; C. Ford; B. Kosow; H. Lorents; John Schupstick; R. Collet; T. Hasson; Charlie Bush; R. Teets; G. Green; M. Stanley; C. Henry; R. Bonich; T. McHenan; J. Maisonet; D. O'Toole; L. Becker; B. Zelencio; C. Newman; J. Kirby; J. Rogers; F. England; J. Glass; J. Hawkins; F. Murray; J. Grangaard and J. Henchey . . . News Item: Three important maritime bills will face Congress in January: (1)—H. R. 476 which is the constantly pigeon-holed Merchant Seamen's War Service Act. (2)—S 1552 which is a bill introduced by Senator Wallace White (Republican from Maine) to give merchant seamen the provisions of the Fair Labor Standards Act—essentially the 40-hour week (3)—H. R. 3972 is a bill introduced by Representative Francis Walter (Democrat from Pennsylvania) to remove the Bureau of Marine Inspection and Navigation from the Coast Guard and return it to the Department of Commerce.

THE MEMBERSHIP SPEAKS



SIU Crew Shows Ability, Steel King Officers Relax

To the Editor:

The loyalists—the oldtime Isthmian skippers, mates and engineers—were knocked off their fannies. They were surprised to find that an SIU crew was not a bunch of rabble rousers bent on raising forty-nine kinds of hell and generally making life miserable for all hands.

On Aug. 30, the SS Steel King poked her nose out of New York for a trip to the Far East via the Canal. Prior to the ship's departure, the writer dropped in at MacPherson's Bar, the hangout of the loyalists, and was amused to hear some of the impressions of an SIU-contracted crew.

PECULIAR NOTIONS

Now that the SIU had Isthmian sewed up, the impressions were: 1) that nothing would be better than to see the scuppers run with the blood of skippers, mates and engineers; 2) that monkey wrenches and marlin spikes would go flying through the night in well-aimed directions. The least that was expected was a continuous round of disruptive tactics and beefs.

The first day the SS Steel King was out at sea passed and no throats were cut, no wrenches or spikes flew through the air, and there wasn't a single beef.

Just the opposite of what was expected happened.

The men turned to, showing a brand of seamanship and workmanship never seen among an Isthmian unorganized crew. The men did their work and did it well.

This continued each day until our arrival at the Canal, and now even the toughest die-hard loyalists admits that an SIU crew tops for seamanship and workmanship.

Under the old Isthmian setup, their unorganized performers included finks so phony even the NMU wouldn't touch them—performers so lousy even their mothers disowned them, and mountaineers who had to be told what the pointed end of the ship was called.

PICTURE CHANGES

The Mate now takes it easy. He doesn't have to be on deck to see that the work is done and done right. The First Assistant has relaxed for the first time in a long while. And the Steward has broken out the pinochle deck.

The old man was a little concerned at first. Now he's all smiles. God is in His Heaven. He's got sailors working for him. The skipper, Captain J. P. Coleman, by the way, is a right guy, with plenty of savvy and a good head. Our bets are on him to be known as a swell skipper. He'll operate ships as efficiently as any skipper afloat.

It's only the first leg on a long trip. But we're betting the rest of the voyage will prove the ship a good ship and the trip a good one. The erstwhile "loyalists" will have become just plain loy-

alists to all Seafarers who know their business and do it.

Al Lavoie, Deck Maint.
J. L. O'Rourke, Jr. Eng.
Luke Collins, Bosun
SS Steel King

BLACK AND WHITE CAB OUTFIT GETS BROTHER'S KAYO

To the Editor:

I would like to inform all SIU or SUP men not to cater to the Black and White Cab Company of Renton, Washington. Recently while in that town while aboard the Solana, two other crewmembers and myself took one of their cabs into town.

The cabbie drove us to a gambling club about five miles beyond town when we had asked him to take us just to town for a few cool ones.

When we got out at the gambling spot there was nothing to see but gambling tables. The cabbie waited to see if we liked it, and without going all the way into the spot, I said "No" to the whole idea and so he drove us to Seattle, 18 miles away.

When I asked him to drive us back to Renton and leave us off where we could get a bus he said there were no busses in that section. He had it all figured out. I showed disapproval and he remarked: "I work for the Cab Company and not the bus company, anyway, I thought youse guys were seamen."

My advice is, if you want a cab call Yellow Cab at 370. They are 100 percent Union and their fares are about one-half.

