

SEAFARERS LOG



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Democracy vs. Communism

The dangers of allowing the communists to gain control of labor unions, so often pointed out in the pages of the LOG, are pictured very clearly in what is going on now in France and Italy.

In France, the CP, a minority group which in the last election lost ground to other political parties, is trying to start a revolution by using the strike weapon. The leaders of the communist-dominated unions have created false issues, and without giving the union members a chance to vote, have called them out on strike.

Italy faces the same tragic situation. The communists there have been losing ground steadily, and as a consequence have threatened that if the next elections go against them, they will take power by violent methods.

There is no doubt that the workers of France and Italy need higher wages to keep pace with rising costs. There is a shortage of food and consumer goods in both countries, and the harvest this year was poor due to the

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Hearing To Determine Tidewater Vote Set-Up

NEW YORK — Although the Tidewater Associated Oil Company and its stooge, the Tidewater Tankermen's Association, are doing all in their power to stymie the SIU, events are moving fast and a formal hearing will be called by the Regional Labor Relations Board within the next week to determine which of the unlicensed person-

nel are to be included in the election for which the Seafarers petitioned.

The company insists that Chief Stewards be excluded from the unit on the grounds that they are supervisory employees. The Union is contesting this stand, and cites contracts in the maritime field in which Chief Stewards are covered.

As soon as the hearing is concluded, and the collective bargaining unit established, it is expected that the NLRB election will commence.

COMPANY SCARED

The company is frankly worried, and has resorted to what would have been unfair labor practices before the passage of the Taft-Hartley law.

Members of the Tidewater Tankermen's Association have been putting the finger on SIU volunteer organizers, or even on employes seen reading Union literature such as the LOG and other educational material.

When this happens, the company uses some far-fetched excuse to fire the suspected man. But even in the face of such tactics, pledge cards are being signed by Tidewater men, and the company union has lost what little prestige it had.

The success which the Union is enjoying in the Cities Service election is no small factor in this development, and the "best in the industry" contracts which the SIU has with other tanker outfits also are factors in persuading Tidewater men that only through Seafarers representation will they be able to attain decent wages and good conditions.

Anti-CP Unions In America Form New Group

Plans for an "Inter-American Federation of Labor" have been drawn up by the AFL and 40 non-communist labor organizations in 18 Latin-American nations, Serafino Romualdi, AFL international representative announced last week.

An organizing conference is scheduled to begin Jan. 10 in Lima, Peru, and invitations have already been issued by the Chilean Confederation of Labor acting in consultation with unions in Peru, Uruguay, Puerto Rico, Panama and Mexico.

Initiative for the move came from the Latin American countries. The AFL in the U.S. and Canada will participate.

The organization is intended to serve as a bulwark against Communist encroachment on the labor movement in the western hemisphere and will rival the communist-dominated Confederation of Latin American Workers, headed by Lombardo Toledano, of Mexico.

Cities Service Election Extended So Two More Crews Can Cast Votes

NEW YORK—With six ships of the Cities Service tanker fleet already voted, casting an unofficial majority of 75 percent for the SIU, balloting which was supposed to end on November 19 has been extended for sixty days so as to give the remaining two crews a chance to be polled. The crews involved are on the SS French Creek and the SS Lone Jack. Both ships are on the shuttle run between the Persian Gulf and the coast of France. The first named is expected to reach a port in the continental United States at which it can be voted, sometime late in December, while the Lone Jack is not expected until the latter part of January or the first week in February.

The extension period ends on January 19, and SIU officials do not believe that the Lone Jack will arrive in time to vote. Therefore the Union has asked for a hearing, as soon as possible, before the Regional Labor Relations Board to request that the French Creek be polled on arrival in the U. S., and that the Lone Jack be voted by mail.

On the basis of reports from the Union observers who have been present at the voting, each ship polled so far has cast at least 75 percent of the votes definitely for the Seafarers, with some doubtful and the company garnering the small remainder. This completely blasts the company's contention, made before the balloting started, that City Service men didn't want or need Union representation.

Adding impetus to SIU's drive to organize the tanker industry is the fact that last week the Union added another tanker outfit to its growing list of contract-

ed companies. This one was John A. Carras, Incorporated, which joins Tankers Sag Harbor, and Tanker Industries Incorporated under the Seafarers banner.

The Tidewater election is still

sometime in the future, but in spite of company stalling this situation is rapidly drawing to a head and it is only a matter of time before a bargaining election will be scheduled in the Tidewater fleet.

SIU Organizing Drive Gains Six Outfits In Three Months

NEW YORK Nov. 20—The signing of agreements with the Seatrade Corporation and John A. Carras, Incorporated, which was announced by General Organizer Lindsey Williams last week, brought to six the total of new companies signed by the Seafarers International Union, Atlantic and Gulf District, within the last three months. Those companies are Tankers Industries Incorporated; Tankers Sag Harbor; Wilkerson Steamship Company; Pratt Steamship Company; and Seatrade and Carras.

The contract with Seatrade is a standard SIU agreement, providing for vacations with pay, nine paid holidays a year, and

overtime for all work in port performed after 5 P.M. and before 8 A.M.

It also includes the same high wages and the exclusive SIU provision that the wage issue can be reopened at any time, thereby protecting the membership against the spiraling cost-of-living.

The new agreement was entered into on November 13 and will expire one year from that date. It contains the clause that it is automatically renewable from year to year, unless one of the parties desires to amend or terminate same.

Handling the negotiations which resulted in this new contract were Lindsey Williams, Robert Matthews, Headquarters representative, and Al Kerr, organizer.

The drive to organize the unorganized seamen is now in full swing, and it is expected that more companies will be brought under the SIU banner within the next few months. Seamen along the waterfront know the advantages of a Seafarers contract and are flocking to the Union in great numbers.

To Other Maritime Unions

It has come to the attention of the SIU that the operators are attempting to use certain provisions of the Taft-Hartley law to hard time maritime unions, particularly the ILA, MM&P and MEBA.

This is to notify you that the Seafarers stand ready to support you, in any manner necessary, against the shipowners' attempts to take away any of the wages, conditions or rights which you have won. Nothing that you, or we, have today was given to us; we had to fight and get them the hard way.

We in the SIU believe that an injury to one is an injury to all, and if the shipowners try to use the Taft-Hartley law as a weapon against you, we will not sit idly by doing nothing.

Call on us at any time, in any port, for our assistance, and as always, you will find us prepared to support you down the line.

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George K. Novick, Editor



Democracy vs. Communism

(Continued from Page 1)

lack of farm equipment. But the strikes are not being called for these purely economic reasons.

If the leaders of the unions are truly worried about the fate of the workers, they would not damn the Marshall Plan with one breath, and then call the men into the streets with the other.

In France, as in Italy, the governments elected by popular vote are trying to find a way out of the difficulties caused by the ravages of war, the poor harvest, and the destruction of manufacturing facilities—that is to say all in both governments except the communists. They are disrupting, using their power in trade unions to foment strikes and riots, and refusing to cooperate with other legislators, to stabilize the economy.

These situations are not just the product of chaotic conditions. True, the situation is rough, and millions will starve this winter if help is not forthcoming from the United States, but it is the communists who are trying to bar this much needed assistance. They feel that if hunger and exposure rage unchecked, the people will turn to them for salvation.

That is why the Cominform, or Communist Information Bureau, which is actually the old Communist International masquerading under a new name, was established recently. This organization's main objective, stated in black and white, is to sabotage carrying out the Marshall Plan. And if communists come to power in France and Italy, the two countries needing help the most urgently, the plan to feed Europe will undoubtedly fail.

But democratic forces have not given up the struggle against communist propaganda which misrepresents the Marshall Plan and seeks to destroy it. The AFL last week initiated a program designed to create a new international labor organization to combat the Cominform, and to expose it as a reactionary, anti-labor institution.

Called the Deminform, meaning Democratic Information Bureau, by the AFL International Labor Relations Board, this body plans to call a conference of labor representatives of sixteen nations of western Europe to consider how labor can promote the economic resabilitation of Europe under the Marshall Plan.

"The AFL believes," declared the committee, "that its contribution to world peace and security... can best be fulfilled by the revival of free trade unions as bulwarks of democracy in European countries. Through democratic labor movements we can... make the workers of Europe understand that Soviet Russia's purpose is to starve Europe into revolution and thus extend the international domain of communism."

The unions in the United States and South America which are under the thumb of the communists are trying to sabotage the Marshall Plan, even though top leadership in the CIO has endorsed it. It is up to the AFL to take the lead to make sure that the workers of Europe have a chance to rebuild their ruined countries and their shattered lives.



"Workers of the world...!"



Men Now In The Marine Hospitals

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

STATEN ISLAND HOSPITAL

- M. PARASCHIEV
- W. E. STORVIS
- C. O. UNDERWOOD
- G. ROGERS
- J. McNEELY
- G. BISCHOFF
- J. V. KELLY
- T. MUSCOVAGE
- R. WOODWARD
- F. WALLACE
- F. BECKER
- H. McDILDA
- E. T. BROWN
- G. CARLSON
- F. NERING
- W. VAUGHN
- E. B. HAYES
- W. B. CHANDLER
- N. HUFF
- R. EGAN
- G. J. MILLER
- G. RODRIQUEZ
- W. BARRETT
- E. CARAVONA

FORT STANTON HOSPITAL

- JOHN P. WILLIAMSON
- R. B. WRIGHT
- CLIFFORD MIDDLETON
- ARCHIE McGUIGAN

- R. S. LUFLIN
- JULIUS SUPINSKI
- M. D. PENRY

SAN FRANCISCO HOSPITAL

- J. KRESSEN
- J. HODO
- P. J. MILLER
- DANIEL SEQAL
- J. SPURON

NEW ORLEANS HOSPITAL

- O. S. SHAHAN
- W. K. WUNG
- J. J. O'NEILL
- G. CURL
- A. S. CONTI
- C. T. WHITE
- R. L. MCGREW
- F. R. DE VASHER
- I. E. MATHERNE
- M. LIUZZA
- G. A. WILLIAMS
- G. HARDEMAN
- L. A. HOLMES
- W. C. COLLEY
- J. E. SILKOWSKI
- R. E. TRULY
- L. CLARKE
- C. C. RAYFUSE
- J. E. PENCON

- A. J. LE JEUNE
- MARJORY "LINDA" EVANS
- J. B. GEISSLER
- E. E. DAVIS
- E. M. LOOPER
- E. G. WALKER
- J. DENNIS
- L. GROVER
- C. MASON
- J. E. MAGUIRE
- A. A. SAMPSON
- R. BUNCH

MOBILE HOSPITAL

- W. J. SULLIVAN
- E. L. MYERS
- W. C. JEFFERIES
- J. C. RAMBO
- W. C. CARDANA
- M. W. BUSBY
- R. V. GRANT
- W. D. JOHNS
- C. W. BARNE

BRIGHTON MARINE HOSP.

- A. BONTE
- R. LORD
- G. MEANEY
- M. DEAN
- S. MURPHY (SUP)
- J. BARRON
- H. SCHWARZ
- J. O'BYRNE
- J. McKEAN (SUP)
- E. HUDSON
- E. DELLAMANO
- J. LEWIS
- T. BOGUS
- J. SILKOWSKI (SUP)

GALVESTON HOSPITAL

- WM. BARGONE
- DAN GRAVES
- A. MCALPIN
- W. CARVANN
- W. VORRELL
- P. A. WHITE
- F. W. GRANT
- W. E. ROWAN
- J. HARRIS

South Star Crew Demands Safe Lashing Of Deck Cargo

By JACK GROENER

ABOARD SS SOUTH STAR, At Sea — Crewmembers of this vessel unanimously adopted a resolution calling for greater shipboard safety measures in securing deck cargo, and urged the SIU membership in all ports to ratify the proposal.

The resolution which was acted upon at the Oct. 14 shipboard meeting, recommended "that all deck cargo coming out of the East and Gulf ports consigned for ports in the North Atlantic be secured by heavy wire and turnbuckles after October 15 until April 1, and that this action be brought before the membership in all ports for their ratification."

FAULTY LASHING

The crew's action stemmed from a situation in which the deck cargo aboard this ship was secured by some new money-saving lashing called "Signode."

It consists of spring steel about two inches wide and about one-eighth of an inch thick and is secured by another piece, which is pinched in to fasten it.

A sample of this lashing has been kept aboard for inspection by the Baltimore Port Agent when the vessel arrives in that port.

We left New York Oct. 5 after the Mate was almost fired because he protested and raised so much hell about this method of securing cargo.

The Port Captain told him the only reason he was keeping him on was because it was too late to find a replacement on a Sunday morning.

I raised hell in general with the dock foreman, who replied he could only put on what he was ordered to.

UNDER CHARTER

To clear a point, we are not working for the South Atlantic Steamship Company, which I have always found to be a very good outfit. The South Star is chartered to the Isbrandtsen Company, Inc.

They are always in a hell of a hurry and by the time the last draft of cargo is being lowered you are casting off lines.

Their motto seems to be "To hell with everything—full speed ahead."

The Mate's judgement and my own, were confirmed when, encountering the first heavy swells a few days later, the deck cargo of oil drums broke loose.

The ship took some 15 to 20 degree rolls. At no time did we take any seas to amount to anything, but the drums broke loose nevertheless.

A five-ton box was on the starboard side, just forward of the housing and I shudder to think what the result would have been if we had encountered any North Atlantic weather.

It took the whole gang working 13 hours to secure this loose cargo. A couple of men just missed serious injury in the course of the operation. With rough weather it would have been a different story.

With rough weather this incident could have had disastrous consequences, but we do not wish to wait until that happens.

We have a darned good crew on this ship all of whom support this beef to the hilt.

The Skipper of this ship, John Tryg, and Chief Mate Harvey McBride get along fine with the men. We couldn't ask for better.

Tankerman



Frank B. Rowell, SIU organizer on Tidewater's SS Edward L. Shea, says Tidewater men need and want the Seafarers.

Tidewater Men Want SIU, Says Organizer

Things are looking "very rosy" for the SIU on Tidewater tankers if the crew of the SS Edward L. Shea is a fair example, according to Frank B. Rowell who shipped as a volunteer organizer on the Shea for a trip to Baytown, Tex., and back.

So impressed were the crewmembers by the advantages of SIU membership that more than two-thirds of them signed up with the Union.

What impressed them most was the dispatch with which the SIU settled beefs without jeopardizing anybody's job.

This viewpoint was reinforced by story after story in the copies of the LOG which Rowell brought aboard and which he says they read avidly. They took to the Union like ducks to water.

Rowell says that conditions on the Shea were not so bad as they might have been, but that there were a lot of things an SIU Crew would have been quick to correct.

TRIBE! TRIBE! TRIBE!

Forinstance the chow. There was nothing particularly wrong with the chow, except that all the Crew ever got to eat was what the Captain particularly liked. And all the old man liked was tripe.

So for several days running there was nothing to eat but tripe—boiled tripe, stewed tripe and whatever other kinds there are. And, of course, tripe is something most guys get tired of—fast.

Then there was the bed linen. The Steward, who spent most of his time toadying to the Old Man and therefore didn't pay much attention to the crew, made the first two linen changes

on schedule but sort of forgot the third one.

As a result, the Shea hit Bayonne with the crew's linen four days overdue for a change. Maybe the Steward saved the company three bucks. If he did he would have saved even more if he had "forgotten" to change the officers' linen, too.

Then there was the Chief Mate. On a previous trip he staged a big performance aboard ship, so dramatic a one, Rowell declares, that the Captain fired him. At that time he was only a Second Mate. The company's answer to the Captain's action was to rehire this gashound—as Chief Mate.

NO OVERTIME

Overtime was practically unknown aboard the Shea, Rowell reports. The first Sunday out, the Chief Engineer took it upon himself to transfer bunkers, a job which Rowell himself, as Pumpman, should have done and for which he should have received overtime.

He tried to do something about his beef when the ship paid off. He approached Bushnell, the representative of the Tidewater Tankermen's Association, who meets all the Tidewater ships in Bayonne.

He got exactly nowhere. Natch! Tidewater never misses a chance to save overtime.

There was one beef Rowell did square. At the beginning of the trip, the Steward was serving cold food to the men on the 8-to-12 watch. Rowell straightened him out on that.

Of course, Rowell won't be making the trip again. He was fingered and fired. The Captain refused to say it was union activity.

SIU Crew Halts Strikebreakers In Helsinki Longshore Strike

By C. E. LEE

(Deck Delegate, SS Francisco M. Quinones)

Striking longshoremen in the port of Helsinki, Finland, witnessed a sound exhibition of SIU labor solidarity recently, when the 100 percent Union men on the SS Francisco M. Quinones, South Atlantic, squelched a move by strikebreakers to unload the vessel's cargo of sugar.

The ship left Santa Cruz, Cuba, Aug. 27, with 9,000 tons of sugar destined for Helsinki, where it arrived and anchored in the stream Sept. 18.

The following morning the vessel went into dock and longshoremen worked on the cargo for a day and a half when a strike was called after their demands for a wage increase had been refused.

We were in complete sympathy and felt their demands were justified. Three days after the work stoppage began, strikebreakers got 200 housewives to volunteer to go through the picketlines, board the ship and unload the cargo.

Also, 60 members of the Finnish Parliament and 1,200 students volunteered to work.

COME IN MOB

The women came down to the docks in a mob, demanding that they be permitted to come aboard and unload the sugar, which they claimed to have needed badly.

Being 100 percent Union men and opposed to strikebreaking in whatever form it arises, we took a firm stand in refusing to permit them to come aboard.

We declared that the women were not authorized longshoremen, were inexperienced in this type of work and, therefore, were a hazard to themselves as well as to the ship.

Furthermore, we pointed out that there was a company rule prohibiting women aboard ship. The gangway watchman was then given orders not to let anyone on board without an authorized longshoreman's pass.

After two days of hanging around, the women went back to their homes. The members of the Parliament and the students likewise were turned away.

RELEASED SUGAR

Since the sugar was badly needed ashore, the longshoremen

held a meeting a week later and voted to unload this ship only. But the strike continued in force on all other fronts.

The Quinones was completely unloaded on Oct. 10 and we sailed the following day for Dingwall, Nova Scotia.

I would like to commend Captain E. W. Braithwaite and Chief Engineer E. L. McHugh for the grand support they gave us in helping to keep the strikebreakers off the ship.

They both stood pat on the provision that only authorized longshoremen could come aboard and use ship's gear and unload cargo.

Both are Union men themselves and the crew has a great deal of respect for them.

Seafarers Urged To Donate To Blood Bank

By JOSEPH VOLPIAN

Special Services Representative

One of the first laws of the sea is to help those in distress. From time immemorial seamen have adhered to this law without reservation. The pages of maritime history are packed with tales of heroism and sacrifices made by seafaring men in bringing aid to their fellows in distress.

Mankind has long been conscious of this tradition and seamen today are generally recognized as being generous, kind and ever ready to lend a hand to those in need of a lift.

The spirit and traditions which fundamentally bind all seamen grows stronger with the passage of time.

At this very moment, there is urgent need for prompt response to a call for help being made in behalf of our seagoing brothers who have been struck down by illness and those who, in the future, will become victims of various types of sicknesses, which strike without warning and without discrimination.

BLOOD BANKS LOW

Every seaman runs the risk of one day becoming ill and finding himself in need of all the skill and resource medical science

can muster to get him back on his feet.

The call for help is coming from the Marine Hospitals where the blood banks are almost broke. Because of the increased use of blood transfusions due to the great successes in all phases of medical treatment, the supply has run dangerously low.

If the lives of seamen are to be saved, if seamen are to continue to be the beneficiaries of their own foresight, these blood banks must be greatly increased.

Because their use has reduced the risk of fatality by amazing percentages, blood transfusions play an important part in surgery. Weakness and shock which follow operations are successfully counteracted by blood transfusion.

We have learned that every operation requires the use of at least one pint of blood. Three pints are generally used in surgical treatment of TB and cancer cases; bleeding ulcers also require an ample supply of blood to be transfused.

And these are three of the many types of cases involving seamen, hospital authorities report. But blood transfusions are given to seamen suffering from many other illnesses.

If the blood is not available

when needed, the condition of the patient can be extremely critical. We must make sure that no seaman's life is endangered simply because the blood supply is inadequate.

The fact that our own lives may be involved should spur us to heed this distress call. But seamen do not ask who are beneficiaries when they respond to a signal for help.

Men who wish to donate their blood, which might save the life of a brother seaman—or possibly their own lives—can go to any Marine Hospital.

In the Staten Island hospital donors will be received between 9 a.m. and 2:30 p.m.

When you go there, make it known that you are there to give blood, and you will be given priority. If you don't get action you can ask to see the Clinical Director.

The whole procedure takes about two hours, since every man is given a physical examination and blood tests to make certain he is able to give. No pain is felt; it's a simple procedure.

This way of aiding sick Brothers on the beach is no different from answering a call for help at sea. By heeding this distress signal you may save a Brother's life—or your own!



Mail Overseas Xmas Parcels Early, Says PO

Seafarers who want to send Christmas packages to friends and relatives in foreign countries had better get on the ball and send them off as soon as possible.

According to a circular released by the New York Post Office, foreign post offices are expected to be jammed, a fact that will occasion extensive delays in deliveries.

The circular gives a lot of advice, and seamen would be wise to inquire about procedures before wrapping anything up, or even before buying it.