Robert A. Lowry
SS Solana

KING, QUEEN AND "BABY"



On their way to South America, the crew of the Murray M. Blum, Mississippi, called King Neptune aboard as they crossed the Equator. He wasn't alone, however, as the picture above shows him in the company of his queen and "baby." The seaweed encrusted King is Johnny Ferdensky, his cigarette smoking queen is Blewitt Perkins and their offspring is Warren Bonano.

B&C Men Relate Sad State Of Lakes Unorganized Ship

The following letter was received by the Detroit SIU Hall a short time ago from the crewmembers of the SS Adam E. Cornelius, an unorganized ship belonging to the Boland & Cornelius fleet on the Great Lakes and should be self explanatory.

Dear Brother:

The crewmembers of this ship (Adam E. Cornelius) receive clean linen only once or twice a month, and the Porters on here refuse to deliver the linen to the crew.

Our Steward and 2nd Cook are very inexperienced. Whenever we load in Toledo we get very poor food. Sometimes, we just get a bowl of soup and a couple of vitamin pills for a complete meal!

As a rule, we receive pork for ten meals a week. We don't know what fruit or vegetable juices look like on this scow, and the men going on the 2-6 watch get a very light lunch.

Names are given when orders for meals are taken, resulting in the officers getting far superior food when we do have a half way decent meal.

No action can be secured on any complaints to the Steward responsible for the cooking as he receives special consideration in the way of fancy meals and tidbits.

You may use this letter in any way you see fit, but for the present, we prefer to remain anonymous - at least, in print.

Log-A-Rhythms

Our Union

By M. Joyner

I am your Union, bold and strong,
With my strength, I right your wrong;

I am your sword of mighty steel
Before whose might tyrants must yield.

I am thy weapon, you are my might,
Together as one we shall defend our right;

So lift your voices and shout your cries,
Sound your wrath to the very skies.

Are we not men, bold and free,
Or must we bow before the tyrants of the sea?

No! We shall struggle in death's own embrace,
Ere we go down to defeat and disgrace.

A Sailor's Life

By JAMES C. MITCHELL

A sailor leads a funny life,
He isn't married, but he has a wife;

He doesn't drink but he always is drunk,
He's at his best when he's in his bunk.

His money goes for drink and tip;
For soon he'll make another trip,
He's just a great big awful soak,
Until the minute he is broke.

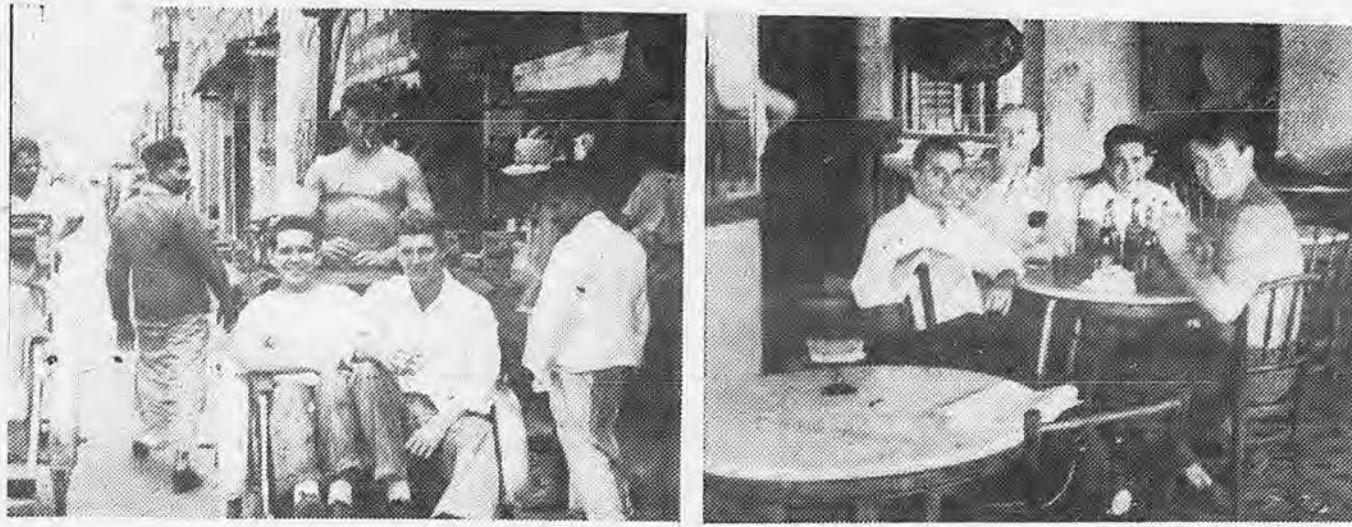
And when he's broke he still has fun,
A waiting for a new live one;

He soon goes broke and has to ship,
So then he makes another trip.



Seafarers-Artist Norman Maffie catches the TTT club in session at the Pennsylvania Bar in San Juan, Puerto Rico. The boys pictured here were in session during July and are insulating themselves against the Island's heat by quaffing a few cool ones. The rice and beans simmering at right is the standard diet for beachcombers. As far as can be determined, the TTT Club means: "Typical Tropical Tramps."

PENANG PLAYS HOST TO JACKSON CREWMEN



While the Waterman vessel, Andrew Jackson, stopped off in Panang, Malayan Straits during a voyage described in the Sept. 5 issue of the LOG, the boys took in the sights. On the left Ted Filipow, AB and "Red" Dineen, AB, relax for the cameraman while "Tiger" Thompson, AB, lights one up.

At right, the boys stop at a local bistro for refueling. Left to right: Pete D'Anna, AB; Hans Peters, Bedroom Steward; Ted Filipow and "Tiger" Thompson. The boys seem to be enjoying the stuff set before them on the table.

Shortage Of Men On Ships Called Peril To Contracts

To the Editor:

I'm writing this as an open letter to the membership. It concerns an abuse that we must correct in the near future or else we're due for some calling down when our contracts come up for renewal.

On the last half dozen ships I've sailed, we've been short-handed. Why? Is it due to the war being over? More lucrative jobs ashore? Erroneous and misleading or true reports about a bucko Skipper? Or the thousand and one reasons a seaman might have for not shipping out. Anyway brothers, let's face the facts.

The inescapable fact is that ships are sailing shorthanded from every port in which we have an office. Recently, I shipped on the Seatrain New York.

We were short one man on deck and four men below.

It did work a hardship down below because two of the men short were Firemen and the Engine Utility had to fire. Between him and the other Fireman they had to stand 6 to 6.

HARMS 4 WATCH

This must be stopped. On the one hand our Union is plumping for a 4 watch system and we can't furnish men for a three watch system. How do you expect us to present the 4 watch system demand to the operators?

This particular ship I'm on is on a 14 day turnaround and half the crew is off on either end for a day to a day and a half. She's a good feeder, good quarters, as crew quarters run on ships today, and never an hour of legitimate overtime disputed, yet we never seem to be able to get a full crew of this vessel.

If this were an isolated case it would be different but it seems to be the rule now rather than the exception.

Let's be realistic. We have a clause in all of our contracts stating that if we can't furnish the men the company can procure them where they please. Well, we don't expect the company to do the foregoing because all they're interested in is to sail their ships with a full crew if they can, or with a half crew if they must.

WORKS HARDSHIP

The companies don't give a darn. They're making plenty of cabbage as long as the ships sail, but some of our brothers are working a hardship on the others who are doing the sailing and living up to our contracts provision to furnish the men.

Brothers, it hasn't been so long ago that you had to have a 70 to a 90 day old card to make a half way decent job on American merchant vessels and it also hasn't been so long ago that shipping was going out of fink halls and crimp joints.

We now have the best conditions and contracts in the industry. Let's keep them by filling



the jobs on vessels of all of our contracted companies and satisfy ourselves that we can sail our own ships.

This will also tend to show the government finks and company shipping crimps now and in the future that we can take care of and supply the demands for our present contracts and as many as we have to come.

A. Rappaport
Ship's Delegate
Seatrain New York

move using the seamen and help our dear comrades with the grain situation."

As Gene Markey, Agent of the Montreal Hall, said: "The seamen of the CSU are getting wise to their commie leaders and to all of their pals. The SIU files show that more men are getting out of their commie controlled union and signing up in our Hall."

The commies of the CSU have pulled some stupid things but



this strike they had planned is the topper of them all — no benefit for the seamen at all. The SIU brothers have done much to stamp out the commies on our own waterfronts.

We know that with the success we have had in Canada so far, it won't be long until the job is completed. Then it will be known that the SIU has done another wonderful job for all seamen and working class people by kicking the commies around and out.

If there were only some way to show everyone what devourers of workers' rights the commies are. We can't say, go and look at Russia itself, as only a few seamen get the opportunity, but there is one way left to get an idea of commie controlled labor: reading and following the activities of the commies' attempt at using the CSU in Canada as a political tool.

Well, it looks like this will be our last trip to Canada this year, so for all the follows on this ship I want to thank the Brothers in the Montreal Hall for the wonderful cooperation and help we received all summer. We hope we will all be back again next spring.