For instance, some merchandise can be sent at straight letter rate to a large number of countries provided the weight does not exceed four pounds six ounces. Each package must be accompanied by a customs declaration, however.

A number of countries will accept small parcels wrapped and labelled as "small packets" which can be sent quickly and quite cheaply. But a "small packet" must not weigh more than two pounds and three ounces, and there is a size limit in addition.

Parcel post service has been resumed to all countries except the tiny European republic of Andorra, but you'd do well to get some information from the nearest post office about how to package and address whatever you want to send. And if you want to send anything airmail you'd better ask first too.

HERE'S WHAT I THINK...



QUESTION: What do you think is the greatest threat to seamen's movements?

RICHARD GONZALES, MM:

As far as I am concerned, the communists are the greatest threat because they are out to control or wreck unions. The way they are acting now in the National Maritime Union proves that when the rank-and-file tries to force them out of positions of control, the commies go to any lengths to disrupt the membership and wreck the union. Other unions are having the same trouble. The best way to treat the communists is not to give them any power from the beginning, and then you don't have to battle them later.



CHARLES SCHOFIELD, CE:

The operators and the government are our greatest threat. The operators by laying ships up in the boneyard, and the government by transferring so many ships to foreign registry. What they are both aiming for is to force mass unemployment on the waterfront so that seamen will have to scramble for the few jobs that are left. When that happens, the shipowners and the government hope that the unions will bust up. We've got to be on the lookout for what those people try to pull, and we have to fight against selling our ships.



MICHAEL IWASKO, Wiper:

The Taft-Hartley law is the real menace. The operators and the communists may give us trouble, but the new anti-labor law is the greatest threat since it can destroy unions completely and take away all the gains that workers have fought for over a long period of time. So far, even though the law says no "closed shop," we've gained contracts guaranteeing that protection, but now Mr. Hartley says his law is too weak and he wants to strengthen it, and if that happens we may have to hit the bricks again.



N. VRYDENBERGER, CE:

I think the government is the worst threat — or maybe I should say Congress. Last session they passed the Taft-Hartley Law, and maybe next time they've got a stiffer one up their sleeves. The shipowners will use the Taft-Hartley law against us as they will against all other unions, and if anything tougher is passed, they'll use that, too. We should get together to elect congressmen who are for the workingmen, and then we wouldn't have to worry about the Taft-Hartley law or other anti-labor laws.



Witnesses To Accident Needed In Guiana

Continuing its efforts to get the best possible defense for Ralph Youtzy and Robert Boutwell, the two Seafarers facing a bum murder rap in Georgetown, British Guiana, SIU headquarters in New York has written to the three crewmembers of the T. J. Jackson, Alcoa, who witnessed the fight in which the Captain of a Georgetown harbor launch was drowned, urging them to ship for Guiana in time for the trial.

The letters, which were sent out by Joseph Volpian, Special Services Representative, were mailed to James Carter, Jr., Chief Cook on the Jackson, and to Frank Knight and Charles Robertson, both AB's.

The Union acted in response to a request received from the attorney conducting the defense, who said that the presence of the three witnesses would be necessary. The trial is scheduled to commence January 13.

INQUIRY HELD

At the preliminary inquiry held early this month, Youtzy, was committed on a charge of murder, but the charge against Boutwell was reduced to manslaughter. Boutwell was allowed \$2,000 bail.

The launch Captain was drowned when he was accidentally shoved overboard early in the morning, October 2, in a fight he started with Boutwell and Youtzy after refusing to take them out to the Jackson which was moored in the Demerara River ready to sail on the tide.

The Jackson Crew raised \$553 for the defense, since neither Youtzy nor Boutwell has any money of his own. Meanwhile, the Union has kept in touch with all developments to insure a fair and adequate trial.

In the letters to the three witnesses, Volpian said:

"It is imperative that you ship out on an Alcoa ship for Georgetown to assure the best defense possible for these men.

"I would suggest that you contact the SIU agent in any port from which you expect to ship out in an effort to secure his cooperation in getting a ship. If you have any difficulty in getting paid off at the other end,

you may contact the United States Consul to speak to the Captain on your behalf.

"Speaking for myself, and on behalf of the entire membership, please accept our sincere thanks for your past cooperation and your future help in this matter."

Enclosed with the letters were copies of the letter received at Headquarters from the Georgetown barrister, Lionel A. Luckhoo, who is in charge of the defense.

BEFORE JUDGE AND JURY

Commenting on the preliminary inquiry, Luckhoo emphasized the necessity for Carter, Robertson and Knight's appearance.

"I have seen the statements made to our local police by Carter, Knight and Robertson, whom you mention in your letter," he declared. "The evidence of the first two named is of vital importance, and even the evidence of Robertson is useful.

"I have shown Mr. Damron, the U.S. Consul, your letter and after discussion we settled that I should write and ask you for your assistance in getting these men to British Guiana by the 13th January, 1948, on which date the trial commences.

"The Consul tells me that if they are placed on a ship to get them here by early January, then he will help at this end in having them return by

some other ship after their evidence has been given.

"Their presence is necessary. Affidavits or statements are no good. They must give their testimony on oath before a judge and jury."

The eyes of the entire SIU membership are centered on Georgetown, since all Seafarers realize that Youtzy and Boutwell are the victims of a set of circumstances in which seamen anywhere might be caught through no fault of their own.

This wide interest is symbolized by the Crew of the William Cullen Bryant, Alcoa, who added a contribution of \$24.30 to \$553 chipped in by the Jackson Crew.

SEAFARER'S INTERNATIONAL UNION OF NORTH AMERICA ATLANTIC AND GULF DISTRICT

55

No. 1477

NEW YORK October 27, 1947

For defense of Youtzy - Boutwell

Collection from T. J. Jackson

PAID TO THE ORDER OF

Ralph W. Youtzy

The sum of \$552.00

\$552.00

DOLLARS

SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA ATLANTIC AND GULF DISTRICT

MANUFACTURERS TRUST COMPANY 55 BROAD STREET NEW YORK

Paul Hall AGENT

This \$332 check, which the T. J. Jackson crew sent to British Guiana for the defense of their shipmates, Ralph

Youtzy and Robert Boutwell, brought their total contribution to \$553.

Tampa Shipping Slows, But Sun Draws Lakes Men

By **SONNY SIMMONS**

TAMPA—Shipping has been a little slow around this port, but we don't have many men on the beach.

We made the SS Grange Victory, Waterman, going north and the SS Colombia Victory coming south. The boys who have been homesteading those four Waterman ships running coastwise are about to lose their happy homes, since they all are being taken off the run as they get back into Mobile. However, they will be replaced by six Liberties.

We made the SS Ponce de Leon, Waterman C-2, en route to Antwerp fresh from the West Coast with a crew nearly 100 per cent SUP and must say we found her in excellent shape. In fact she was one of the cleanest ships from bow to stern we have had in Mobile for a long time.

GIVES CREDIT

Much of the credit for this condition goes to the Master, Captain C. W. Butts, as well as to the Steward, Jimmie "Mobile" Higham and the Chief Cook, R. G. Barr. She topped off a lot of fresh fruit here.

Because the Lakes are beginning to freeze over for the winter, we are getting quite a few Lakes seamen who are down looking for some nice Florida sunshine and to gather some coconuts.

It's so hot down here right now that a couple of the boys are out trying to pick up some change peddling electric fans to the local populace.

The Patrolman Says Swell Union Ship

NEW ORLEANS—The SS Lyman Stewart, Alcoa, made New Orleans after a two-month trip to Europe and the Islands for bauxite, and came in in fine SIU shape.

The beefs were practically settled before the ship arrived. There were more first-trippers and permitmen than full bookmen aboard, but these newcomers were taught the SIU way of doing things by such boys as Don Hall, Johnny Morris, D. Murrell and others.

The Stewart Crew took up one of the finest LOG hospital donations of any ship hitting this port for a long time. There was \$160 split between the LOG and the boys in the Marine hospital.

The contributors were as follows:

J. H. Morris, \$5.00; A. Thompson, \$5.00; L. Stone, \$5.00; Slaughter, \$10.00; Cagle, \$10.00; Cain, \$5.00; Sualen, \$5.00; Wilisen (2nd Mate), \$10.00; Stracher, \$5.00; Pritchett, \$10.00; Sykes, \$10.00; Murrell, \$4.00; Searilo (3rd Mate), \$5.00; Gibson, \$10.00; Faircloth, \$10.00.

Melvin, \$2.00; Radcliff, \$5.00; Dixon, \$5.00; Martin, \$7.00; Murphy, \$4.00; Hastings, \$5.00; Kearny, \$1.00; Maples, \$5.00; Otto, \$5.00; Biles (1st Asst.), \$5.00; Don Hall, \$5.00.

Of course, the above totals only \$158 when you add it up. However, there was \$160 in the kitty when we counted the contents. If we missed a Brother who put in the other \$2.00, we are very sorry.

Johnny Johnston

Manila Watch



Above is a picture of Ludovico S. Agulto, who meets all SIU and SUP ships which dock in Manila. He brings with him latest copies of the LOG, and also distributes the paper to seamen's favorite hangouts. This picture was inscribed and sent to Eddie Bender, SIU Brother, under whom Agulto served in the Philippines as a guerilla fighter against the Japs. Look for Ludovico when next in Manila.

Neglect By Company, Health Authorities Led To Death Of Seafarer, Crew Charges

By **JOSEPH W. LABROSSE**
(Ships Delegate, SS Tonto)

MARCUS HOOK—The death of Dale Johnson, Fireman on the SS Tonto, Pacific Tankers, in San Juan, was the result of a chain of events which reflected incompetence, neglect and outright cold-bloodedness on the part of the ship's officers, the U.S. Public Health Service, and company officials, the Tonto's Crew firmly believes.

On October 29, the Tonto, which was headed north for Marcus Hook to discharge a cargo of fuel oil, changed its course for San Juan. The change was ordered because of a shortage of water for the boilers and it was necessary to make San Juan as soon as possible. The shortage itself was due to the incompetency of the Engineers since the ship was only nine days out of New York and should have had a 20-day supply.

RAN HIGH FEVER

At 4:30 P.M. on the 29th, Dale Johnson, after standing his 12-to-4 watch reported sick to the Purser who put him in the ship's

hospital. The Purser found him dangerously ill with a fever of 105 degrees.

As a matter of fact, Johnson was delirious at this point, so serious was his condition. He was a dying man, but perhaps something could have been done for him had proper action been taken.

While the Purser was looking Johnson over, the ship was only 100 miles out of San Juan, yet neither then nor later did the Captain radio for medical information, advice, or instruction, despite the fact that the sick man was suffering from severe dysentery and was obviously sinking rapidly. This last comment is justified by what happened later.