Eugene Wood
Stewards Dept. Delegate

Seafarer Suggests Joining In Tribute With SUP To Honor '34 Strike Heroes

To the Editor:

I wish to express for myself and the other SIU brothers on board the MV Gadsden the deepest respect and admiration for the SUP Brothers who met their deaths in the '34 strike in San Francisco.

I think the tribute paid them yearly by their brothers is the highest honor any man could receive. I think it would be a further tribute if all the SIU Brothers paid homage to them each year.

There are many young brothers with us now who have never heard of those great men and the struggle and hell they went through for all seamen.

What do the Brothers think of the idea of taking up an annual collection from each member of the SIU to buy flowers each July 5th and erect a monument in their name?

I know the SUP Brothers hold July 5th as their one sacred day. Although these men were members of the SUP, the strike in which they gave their lives has helped to advance all seamen so much that I think they would grant us brothers in the SIU the privilege of adding our heartfelt thanks and respect on that day.

This would show all brothers what it means to be a good SUP and SIU Brother, and from the

looks of the Taft-Hartley Act we will need strong union brothers from now on. How about it, Brothers?

RUINOUS PROGRAM

The blow to labor inflicted by the Taft-Hartley Act is as bad as if Stalin had all his commies controlling the unions. How can two such lowly people get into positions of leadership where they can pursue a program so ruinous to our nation of working people? It makes one ask: "Is there no justice?"

All that is left to us is the strength of our great unions and leaders to champion the cause of the working man against such people and the obstacles they create.

Another thing worth commenting on at the moment is the commie situation in Canada. No doubt the commies of the CSU were in a turmoil after the expose of the great radio program they had planned. Some of the SIU ships were in Canada at the time waiting for the chance to hear the commies.

It was typical of the commies, no talk until everyone suppressed, so there was no talk.

The seamen of Canada are getting wise and know that the SIU is in Canada to stay and guard their rights.

MONEY FOR STRIKE

They also realize what a finky bunch of commie leaders they have in the CSU, for it is known that \$5,000 was sent by the head commies to push the seamen's strike in Canada.

The strike itself was not for the poor seamen, as the commies say: "To hell with the seamen. We can make one big political

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!



The need for refreshments seems to hit the boys often. Here Ted Filipow and "Tiger" Thompson stop at one of Penang's many fruit juice stands for their vitamins.

Laid-Up Brother

Seafarer Earle Goosley, recently off the Jonathan Grout, is now a patient in St. Marks Hospital in Brooklyn.

His wife writes that he is very desirous of hearing from some of his old shipmates or having them drop in to see him while he is ill.

He expects to undergo an operation shortly, so he will be laid up for some time. His address is: Ward 4, St. Marks and Prospect Place, Brooklyn, N. Y.

THE BEEF BOX

ASKS CLARIFICATION ON MONEY DUE

QUESTION:

This is in regards to the 6 percent retroactive pay. All companies should put out a pamphlet with the names of the ships and the men who worked on them with their pay statement. This will prevent the union members from interrupting the Dispatcher to find out what ship they were on because these men do not get any discharges or statement of wages while the ship is in port.

Serafin Lopez
Michael Piskin

ANSWER:

This question was referred to the New York Port Agent and his answer was that the companies are in the process of doing this at the moment. They are compiling lists of the ships and their crews and the money due them. These lists will be sent to the SIU and published in the SEAFARERS LOG. Keep your eye on the Bulletin Board page of the LOG for the money due you.

Action-Packed Struggles Marked SIU's Rapid Growth

To the Editor:

Did you ever think of the long road the Union has travelled during the past few years. Just look back to the time we first started out to try and get a new Union Hall in the Port of New York. And do you remember that old one?

I can recall the announcement that the SIU was setting out to make the Union a larger organization. Remember that one? The organizers went around practically shanghaiing you into all sorts of broken down freighters and fouled up tankers.

IT PAID OFF

But it all paid off, though. Proof of it was shown recently at a meeting I attended where it was announced and shown that the Seafarers today is over twice the size it was a few years ago.

And that just dealt with our strength as an organization stand-

to do is keep her steady as she goes.

Keeping on her course means that all hands have to be in there pitching. And any guy who lets the lines slacken hasn't any rightful place in our Union. We've got to be on our toes every minute. Especially now, with the NMU staggering in the dark because of the commies' internal attacks on that organization, the SIU should be awake to all opportunities that arise.

And while we're at it, let's finish up the Great Lakes drive, the tanker drive and all the other jobs we laid out for ourselves. Then we may be able to arrive finally at the one big union idea—the SIU of N. A. Let's keep moving along the road we've already rolled along so successfully.

Jimmy (Fats) Wilson

Ex-NMUer Hails SIU Conditions

To the Editor:

I just came in after a five month trip as Chief Electrician, and in the ports we visited I was very happy to see so many jobs up on the boards.

I am writing this letter because I want to thank every man who made it possible for me to obtain membership in the SIU. This is my first SIU ship and I am very happy to report that everything went as smooth as glass.

Upon arriving in Baltimore, I noticed for the first time in my life a ship having its beefs settled before the payoff. We also hit three other ports, then we paid off. I made a nice hunk of cabbage in overtime and I know if I were still in the NMU, I wouldn't have got it; in fact, I would have been lucky to be an Assistant Electrician.

Back in the NMU, we always had so many beefs that we never got them settled. Their practice of giving you a 30-day shipping card messes things up, for if you have a beef pending, you usually have to drop it to get a ship before your card expires.

I'm plenty satisfied where I am now—in the SIU.

Ed Lawrence

The LOG Rolls To Rotterdam

To the Editor:

The other day I was ship-visiting on some American ships. One of the crew showed me your newspaper, the SEAFARERS LOG. He told me that if I wrote to your address, you would be glad to send me the paper free of charge for the reading table of the Seamen's Home.

I should be very grateful, indeed, if you would send me the LOG, as many American seamen visit our home. I am sure the men will appreciate it very much to come across such a fine newspaper in the Seamen's Home.

Father P. Koevoets

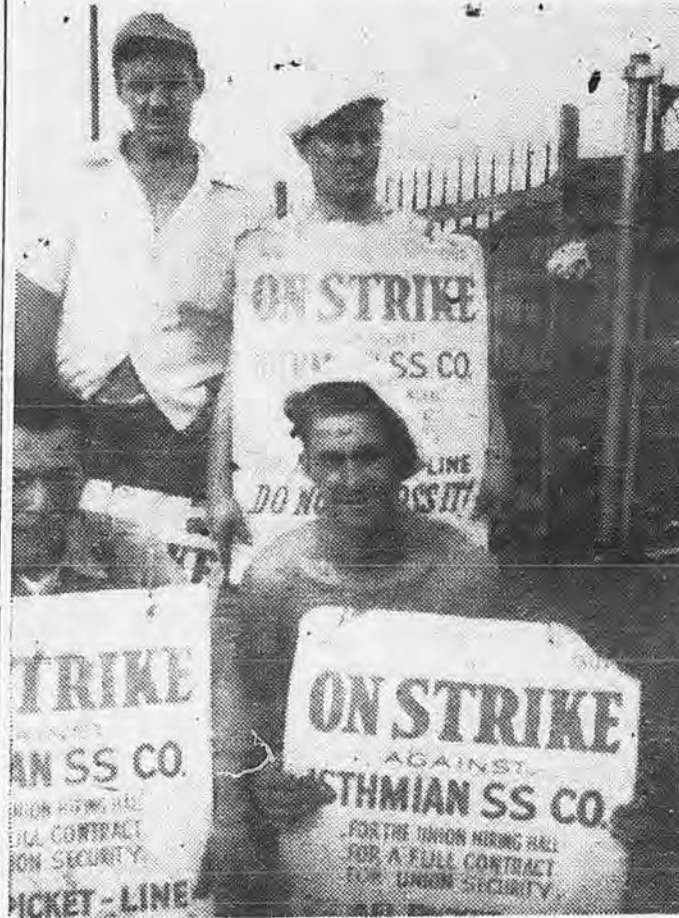
Dir. Port Chaplain

Apostleship of the Sea

Rotterdam, The Netherlands

(Ed. Note: The LOG will be sent to the address given and you should receive your first copy in a few weeks. Thanks for the words of praise.)

A STRIKE GREW IN BROOKLYN



Photos of strike activity taken by Seafarers during the recent Isthmian tie-up continue to come to the LOG. These were submitted by Johnny Thompson and were taken at the Erie Basin, Brooklyn. That's Thompson in front row right in pic at left. Photo above shows Thompson again, with Richard Tyler at his right. Both were off the Steel Artisan. Rest of men were unidentified.



ing alone. It did not take into account the additional power that came from the formation of the powerful AFL Maritime Trades Department, which meant the winning of our 1946 strike.

Yes, we've come a long way in a short time and we've seen a lot of action. There were the many and important struggles we had in opposition to the communist party, with its attempts at scabbery in Philly, Tampa and elsewhere, besides its scabbing attempts on the longshoremen in New York. All this added up to a helluva lot of action—and victories.