The Tonto arrived at San Juan at 6:30 the following morning, October 30. The representatives of the U.S. Public Health Service came aboard for a routine check and were notified—repeatedly notified—of Johnson's condition.

The crew naturally expected that he would be rushed to the

Marine Hospital, but nothing like that happened. At least, it didn't happen until five hours later.

WAS ONLY 23

Of course, the Public Health Service representatives did mention that the ship's hospital stank like a pig-sty, but apparently the point did not seem to be important enough to warrant investigation.

When they finally got around to removing Johnson after five hours the death rattle was in his throat. The poor lad died 24 minutes after he was admitted to the hospital. He was 23 years old.

It wasn't only the Captain and the U.S. Public Health Service who were dilatory. The Purser found the time to take a Pumpman with a very minor ailment ashore. But he never got around to pressing a demand that the Health Service take care of Dale Johnson.

Afterwards, the Master, the Purser and the Health Service refused to tell the crew what really brought about Johnson's death, and at this writing we still have been unable to learn the exact cause of his sudden seizure.

There were rats aboard, but Captain Ashwerth refused to delouse or fumigate the vessel. That is, he refused until the Tonto tied up at Marcus Hook where Port Agent Blackie Cardullo did a swell job of straightening him out. As a result the ship was fumigated almost at once.

STRAIGHTENED OUT

Blackie also straightened him out a bit in reference to his general neglect in not contacting shoreside medical authorities in San Juan.

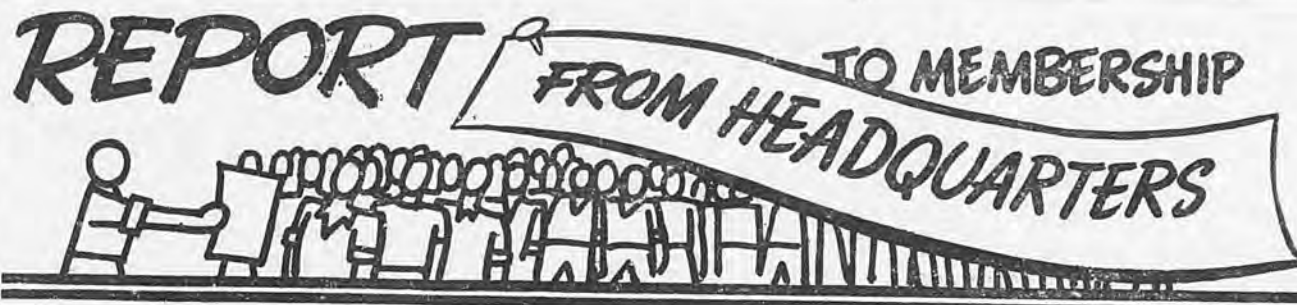
In fact, the crew was grateful to both Blackie and to Ralph Ortiz, acting Agent at San Juan, who did his level best to get the Tonto disinfected before she left for Marcus Hook.

In this, Ortiz was thwarted at every turn by the Pacific Tankers' San Juan agent, who certainly acted in cold-blooded fashion.

He bent his efforts to get the Health Service to give the Tonto a clean bill of health, even though no honest effort was made to clean away the signs of disease on the ship.

The linen in which Johnson had lain was still aboard three days after his death when the Captain and his fellow officers finally disposed of it. And I need hardly add that the crew was bitter about the entire affair.

All the facts we could ascertain were sent to Johnson's sister in Long Beach, Calif. The crew certainly hopes that she takes prompt action of some kind. We would hate to see anything like this happen to another seaman.



By **J. P. SHULER**, Secretary-Treasurer

Records in Headquarters Offices

Since the last regular meeting, there have been some changes made in Headquarters Records Dept. There is now a system in effect which enables each man's record to be checked as he pays his dues in the Port of New York. This system will enable the Headquarters Office to keep a perpetual check on the standing of all members. Thus the number of active members can always be ascertained.

Three full bookmembers working as officials of the Union have been assigned to these duties on the 6th floor, and it is recommended that in the future they also assume the duties of the "Headquarters Reinstatement Committee." In the future all applications should be sent directly to this committee.

Negotiations

Negotiations with the Isthmian Steamship Co. have been practically completed and the Negotiating Committee should be able to render a complete report and possibly a complete agreement before the regular membership meeting in the Port of New York. This report will carry all the details of the negotiations and the agreement.

Membership

Numbers of ships are being turned over to foreign Governments and put in the boneyard. This is causing a decrease in jobs. The SIU has not been hit so hard as yet, but the next few months will be a crucial period for the Union and our membership should be adjusted now so as to insure available jobs for all the membership.

Due to the shortage of jobs, shipping in all ports has fallen off so that most of the jobs are filled by bookmembers. Therefore, to insure stable shipping, the following recommendations are made:

1. No dues to be collected from anyone over 12 months in arrears in dues and assessments until such men have applied for reinstatement directly to the Headquarters Reinstatement Committee with a letter giving details of their cases. This committee shall then submit to each meeting reports giving full details and their recommendations and findings on each individual applying for reinstatement.

2. Immediately stop taking any applications for new membership until further notice. No port is to accept applications for membership

from any man unless notified otherwise in the future.

3. No book is to come out of retirement until such time as the man in retirement has been thoroughly investigated and his union record while in retirement is proven clear.

4. No man in another district of the SIU is to have his book transferred to the Atlantic and Gulf District.

5. All issuance of the emergency white cards that are issued in lieu of permits shall be discontinued immediately and only men shipped in emergencies shall be issued permits.

6. Any books issued by Organizers in support of our organizing work to be kept at an absolute minimum and complete reports made on same.

TOPHEAVY DEPARTMENTS

The shortage of jobs can be attributed greatly to the indiscriminate issuance of seamen's papers and endorsements. There are numbers of times that a man will get a Messman's endorsement, ship on a permitcard, make one trip to sea, will get an endorsement in another department where no men are needed, thereby making an oversupply of men in that department and causing a shortage in the department from which he transferred, which means that another permit will have to be issued. Quite a few permit men, after making one trip, get a higher endorsement to a rating that is already top heavy, which will make too many men in that rating and create a shortage in the lower rating. Therefore, the following recommendations are made on seamen's papers and endorsements:

1. No member of the Stewards Department with Messman or Utility endorsements shall be given a letter to the Coast Guard for Cook's endorsement until he actually has 12 months sea time as Messman or Utility.

2. No member sailing in one department shall be given a letter for endorsement in another department until he has 12 months sea time in that department. Then he must go before a committee in the department to which he wishes to transfer and obtain approval by the membership.

3. No man shall be given a letter for original seamen's papers by the Union.

4. Any man going to any steamship company to obtain a letter for endorsement for a rating other than what he carries shall be considered and handled the same as a man going to the company office for a job.

It's your union...



Marcus Hook Agent Thanks Crews For Making Payoffs A Pleasure

By BLACKIE CARDULLO

MARCUS HOOK—Ever since the new Hall was opened it seems all the boys have been down to visit us. And, to top things off, a lot of ships have been in port here, several in transit and a couple to payoff. Then there were the seven Pacific Tankers which were paid off here and sold.

One that both paid off and signed on was the SS Tonto. Boys, it was a pleasure to go aboard her and find that our own famous "Captain Bligh," good old "Rowboat" Wilson, had departed.

However, there were quite a few beefs to straighten out on the Tonto. Even worse, we lost a good Seafarer, Dale Johnson, who died on the way into San Juan.

ON THE BALL

However, the payoffs on both the Tonto and the SS Warrior were pleasurable. Both crews were sober, and they were on the ball so far as unionism was concerned.

In fact, one thing to be noticed is that since the Union cracked down on the gashounds and performers there has not been a single case of drunken-



ess around here. I think this goes to show what the members of our Union can do when they really are out to do a job.

There has been quite a bit of comment in this port about the articles in the LOG about promotions aboard ship, and I think

I'd better try to give the consensus of what the boys are saying.

First, due to the fact of slow shipping right now there would be a greater turnover of men on the beach if the practice were stopped. For instance, if a man wanted to ship as Deck Engineer, he probably would have to work his way up from Fireman or Oil-er, the way things are now. The same goes for Bosun. That means we won't be shipping as many rated men as we ought to.

Another point: Promotions aboard ship tend to bring back a situation in which favoritism is prevalent.

Another factor in this is that a lot of men today are rated. Since they register at the Hall in their ratings there is a scarcity of rated jobs at all times.

It certainly seems to be the feeling around here that the practice should be halted.

We are hearing a lot of crying about the huge wages seamen are making. People say the pay-rolls are just a waste of the taxpayers' money. Now, how about the ships that are being sold to those Panamanian outfits for one quarter of what they cost in taxpayers' money? What about those 100-odd tankers to be practically given away?

SHIP AMERICAN

We see by the papers that the Marshall Plan is going to cost more than half a billion dollars—just for a starter in Europe alone.

Yet only five percent of what we send is going to be carried in American ships. Who worked this one out, we ought to be asking?

There are quite a few boys around here itching to get their names in the LOG. They are all good looking lads, by the way, and want that fact mentioned. Here are some of them: J. La-Brosse; Al Plumsteele; Paul Armauld; Joe Barron; Tommy Ryan; and Brother O'Hanlon.

Lakes Contract Reopening Due; Send In Suggested Changes Now

By HERBERT JANSEN

CHICAGO—Shipping in the Windy City is slowing up considerably, and during the past week we've had only the Tanker Westcoat, the SS E. N. Saunders Jr. and the usual Chicago-run ships in port.

Rumor had it that the SS American was to go to New York this Fall. Checking up on the story, we found that the Company is bidding on some work on the East Coast. If they manage to secure the bid, she will leave for New York shortly.

During the big blow on Lake Michigan last week, when the NMU "Ghost Ship" Jupiter almost ended her career in a watery grave, the SS Milwaukee Clipper had all of her furniture and walls washed free.

On her way over from Muskegon to Milwaukee, the Clipper ran into a head sea smashing all of the for'd windows in the Lounge.

A merry time was had that night by all of the crewmembers, especially the Wheelmen. One Wheelman found a ten spot on deck, and claimed it was washed aboard the Clipper.

Recently, letters have been sent to fourteen of our contracted operators asking for re-opening of the contracts on wages and various other points. This month letters will be sent to the remainder, where the contracts expire this Winter.

Now is the time to send in all of the proposed contract changes as these should be submitted at the first meeting with the companies. Later, after contract negotiations begin, it is too late to send in changes.

It would help considerably if all SIU members would bring up their beefs and proposed contract changes at the shipboard or shoreside meetings before lay-up, and before contract negotiations with the various Great Lakes operators are opened.

Then these recommendations will come up in the course of negotiations, and it will be possible to secure many changes for the better in our SIU contracts. Our SIU contracts on the Great Lakes are the best, and we want to be sure to keep them the best!

AROUND THE PORTS



NO NEWS??