PLENTY AHEAD

Now with the Taft-Hartley Law coming up and the announcing of the Union's heavy organizing program, it looks like we're still a bunch of busy people—and will be for sometime. But if any outfit is equal to doing the job, it's the SIU. We're headed in the right direction and all we have

He's Waiting



On the beach in New York "waiting for a good one," is Joe Tassin, a New Orleans boy. Joe says hello to all his friends and former shipmates.



Isthmian crewmember Alfred Tompol looks over picket line. Seconds later he was pounding the bricks with his shipmates.

Okay, Brothers— Let Us In On It

Some secrets are to be kept, but if you had an interesting trip, or if you met a character who sent you, let us in on it. That goes for your views on the union, current events, or any suggestions you may have. All beefs of general interest will be answered.

Seafarers who think in terms of moon and June and vine and wine can give vent to their rhyme and rhythm in Log-A-Rhythms. If you have a camera we will give prominence to your lens efforts.

The items sent to us will be displayed before an appreciative audience of 60,000 readers from coast to coast who read these pages every week.

Put down the highlights of your experience including the place, time and names and send them to the SEAFARERS LOG, 51 Beaver St., N. Y. We will return all snapshots, poems and stories, if so desired.

Now is the right time, too!

'The Voice Of The Sea'

By SALTY DICK

George "Ranger" Ernst just started sailing and his ambition is to save a few dollars and own a ranch some day. A short while ago I asked several men their plans for the future. One fellow from Brooklyn said he always wanted to own a pool room. I wonder if his dream ship came true. One, whom I'd rather not name, says all he wants is to be a lover in Brazil. Perhaps he is the smartest. My suggestion: I think all union books should have the addresses of all the Halls in the back part of the book. Always remember one thing: This is our Union. You have as much to say or do as anyone else. If you have any ideas for improvements you owe it to yourself and brother members to bring it forward.

I wonder if Brother Paul Hall and J. P. Shuler ever "slip in" at the Tampa Fair? Who is the heaviest man in the Union? I've seen some that would be tough to beat.



I remember one Steward who was so heavy that every time he was in the crew's nest we had a port list . . . One Patrolman who has always been a gentleman is Howard Guinier. There are others, too, of course.

Is the LOG sent regularly to May Sullivan's Bar in B.A.? Remember all seamen are hungry for it. Is it possible to send a couple every week to British Hospital, Pridrel and Casareos, Buenos Aires? (Ed. Note: Will do.) Bob Creel was operated upon in S.A. and sent home on

the Del Mar. How are you, Bob?

Chief Cook Lawrence of Georgia was certainly against Roosevelt. I often wondered if he was a Georgia Republican . . . A couple of guys were standing at a corner so I asked them what they were doing. They replied: "Just watching the Fords go by," meaning they were watching the local belles . . . Paul Parsons should run for Congress. I'm sure he would make the grade.

Angelo D'Amico has been in Argentina so long (due to an illness) that he is planning to vote there in the next election . . . I promised not to reveal his name but there's a seaman who, after every trip, takes a Mississippi cruise on the SS President. Some fun, eh .

Peter Loloos, "The Greek," went to Greece a short time ago. The natives spoke to him but it was all Greek to him . . . It won't be long before the SIU banner will fly the seven seas in full bloom. Our Union is growing so fast that I think she's jet propelled. Who remembers 2 Stone Street in New York? What a difference between the past and the future.

DEL ALBA PASSES LOG TO SIU SHIPS IN BUENOS AIRES

To the Editor:

We, the Crew of the SS Del Alba wish to thank you for sending copies of the SEAFARERS LOG that we requested while in Buenos Aires as promptly as you did.

We made them up into a folder and passed them on to the other SIU ships that were in Buenos Aires at that time and they appreciated them as much as we did. These are the ships, SS Del Santos, SS Cuba Victory, SS Stephen A. Douglas, SS Hilton, and the SS Del Aires.

C. W. Galt
Ship's Delegate
SS Del Alba

BULLETIN BOARD

Unclaimed Wages

Moran Towing Co.
17 BATTERY PLACE, NEW YORK

MV ANACAPA		
Monte E. Blue	\$ 24.72	Robert A. Burdick 2.78
Joseph C. Johnson	3.20	Buford C. Jones 42.74
Kearney N. Foster	3.77	Harold C. Cisewski 80.12
Richard V. Grant	10.25	George L. Sumner 33.55
Fred N. Cook	11.14	Joseph Curtis 29.43
Robert L. Lester	47.53	John M. Kelly, Jr. 25.62
Edwin S. Harriman	4.74	W. H. Pylate, Jr. 4.74
Herbert W. Johnson	68.34	Donald Chestnut 12.24
Barney L. Brannon	7.62	Quinton Royals 8.50
Patrick G. Dougherty	7.17	Walter W. Christian 7.13
Clyde V. Riddle, Jr.	51.69	Leland W. Davis 2.10
Byrd O. Busbee	3.20	Luis L. Welborn 5.37
Charles P. Varn	24.60	John E. Kinsaul 13.95
Lowell T. McNabb	21.46	James P. Brewer 24.05
Henry P. Sedgeway	6.85	Fred O. Sumerlin 7.62
Thomas Bernsee	24.84	Earl P. McCaskey 4.79
James W. Berry	11.72	Sidney Rothman 3.50
Thomas E. Mason	11.20	Frazer C. Clark 62.00
George M. Batts	86.77	Anthony F. Nottage 3.94
Charles S. Whitten	11.97	Robert Lamphere 12.23
Franz B. Sterlitz	1.97	Mate Veli Ekman 2.67
Thomas F. Meagher	61.33	Walter B. Tobiasson 3.20
Mathew W. Waldron	17.43	Marvin Bozard 2.67
Lester Mahaffey	21.63	David C. Reese 2.14
Nicholas Magash	7.71	Louis B. Clyde .27
Samuel Levy	7.27	Fulbert A. Bodden 14.67
Andreas Ingebretsen	29.94	William C. Averitt 14.67
Fulbert A. Bodden	5.95	Glen C. Hatton 5.07
William C. Averitt	27.75	Melvin J. Keefer 9.34
Melvin J. Keefer	6.23	Joseph C. Johnson 10.40
		Doek C. Willimson 3.60
		De Saussure Greenhill 1.60

SIU HALLS

ASHTABULA	1027 West Fifth St. Phone 5523
BALTIMORE	14 North Gay St. Calvert 4539
BOSTON	276 State St. Boudoin 4455
BUFFALO	10 Exchange St. Cleveland 7391
CHICAGO	24 W. Superior Ave. Superior 5175
CLEVELAND	1014 E. St. Clair Ave. Main 0147
DETROIT	1038 Third St. Cadillac 6857
DULUTH	531 W. Michigan St. Melrose 4110
GALVESTON	308 1/2 - 23rd St. Phone 2-8448
HONOLULU	16 Merchant St. Phone 58777
JACKSONVILLE	920 Main St. Phone 5-5919
MARCUS HOOK	1 1/2 W. 8th St. Chester 5-3110
MOBILE	1 South Lawrence St. Phone 2-1754
MONTREAL	1440 Bleury St.
NEW ORLEANS	339 Chartres St. Magnolia 6112-6113
NEW YORK	51 Beaver St. Hanover 2-2784
NORFOLK	127-129 Bank St. Phone 4-1083
PHILADELPHIA	9 South 7th St. Lombard 3-7651
PORTLAND	111 W. Burnside St. Beacon 4336
RICHMOND, Calif.	257 5th St. Phone 2599
SAN FRANCISCO	105 Market St. Douglas 25475
SAN JUAN, P.R.	252 Ponce de Leon San Juan 2-5996
SAVANNAH	220 East Bay St. Phone 8-1728
SEATTLE	86 Seneca St. Main 0290
TAMPA	1809-1811 N. Franklin St. Phone M-1323
TOLEDO	615 Summit St. Garfield 2112
WILMINGTON	440 Avalon Blvd. Terminal 4-3131
VICTORIA, B.C.	602 Boughton St. Garden 8331
VANCOUVER	144 W. Hastings St. Pacific 7824

MV BAYOU ST. JOHN		
Soloma K. Kapher	66.01	
James W. Brodale	65.94	
Charles L. Bragwell	67.94	
Arthur L. Disler	56.73	
Fred J. Reppine	37.26	
Stanley R. Cook	70.09	
Robert T. Killian	66.89	
Clarence W. Wieland	76.74	
Lawrence D. Stoll	68.26	
Walter L. Pritchard	23.81	
Ernest W. Donoho	64.20	
Berry M. Olmstead	56.73	
Wayne A. Armstrong	41.83	
Robert G. Olmstead	69.70	
Joseph W. Wichter	65.37	
Nicholas Boyko	26.38	

MV BURNT ISLAND		
Alex Mitchell	8.87	
Charles Snyder	12.60	
Kassin Samat	8.40	
Eugene Weingarten	2.80	
Andrew Farrell	12.60	

Money Due

SS W. H. PAGE
The following men are due \$24.45 each for transportation. The money can be collected at the office of the Arnold Bernstein SS Corp., 17 Battery Place, New York.
John W. Parker, Robbie R. Poole, Robert J. Flagler, Robert Bennet, Frank E. Abramson, H. E. Rumph, Arthur Fricks, F. E. Harbeson, Woodrow W. Lawton.