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

BALTIMORE

BUFFALO

CLEVELAND

SAN JUAN

JACKSONVILLE

GALVESTON

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.

Florida Crewing Empties Hall In Port Miami

MIAMI—Shipping is picking up a bit in this resort city by the sea. When the Florida calls for her crew and clears port this week, we probably won't have enough men left on the beach to crowd a telephone booth.

She is due to pull out of here Wednesday for her first trip since going into drydock. The sixty-five men who were laid off when she pulled in will re-join her and resume homesteading. These fellows sure go for that wagon in a big way.

I have been glancing through the For Rent column of the local rag and found the two following eye catchers:

A two bedroom apartment, first class, \$60 a month. If you want this place you have to cough up a 1947 Buick or Oldsmobile as a bonus. Just for the hell of it, I called up the guy. He definitely would not accept a 1947 Mercury.

NO MILK HORSES

The other place rents for \$85. The bonus on this one is a race horse. That was enough for me. Next thing these guys will want the British Crown Jewels. Not having a Buick, Oldsmobile or a race horse I had to abandon the idea of renting.

I had the opportunity to get together with a few of the old-timers this week when the Columbia Victory hit port. Tony Sosa, Buddy Baker, Ralph Seckinger and "Scabby" Ellsworth came in for a couple of hours of jawing while their ship layed over.

They didn't have time to look over the vacationland, but I don't think that bothered them much.

Right now we are having the hottest weather in months. I haven't seen anyone wearing a coat yet. Plenty of swimming and fishing to keep a guy happy—so just to keep myself happy, I am going to get my tackle together and head for Everglades City come Sunday.

Few Gashounds Wreck Good Week Of Payoffs In San Francisco

By W. H. SIMMONS

SAN FRANCISCO—That old debbil John Barleycorn stuck his face into the picture out here and spoiled what would have been a perfect week for handling beefs and payoffs.

That stuff will ruin the best of payoffs and it did just that on the Raphael Semmes, Waterman.

It's too bad that this sort of stuff has to be constantly brought before the membership, but we all must know the score as to what is going on.

The trouble aboard the Semmes, as usual, did not involve the whole crew, but these few gashounds made the entire crew suffer by their thoughtlessness and uncalled-for behavior.

Four or five men gassed-up at a payoff can make mincemeat of the best intentions of the crew and the Patrolmen.

I only hope the men responsible for what took place aboard the Semmes have learned their lesson; that's the only good that can possibly come of the incident.

BALANCED UP

The ledger was balanced by the appearance of the Stephens Beasley, an American Pacific ship, which paid off here with-



out a bit of trouble. I take my hat off to the crew—they were tops in my book. Here's hoping for more and more crews of the Beasley caliber.

We finally sent the SS Cavalier, Wilkerson, on her maiden voyage to South America. She will run steady in the banana run from Miami and Norfolk to the Islands.

When she put out of here she was crewed by a fine bunch of

On Performers

The membership has gone on record to prefer charges against all gashounds and performers as well as the men who willfully destroy or steal ships gear. The SIU has no place for men who ruin the good conditions the Union wins for them. Take action in shipboard meetings against men guilty of these things.

men. Brother Red Whidden went out as AB; Brother Schmolke, an ex-SUP official, riding as Bosun and Brother McKeen aboard as Chief Steward. The Captain, too, is a good egg and has shown himself to be very cooperative with the SIU.

SQUARED BEEFS

We had beefs on two Isthmian ships tied up in this vicinity. The Twin Falls Victory had a beef over a lack of needed equipment. This was settled and she put out with all hands happy.

The other, the William Tilghman, had a gassed-up Steward aboard, but his happy days were cut short when we sent another Steward from the Hall to take his place.

That just about winds up the local picture for the week, but, as always, I just can't resist putting in that old plug: The weather out here is wonderful.

Philly Works Toward Getting More Payoffs

By BILL HIGGS

PHILADELPHIA—The other day I was introduced to the membership as the new Port Agent for Philadelphia.

Eddie Higdon, in case you haven't heard, found it necessary to retire because of his health and I have relieved him.

Naturally I don't know everything there is to know about the Philadelphia problem yet since I've only been here a week—but I do know that things have been slow for the past two months, and I believe we are going to have to work out a program to improve this situation.

Perhaps the answer to the problem will be an arrangement whereby a few of the Waterman ships that hit Philadelphia on the inter-coastal run have their payoffs here.

In fact, at present we are working on just such a change in procedure and we will do everything in our power to obtain Waterman's agreement and to do anything else we can to get more activity going on here.

We did have one payoff this week, the SS Jean, a Bull Line ship. The Delegates had everything in fine shape for Patrolman Ernest Tilly.

There were a few beefs on the Jean. The Company agreed to do some of the very necessary repair work when the ship hits New York. In addition, the ship will be fumigated.

As soon as we take care of that little matter of stepping up shipping here, we invite all hands to drop in on the City of Brotherly Love and pay us a visit.

Bernstein Ship Turnsabout In Record Time

By BEN LAWSON

NORFOLK—For the first time in many a moon the board here in the Norfolk Hall is completely bare. So bare, in fact, that we are giving it a coat of much-needed paint.

Maybe the ships have suddenly taken a dislike to this port because, in addition to a sudden lack of ships, one ship, the Thomas B. Reed, Arnold Bernstein Steamship Co., came in and was out again in 29 hours—a record for paying off, signing on, taking supplies, loading and clearing port. Maybe this port needs Air-wick; who knows?

Unless the fever is catching, we expect to play host to several ships during the next ten days.

The Robert Forbes, American-Hawaiian; DePaw Victory and Robert Lowery, Pope & Talbot; George Chaffee, Waterman; Lyman Hall, Olympic; Grover C. Hutchinson, Overlakes; and the Mayo Brothers are due in soon.

EASY TIME

We had seven payoffs during the past week and all of them came off in smooth order. The Belgian Victory, Waterman; James Island, Pacific Tankers; and James Duncan, Waterman, all paid off with no beefs, no logs and no disputed overtime.

The Algonquin Victory of the St. Lawrence Navigation Company, had a small beef which was soon squared away. The Night Cook and Baker was fixed up in his overtime claim for working daytime at sea.

We also cleared the docket of a long-hanging dispute. Captain Goodman of the Moran tug Point Vincente has been promising the Patrolmen for some time that he would make necessary repairs on his ship.

This week we straightened this out and the repairs are now being made.

Two Ships Expected To Provide Activity In Port Savannah

By CHARLES STARLING

SAVANNAH—Things are still very slow in this port.

In fact, about all we have had in the past week has been a riding crew to take a ship to the boneyard. Of course, that gave a few of the Brothers a good chance to pick up a handful of bucks for beer money. But that was all.

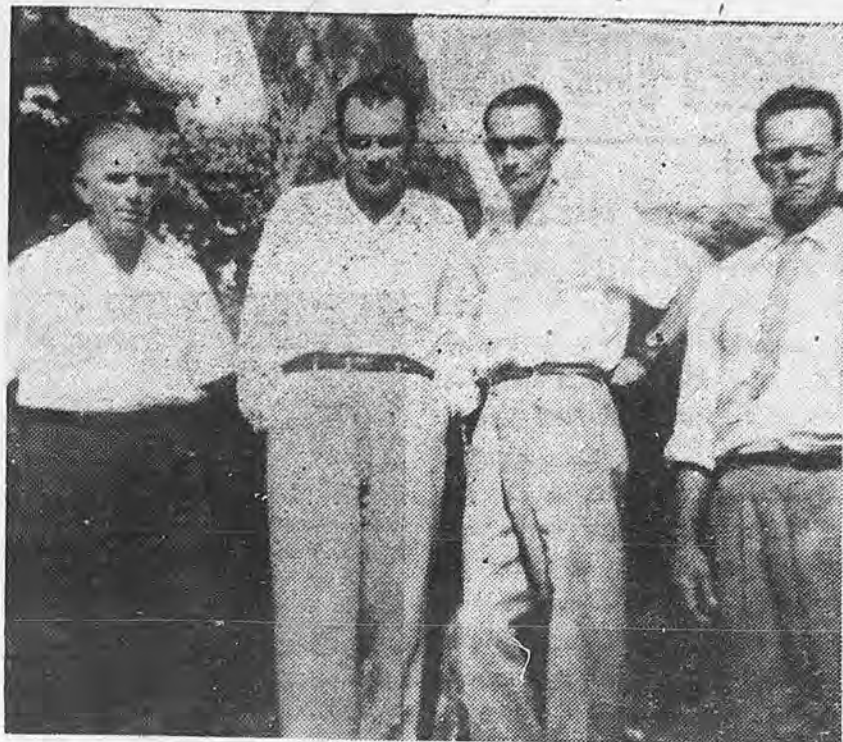
However, the SS Archer was due in November 13 and scheduled to payoff two days later. This was bound to provide some activity.

Even better was the fact that the SS Davey, which has been laid up for several weeks, was coming in to pick up a crew. The Davey was expected to take practically all the rated men off the Savannah beach.

Voting has been slow here because of the general slackness of the shipping situation but all bookmen who come in are voting.

We are getting a little touch of winter here. But it's Savannah style and not anything like winter weather further up the coast.

PUERTO RICAN PROBLEM



Salavador Colls, SIU San Juan Port Agent, and representatives of the International Longshoremen's Association in Puerto Rico shortly after meeting in which they discussed plans for easing serious unemployment problem faced by ILA's Watchmen's Local. From left to right, A. Martos, Secretary, ILA District Council; Colls; E. G. Moreno, President, ILA District Council, and Jose Cabon, ILA San Juan Delegate.

Crew Cooperation With Patrolmen Is Necessary For Good Payoffs

By JOHN MOGAN

BOSTON—Business and shipping continued to be poor for the past week—only the tankers kept things moving. As a matter of fact, it has been over three weeks since a cargo ship paid off here.

Plenty of the boys are still sweating it out, though, on the assumption that shipping can't get worse and must get better. It's a pretty good assumption, too.

At this writing, the SS Fort George (Pacific Tankers) is getting ready for a payoff at East Braintree.

The SS Hood River (also a P-T) paid off in Portland on Armistice Day. This was a clean payoff, with a good crew—half SUP and half SIU.

The Deck Department donated \$25.00 to the patients at Fort Stanton, and the Stewards Dept., \$13.00. It was agreed that the \$38.00 total should be divided equally between the SUP and the SIU.

XMAS IS COMING

This was a nice gesture on the part of the boys, for Christmas is just around the corner, and the members in the hospitals will know they are not forgotten by their Union brothers.

The crew of the Hood River was also cooperative with the Patrolman. When the Patrolman decides that a particular beef is no good, his decision is chiefly based on previous experience.

Regardless of how strongly the crew believes in the merit of the beef, it is still the Patrolman's decision as to whether to fight the beef out on the line.

The beef can always be appealed to SUP Hdqrs., of course, and possibly it might be proved that the Patrolman erred in his judgment; but the chances are 99 to 1 that his judgment will be affirmed.

Therefore, only a "super super-militant" will continue growling after one of his shore-side representatives decides a beef is NG.

The crew of the SS Hood River, which had plenty of disputes, tossed them at the Patrolman and, in effect, said to him, "There you are, look these over; you

tell us what is good and what is no good, and your decision is okay with the crew."

The Patrolman appreciates this attitude; he makes his decisions, fights for what he feels is right—and keeps a careful record of the other stuff, just in case it may be ruled good at some time or other, and paid retroactively.

GOOD OLD HELEN

The old SS Helen (Bull) is due to payoff here on Monday, Nov. 17. This is her first trip up this way in a helluva while. She used to be rather difficult to crew up in the old days, so it will be interesting to see what kind of a rush develops for the jobs on her—IF there are any jobs called in.

A couple of Watermans on the Antwerp-Rotterdam run are due in here next week, also. These used to payoff and crew up in Boston regularly; but these have been lost to the port recently and therefore we don't expect they will payoff here next week.

Shipowners Pressure Congress To Exempt Seamen From Hour-Law

By JOE ALGINA

NEW YORK—Taking up the hue and cry of the big business boys, the shipping industry sent its number-one hatchet man down to Washington to do or die for the shipowners.

Down he went, and on bended knee Frank Taylor, president of the American Merchant Marine Institute, told the House Labor Committee that merchant seamen should remain exempt under the Wage-Hour Act.

No forty-hour week for the seamen, if this guy has his way. A fifty-six hour week, he says, is essential to the industry.

What else he told the committee wasn't printed as the item itself was buried in a remote section of a New York newspaper.

I guess the shipowners thought there might be a chance of including the seamen under the Wage-Hour law and thus setting a forty-hour limit on their hours at sea. Anyway, they sent their boy to Washington to halt any such terrible thing.

CONTRACT GUARD

Our contracts now call for a forty-eight hour week at sea and a forty-hour week in port. Any work done in excess of these hours is overtime.

We aren't protected by Federal law—we have only our contracts to guarantee this—so without a contract a shipowner can work his crews fifty-six hours a week without paying one minute of overtime.

Right now we have practically achieved a forty-hour week in the industry and I don't see any shipowners jumping into the East River.

They're still calling for armored cars to cart their profits to the bank, but they are always looking for an angle to put the skids under seamen—this one is no different.

A subject closer to my heart than following the latest maneuver of the shipowners in Washington is the shipping activity in the Big City.

We had two ships come in from long runs and both crews were happy to hit U.S. soil after spending several months in Far Eastern waters.

The Grande Rande, Los An-

geles Tankers, paid off in fine style; but the Kyskia, Waterman, was another matter.

The Mate and Skipper insisted on getting their hands dirty by doing a few turns around the deck with the Deck gang. They were good workers and really made the paint fly, but doing seamen's work is taboo for officers.

HOLIER THAN ALL

At the payoff, the company representative tried to prove that the Skipper was excluded from the agreement and it was not necessary to pay overtime for work done by him.

The beef was soon settled in favor of the crew. The deck department will collect their money due on this beef, and when Waterman is prepared to pay, we'll put a notice in the LOG.

We had a few Isthmian ships in port for payoffs and although the agreement hasn't been signed



at this moment, the boys on these ships were sure happy to see the Patrolmen hit the deck and handle their beefs in true union style.

It gives these fellows a charge to know that they now have something to say about how they will live and work.

Another beef which we put in the mothballs hinged around a water beef on the Niantic Victory. For a few days we batted this beef around, but finally settled it in favor of the crew.

Instrumental in winding it up was Cal Tanner, Mobile Port Agent. The money will be ready soon and will be paid at the Waterman offices.

Members Should Get To Meetings On Time And Save Themselves Trip Before Committee

By PAUL GONSORCHIK

NEW YORK—For a long time the Union has maintained a rule requiring attendance at the regular bi-weekly membership meetings. Here in New York the meetings begin at 7 p.m. and members are allowed to enter as late as 7:30; but after that, late arrivals must turn in their registration cards to the master-at-arms at the door.

When this takes place, these men must report the following day to the third floor of the New York Hall. There they face a committee and give their excuses for being late.

This is a new arrangement, as the old method of reporting to the Dispatcher caused a lot of work to an all ready overworked department.

Most Dispatchers don't have

the time to listen to excuses, and so the committee was set up to handle this matter.

If, by any chance, you happen to arrive late at the meeting and are told to report to the committee, cooperate with your fellow Seafarers serving on the committee.

GIVE THE FACTS

If you have a legitimate excuse, you will not have any difficulty in regaining your card; phony excuses usually make things worse.

One of the most of the used excuses is, "My wife is giving birth." In the last year the members of the SIU must have contributed greatly to the number of births in New York City.

According to the excuses, at least 800 babies were born to the wives of Seafarers living in

New York. While it is a wonderful thing to be a proud father, don't use it as an excuse.

It's sort of worn out. Stick to the truth and you'll be better off.

On another subject, that of permitmen, I would like to point out that permitmen, who have paid up all assessments and dues, are to attend the regular membership meetings.

All permitmen are welcome to attend, but those who haven't paid up in full are not required to do so.

Come around anyway, whether you have to or not. These meetings are the backbone of the Union and are very educational.

Here is your chance to hit the deck if you have a squawk, and your chance to find out what is being done for and by the membership throughout the District.

Great Lakes Seafarers Must Hold Ship Meetings Before Lay-ups

By FRED FARNEN

DETROIT—With the lay-up season on the Great Lakes about to occur within the next few weeks, it's now more important than ever to make certain that shipboard meetings be held aboard all SIU contract ships just as often as possible, but not less than twice before lay-up.

Discussions on repair lists for the various ships should be held. After a thorough discussion, a repair list for your vessel should be filled out so that these matters can be taken care of either at the lay-up or at the Spring fit-out.

If there's anything wrong aboard your ship as far as quarters, messrooms, galley and gear are concerned, now's the time to bring it up.

Don't wait until your vessel is under way next year to squawk. Fill out those repair lists now to make sure things are fixed up before the resumption of regular sailing next Spring.

NO. 1 ITEM

That's the Number One item on the agenda at all shipboard meetings: Ship Repair Lists.

In addition, if there's any equipment needed or any shortage of necessary gear, that too should be added to your repair lists.

Fill out three copies of all lists, and make sure that the Skipper of your ship gets one. Keep one copy for the ship's crew to check with at the spring fit-out, and see that the third copy is sent in to SIU Headquarters at 1038 Third Street, Detroit 26, Michigan.

By taking care of these ship repair lists and gear shortages now, a lot of headaches will be saved next year.

Whenever SIU contracted operators are given sufficient notice about what's needed on their ships, they can't alibi that it can't be bought.

This advance notice gives the

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.

operators plenty of time to buy necessary equipment.

LAY-UP SHEETS

Another important matter that must be taken care of at these shipboard meetings is that of the lay-up crews. Crew lay-up sheets are available at all SIU Great Lakes halls.

Be sure to get them for your ship, and see that they are properly filled out by the delegates of the different departments.

SIU Great Lakes contracts provide job security and job seniority on the vessel you laid up. So it's up to you to see that a proper and accurate list is kept of all crewmembers aboard your vessel at the time of the fall lay-up.

Lay-up crew lists, when properly filled out, show the name, address, rating, book number and dues status of each crewmember who laid up the vessel.

They should be filled out immediately after the vessel ties up after the final voyage of the season.

All lay-up lists shall be mailed to SIU Headquarters at Detroit immediately after they are completed. That way the Union can have an accurate check on those entitled to return to their respective ships in the Spring, and the Company can't eliminate any crewmembers to take care of any of the officers' friends or relatives.

Another important fact to remember is that all members should be in good standing at the time the vessel lays up in order to be eligible to return next season. The SIU Great Lakes District will use its discretion in placing those not in good standing.

Many SIU Great Lakes members pay up their dues in advance at the lay-up of their vessel, and don't have to worry about remaining in good standing before being recalled in the Spring.

Payment in advance is not required, but it makes things a lot easier to pay up your dues and assessments while you have plenty of cabbage in your sock.

Remember it's your Union, Brothers! And, it's up to you to keep it strong by holding meetings, filling out repair lists and crew lay-up lists, and keeping your dues and assessments paid up.

MEET THE SEAFARERS



Andrew A. Smith

A Seafarer since the SIU was born in 1938, Andrew A. Smith just sailed as Ship's Delegate aboard the SS Sea Trader, of the newly contracted Sea Trade Corporation, bound for German ports with dry cargo. As Delegate his responsibility is to uphold the traditions of SIU in every way so that a sound beginning will be made in relations between the Union and the new Company.

Judged by his Union past, "Cruiser" Smith—don't call him Andy—is just the man for the job. And he is one of a swell crew on the Trader, so there is no doubt that the Union's good name will be maintained.

Before he went to sea 12 years ago, "Cruiser" was a shrimp fisherman in the Gulf, but he found the work too confining and took off for blue water instead. As a result, he doesn't get to see his hometown, Biloxi, Miss., as often as he did when he was bringing in the succulent little shellfish.

Holder of an exceptional record in all SIU organizing drives and strikes, "Cruiser" sailed through the war without ever being torpedoed. However, one ship he was on struck a mine. That wasn't much fun, he'll testify anytime, not much more fun than being torpedoed.

CAN'T TAKE IT WITH HIM

"Cruiser" likes all sports, but it's no secret that his favorite is motorcycling. No spectator athlete, he means riding his own bike when he says motorcycling, and he's seen a lot of country between trips sitting astride one of those roaring monsters.

In fact, when he paid off the SS Charles McNary recently he had a great idea for a shoreside vacation: a motorcycle trip through the Pennsylvania mountains. He had a swell time, too, said it was just the right tonic to take before boarding the Sea Trader for her first Union trip.

Perhaps he should have taken his motorcycle with him.



Lakes Seamen Waiting For Chance To Vote For SIU

By EINAR NORDAAS

DULUTH — Due to recent storms and bad weather, more than fifty freighters have been delayed in the Duluth-Superior harbor area.

Some of the ships are tied up at the docks, and others are anchored at various spots in the harbor. If the same kind of weather keeps up, we're likely to have plenty of them with us for the season's balance.

Several of these ships are from the Hanna, Wilson and Kinsman fleets, and the crewmembers were really pleased to find out that their ships will be voted this fall.

The vast majority of the crewmembers from these vessels say they are going to vote for the SIU because they want SIU contracts and conditions.

Our Maritime Trades Port Council for the Duluth, Superior and Ashland area is now functioning in shipshape manner, and our next meeting is scheduled for November 18 at the Duluth Grain Trimmers Hall.