NEW YORK

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C. Arnold, \$1.00; G. H. Ruf, \$1.00; C. E. Fisher, \$1.00; R. A. Robinson, \$2.00; E. M. Misa, \$2.00; R. B. Hughes, \$1.00; K. A. Stenberg, \$2.00; R. S. Salcedo, \$1.00; U. Hildebrandt, \$1.00; Keo Lung Loon, \$1.00; R. H. Hanssen, \$3.00; M. F. Fair, \$1.00; E. A. Sara, \$2.00.
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B. Snow, \$2.00; R. J. Fagler, \$4.00; W. Lawton, \$4.00; R. Bennett, \$2.00; W. Jarvis, \$2.00; R. Rumph, \$2.00; F. Harbeson, \$2.00; C. Howell Jr., \$1.00; F. Abrahamson, \$2.00; N. Streg-

Retroactive Pay

Retroactive pay covering the 5 percent increase for the following ships is now ready at the offices of the Overlakes Freight Corporation, 19 Rector Street, New York, N.Y.

The money can be collected in person or by writing and giving proper identification.

GROVER C. HUTCHERSON
(Voyage No. 11)

ROBERT R. MCBURNEY
(Voyage No. 12)

JOHN FISKE
(Voyage No. 19)

OVERLAKES FREIGHT CORP.
Room 700

19 Rector St., New York 6, N. Y.

The following payrolls, covering six per cent increase retroactive wages are now completed.

SS ROBERT R. MCBURNEY
(Voyage No. 9)

SS ROBERT R. MCBURNEY
(Voyage No. 10 Port)

SS JOHN FISKE
(Voyage No. 17)

SS WILLIAM PEPPER
(Voyage No. 12 Port)

SS THOMAS W. HYDE
(Voyage No. 16 Port)

SS WILLIAM PACA
(Voyage No. 14 Port)

SS J. WILLARD GIBBS
(Voyage No. 18)

This completes all six per cent retroactive wages for this company. Seamen may obtain their money either by calling at the company office, properly identified, or by applying through the mails.

PERSONALS

ROBERT (BOB) DAVIS

Please contact Frank Schutz at the Marine Hospital, Staten Island, N.Y.

Notice To All SIU Members

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

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

PLEASE PRINT INFORMATION

To the Editor:

I would like the SEAFARERS LOG mailed to the address below:

Name

Street Address

City State.....

Signed

Book No.

TANKERMEN!

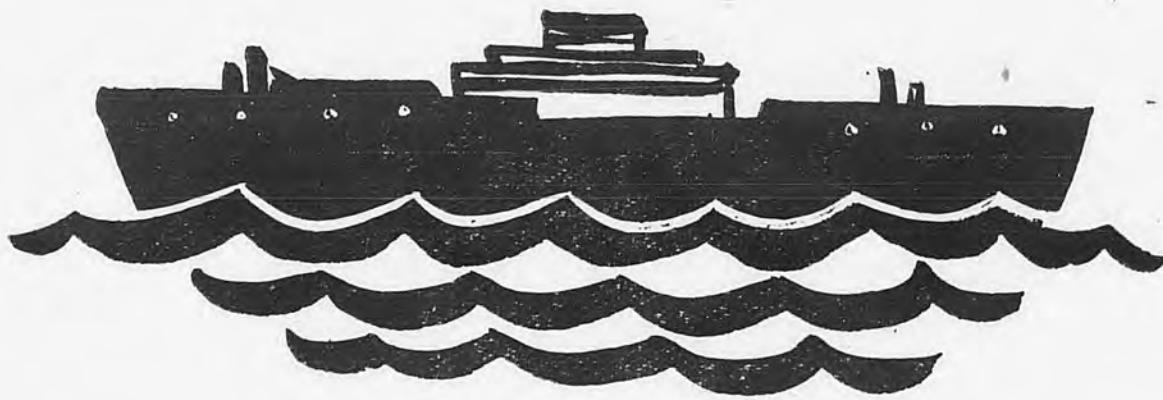
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