We'll have something to report on this meeting in the next issue of the LOG.

According to the talks we've had with men from the Hanna and Wilson fleets who've dropped into the Hall and the men we've contacted aboard their ships, it looks as though both Hanna and Wilson will roll up a big vote for the SIU Great Lakes District.

Kinsman and Shenango crewmembers have also expressed themselves as favoring the SIU.

New Orleans Awaiting Last Minute Spurt

By EARL (BULL) SHEPPARD

NEW ORLEANS — Checking over the shipping statistics, which isn't too hard with business in this port pretty slow, the week's news shows four payoffs and a sign-ons.

Not too good a showing, but we may be able to report happier doings next week when two Mississippi passenger ships are due in for payoffs. These ships, plus an Alcoa passenger ship and the regular freighters, should relieve the tight situation.

Looking far into the future, we expect to handle about fourteen payoffs during the remaining days of November, but that figure is always subject to revision upward or down.

In this racket it doesn't pay to state absolutely that the SS Bumbo will be in on such and such a date, as it always happens that this scow will hang itself on a reef or decide to pay-off in Portland, Maine.

OLD RELIABLE

Anyway, we can always rely on the tried and true coastwise ships. They hit port with the regularity of a bill collector, and they are always in need of a replacement or two.

Voting in the election for 1948 officers in the Atlantic and Gulf District is humming along at a brisk pace here. The Brothers are taking a keen interest in this election and it looks like we are due for a banner year.

I've heard a lot about the rainy seasons in the South Seas and the downpours of the African continent, but nothing can beat what we are experiencing down here at the moment.

I've forgotten what a sunny day looks like and am beginning to feel that a raincoat is as much a part of my apparel as shoes. What weather!

TAKE IT AWAY

The stuff keeps pouring down from the heavens and the sewers keep taking it away, but there is always more.

Some of the fellows down here have suggested that we buy a ship and move the Hall aboard, as sooner or later the rain is going to wash this whole town right into the Gulf of Mexico.

Well, if it hasn't happened by next week, we'll hit the pages of the LOG with the latest shipping lowdown from the Crescent City.

Mobile Expects Ships Before Month Ends

By CAL TANNER

MOBILE—Shipping here just about stopped altogether last week.

One trouble is that most of the ships touching Mobile these days are in transit from some other port and only take one or two replacements.

There have been several payoffs from foreign runs in the past week, but the companies laid up the ships instead of sending them back out. Consequently, the number of men on the beach is getting larger with every payoff.

But maybe things are due to get better. We have been talking to the companies and they promise that they will be sending out quite a few ships toward the end of this month. If they do,

we'll let everybody know about it, you may be sure.

Meanwhile, we have a big surplus of permit OS, Wipers and Messmen. I would not advise anyone with these ratings to come down here if they want to ship right away.

If you want the true facts, we have over a hundred in each of these ratings on the permit list.

COPS LAY OFF

Balloting is coming along at a pretty fair rate. Every bookman on the beach has voted, and we are catching the rest of them as they get off the ships.

One important thing to report from here is the fact that we are having a lot less trouble with the city police than we were. It looks as if our little meeting with the Mobile Commissioners, re-

ported in last week's LOG, actually accomplished something.

A letter was received at the Hall here from Marion D. Penry, Delegate at the U.S. Marine Hospital at Fort Stanton, N.M., thanking the crew of the SS Arthur M. Hulbert for its donation of \$55. The money was divided evenly among the seven SIU members out there, Penry said. In addition to Penry himself, the recipients included: John P. Williamson; R. B. Wright; Clifford Middleton; Archie McGuigan; R. S. Luffin, and Julius Supinski.

The Hall here is going to be a mighty pleasant spot this winter. The gas company finally got around to our heaters and in the near future we should have them operating. The place will be good and warm for the cold mornings to come.

Keep Her Steady As She Goes

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

Here are some of the things you can do:

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



SHIPS' MINUTES AND NEWS

Seafarer's Hobby Nets Cash



LOG photographer caught J. C. Hansell hard at work at his hobby of net-weaving in the recreation room of the New York Branch.

The year 1943 has dual significance for Seafarer J. C. Hansell. That's the year he joined the SIU; it also marked the beginning of his hobby of weaving fish nets.

He chose his hobby principally as a means of passing spare time aboard ship and ashore while waiting to ship, but it wasn't long before he discovered there were many folks right in his home town of Dania, Florida,

who were willing to pay cash for his handiwork.

Fishing being a steady pastime in Dania, there's a ready cash market for Hansell's nets. Dania pleasure fishermen buy the nets mainly for mullet fishing. And so far he's had no complaints or requests for refunds.

Only catch in the whole rigging is that although Brother Hansell is a past master at weaving the nets, he blushing confesses that he can't throw one.

Food Shortage, Poor Buying Scored By SS Ames Steward

When he had to purchase stores in Sweden for the SS Fisher Ames, American Eastern, although the ship supposedly had been stored for

75 days before leaving Baltimore, Chief Steward A. C. Simpson took the trouble to write a lengthy memorandum to the Skipper, Captain C. B. Simonson, explaining in considerable detail just how inadequately the ship's food requirements had been foreseen by the Company's Port Steward. He also made some suggestions the Company might well take to heart.

"With the possible exception of a few items, by no stretch of the imagination could the ship have fed for that period of time on the stores received at Baltimore and maintained any decent standard of feeding," Simpson pointed out.

In Baltimore, the ship received only 70 pounds of cheese for 75 days, although normally about two pounds and a half were called for each day.

HEAVY SPOILAGE

Of the 1,185 pounds of fresh vegetable taken on, a substantial part, notably string beans and beets, was lost to spoilage, although Simpson served beans more often than he wanted to in an effort to avoid waste.

Fish stores were short, and Simpson declared that it was the first time in his life that he had seen a ship of the size of the Ames on which a half case of salmon, a half case of clams and no sardines at all was called a 75-day storage of canned fish. In addition, the coffee supply was nearly 100 pounds short.

The canned vegetables might have been adequate had there been any variety and had the cans themselves been the No. 2½ size. There was just too much spinach and sauerkraut.

In closing his memorandum, Simpson recommended that fresh vegetables be stored only in amounts that could be used, and that frozen vegetables in which there is virtually no waste be carried in greater amounts in two-and-a-half pound packages. The lack of spoilage might more than counterbalance the extra original cost, he said.

Making clear to Captain Simonson that he regarded him as a first-class Master, Simpson said that under the conditions he would have to get off.

Niantic Vic Crew Cites Rough Trip In Pressing For Classification Of Ammonium Nitrate As Penalty Load

Seafarers manning ships carrying the highly explosive ammonium nitrate should rate payment for penalty cargo as a measure of compensation for the extreme risk to life and limb and the multitude of inconveniences involved in the job.

This is the nub of a petition urging classification of ammonium nitrate as penalty cargo presented to the Waterman Steamship Corporation by the crew of the SS Niantic Victory, following delivery of a full cargo of the fertilizer to Bremerhaven, Germany, last month.

Ship's Delegate William Glick told the LOG that the entire crew's stay aboard the Niantic Victory was a series of jittery and harrowing experiences, from the moment the first ounce of cargo was loaded until the last ounce was discharged in Germany.

HANDS OFF!

The strict "hands off" attitude displayed in all ports the Niantic touched was a source of continual hardship for the crew, Glick stated. As an example, he cited the necessity of water-rationing, because the ship was refused entry to St. John's, Nfld., to refill her tanks.

The multitude of obstacles which made shipboard living pretty miserable, Glick said, were all incidental to the ever-present prospect of being blown sky-high. Texas City and Brest, where catastrophe followed explosions of ammonium nitrate fertilizer, were something the crew couldn't dismiss easily, he declared.

In the petition, which was packed with eight potent reasons for the penalty payment,

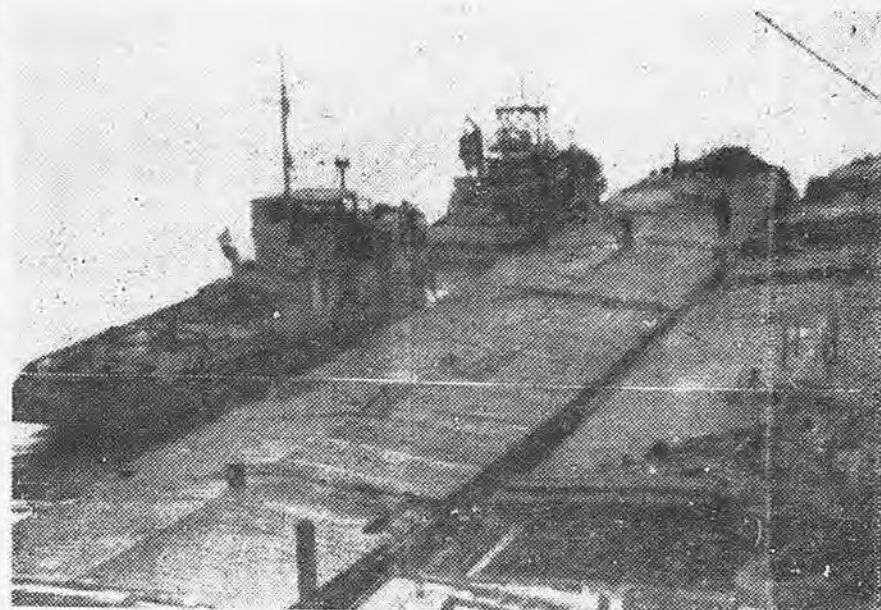


Signs like these throughout ship are grim reminders for Niantic crewmen.

the Niantic crew requested "a truly honest decision in this matter—not only for ourselves, but for the seamen who will take similar risks in the future."

Besides the extreme dangers inherent in a cargo of ammonium nitrate, the Seafarers pointed out to the company the presence of "other obstacles to the well-being and peace of mind of the crews.

"We feel that this type of cargo should be declared a penalty cargo," the petition continued,



Fireboats stand by as barges receive cargo of nitrate from Niantic Victory in midstream off Bremerhaven, Germany.

"and that compensating wage adjustments should be made."

CITE REASONS

Substantiating their argument, the Niantic crewmen cited the following reasons, based on their experiences in transporting their risk-laden ship to the port of discharge:

"1. Stevedores loading this cargo are paid wages equivalent to loading high explosives, namely \$3.30 and up per hour.

"2. While loading, the ship was under strict supervision of the Army and no smoking was allowed on any part of the vessel. Fire hydrants were open 24 hours a day and the ship was constantly guarded by fireboats and a large force of pier firemen. A member of the ship's deck department was stationed at each hold to aid in fire control.

"3. The residents of Leonardo, N. J. protested against loading the ship at the Navy ammo pier in that town, and as a consequence no more cargo of this type is to be loaded at that pier, or near this town. However, the Navy continues to use this pier to load explosives.

"4. No crewmember was allowed to carry matches or other lighting devices under penalty of substantial fine, imprisonment or both. Crewmembers were restricted to definite hours for transportation to and from the ship and gate 9, a distance of three miles.

SUFFERED SHORTAGES

"5. No delivery trucks were allowed on the pier unless the driver would sign a waiver exempting that naval station from legal and damage suits, resulting from explosions, etc. It was, therefore, very difficult to get supplies and the crew suffered as a consequence.

"6. Due to fresh water shortage, the SS Niantic Victory attempted to refill its tanks at St. John's, Nfld., but the ship was denied entry to this port, when the nature of her cargo was learned. Therefore, the crew suffered water-rationing problems.

"7. At Bremerhaven, Germany, the ship was forced to unload in midstream due to the explosive nature of the cargo. Strict fire precautions were maintained at all times. Shore leave was a difficult undertaking and the Army regulations were particularly obnoxious.

"8. Last, but certainly not least to be considered, were the disastrous explosions of Texas City and Brest, where this type of fertilizer was responsible for the appalling loss of life and property damage."

Fairport Carries 2 'Lumberjacks'

The lads aboard the SS Fairport were howling "Timber" at every turn during the last voyage, according to the minutes of the Oct. 12 meeting.

Up to meeting time no less than 12 men had been logged by the Chief Engineer and Chief guys must be "lumberjacks from Mate and the minutes say these the way they threw the logs around."

Loggings weren't the only sore spot on the Waterman log-hauler, however. The minutes reveal the crew put thumbs down on pure lard called for "shortening to be put aboard for all baking." Fumigation is badly needed, all hands agreed.

Delegates were on the ball, though. They got a vote of thanks for doing a swell job.

SIU Ships' Minutes In Brief

GATEWAY CITY, Sept. 2—Chairman Hannus Randoza; (Secretary not given). Delegates reported on number of books and permits in their departments. New Business: motion carried not to sign on until all repairs are completed. Motion for delegates to take launch tickets to master for payment on same. Good and Welfare: Motion carried to elect a crewmember to stay aboard the vessel to check repairs and be sure they are completed before sailing. Carl Miller elected to job. Motion carried to connect sink on shelter deck and use it for thawing meat.

STEEL ARTISAN, Sept. 1—Chairman Victor Sherman; Secretary Robert Nielsen. New Business: Motion carried that Steward show Cooks how to prepare food in a more palatable manner and put out more night lunch. Crew advised by chairman that breeching of cargo is a serious offense and offenders are liable to do time for it in addition to giving SIU a bad name.



JOHN JAY, Sept. 28—Chairman Kirk; Secretary John Stefanik. Engine Delegate asked that ventilators to the engine room be repaired. Deck Delegate reported overtime on Labor Day unsettled. Steward Delegate noted that exhaust fan in galley is still not working properly. Repair list made up and approved by crew. Good and Welfare: Deck Delegate notified crew that recreation room was in a filthy condition. Motion carried that recreation room be cleaned before payoff.

STEPHEN LEACOCK, Aug. 31—Chairman Bruno; Secretary Merwin. Delegates reported all okay in their departments. New Business: Opper elected as ship's delegate. List of offenses and their fines made up and approved by crew. Good and Welfare: Discussion on getting tablecloths for tables. One minute of silence for Brothers lost at sea.



HIBBING VICTORY, Sept. 7—Chairman John Novak; Secretary L. Arbec. New Business: Crewsman asked for cooperation of all to help keep messhall clean. Motion by Reilly to impose \$5 fine for disregarding the request—motion lost. Good and Welfare: Motion by Smith that while in port all shoremen should be kept out of passageways, lavatories and pantry. One minutes of silence for Brothers who perished during the war.

ROBIN WENTLEY, Aug. 4—Chairman C. Seelig; Secretary A. Adomaitis. New Business: Brother Motticks elected as ship's delegate. Motion carried to have valves on flushing system checked by engineer. Good and Welfare: Suggestion to have menu straightened out so as to eliminate disputes. Motion carried that a few men stay after movies to clean up. One minute of silence for Brothers lost at sea.



STEEL KING, Sept. 28—Chairman Luke Collins; Secretary John Rintello. Delegates reported no beefs. Education: An intensive educational campaign is in progress. The current issue of "Look" magazine, which carried a phony survey of opinion on the Taft-Hartley Act, was exposed. The true editorial policies of certain publications was made clear to the members present. Good and Welfare: Messman warned to improve his work or he will suffer consequences when ship hits port.

MALDAN VICTORY, Oct. 11—Chairman Edwards; Secretary D. B. Patterson. Delegates reported on number of books in their departments. New Business: Electrician raised grievance over the disallowance of his assistant to stand watches. Motion carried that everyone clean up laundry after washing clothing and each department take turns in keeping the laundry in good shape. Motion carried that a fresh supply of cigarettes be put aboard at San Pedro.



MASSMAR Sept. 14—Chairman John Harris; Secretary Ira B. Turner. New Business: Discussion on refrigerator in messhall. Decision to use spare box if present unit goes out of order. Motion by Reiers that a delegate contact the Mate regarding procurement of windscoops on the West Coast. Steward John Harris reported that he had placed an order for new pillows which should be put aboard in next port. Bosun Nysson suggested that a new library be brought aboard in San Pedro. One minute of silence in remembrance of departed Brothers.

EZRA MEEKER, Sept. 26—Chairman W. W. Brown; Secretary A. J. Ward. Special Meeting: It was pointed out that the ILA is taking job actions for a 100 percent increase for loading Ammonium Nitrate due to its explosive qualities. If it is considered dangerous to load, it must be dangerous to carry. The crew of the Ezra Meeker puts itself on record as follows: In the event the Longshoremen get a raise, the seamen should get a proportionate raise or whatever a negotiating committee can make, and that this raise be retroactive to the date of the Longshoremen's settlement.

SEATRAN TEXAS, Oct. 20—Chairman William E. Pepper; Secretary J. Migill, Jr. New Business: Siaguing moved that the engine department doors be painted. Good and Welfare: Rumor has it that a new skipper is due in New Orleans. Suggestion that when Bosun calls for standby coming into New York or New Orleans that all members of crew be called for at the same time. Steward said he would call for his men as soon as docking was started. One minute of silence for Brothers lost at sea.

ASA GRAY, Aug. 24—Chairman Bill Eilcher; Secretary William Kwitchoff. Delegates reported no beefs. Old Business: list of repairs to be made by each department. New Business: Recommendation that Diaz and Erickson be made pro-book members. Recommendation that Schulling be given permit. One minute of silence for Brothers lost at sea.



JOSEPH N. TEAL, Sept. 14—Chairman G. W. Ford; Secretary J. Jilka. Delegates had nothing to report. New Business: W. E. Wade elected ship's delegate. Motion carried that additional fans be requested and installed in messhall. Motion carried that a penalty be set for leaving dirty dishes out, putting feet on chairs or sitting on mess tables. Good and Welfare: Agreement that soiled linen would be turned in only on their regular linen change day. Possibility of iced drinks for dinner discussed with agreement that they would be served whenever possible.

STEPHEN W. GAMBRILL, Oct. 5—Chairman George Gleason; Alfred Bernard. Delegates had no beefs to report. New Business: Chief Mate reported giving Deck Delegate difficult time. Agreement to see patrolman about cigarettes and Steward's requisitions.



SEATRAN TEXAS, Sept. 15—Chairman McIntyre; Secretary Fernandiz. New Business: Repair list made up and approved. Motion carried to have New Orleans Agent contact company so as to have port watchmen stand gangway watches. Good and Welfare: Steward requested that linen be returned to forecandle and not left on deck to soak up oil and dirt. Bosun gave talk on keeping shoes off cots. One minute of silence for Brothers lost at sea.

CHARLES GOODYEAR, Aug. 25—Chairman Houston Wood; Secretary Gordon Hansen. Repair list made up in duplicate and approved by crew. Decision to have ship fumigated. Padeyes to be taken off after-deck as a safety measure. Fine list to be scratched as no fines were collected. Action to be taken to find out why Captain would not give Pat Darrough, Wiper, a draw in Panama.



CUT and RUN

By HANK

Shipping is still in slow-motion here in New York and although it will gradually pick up, all book men should take a more serious attitude toward the jobs coming up on the board—here in New York as well as in the other ports where shipping may be slow or real good. By taking a job no matter what ship and run its for a bookman not only helps himself from staying ashore longer than he expected but it also relieves the slow-shipment situation from getting tougher as more men come in from their visits home or time spent trying to ship out of other nearby ports... Seafarer Sam says: All good bookmen and fully paid-up permits attend the meetings regardless of whether they have registered for shipping or not. They know every meeting is important and although some bookmen are aboard ships during the week of the meeting they still come ashore that night with their books and attend the meeting to have their good old say-so as well as knowing what's new, etc...

On Friday of every week, your union newspaper, the LOG, is published and from the first page to the last there's plenty of information you should know. If you miss one issue or two that's so much news, etc. you aren't going to see printed again and you lose out. This is why it's important to read every page of each issue of the LOG while you're in port and taking some back copies before you sail. Furthermore, your best bet, brothers, is to have the LOG mailed free to your homes while you're on those trips. Your families will enjoy and understand the Union more clearly in this way and you'll have those back issues to read, too.

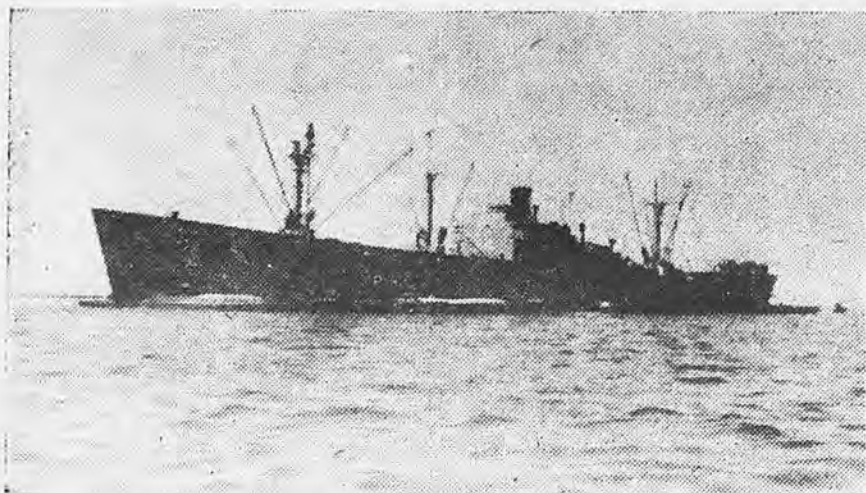
To Brother Albert Golditz: You'll be getting the LOG every week from now on and there's some back issues coming your way... Brother George Meaney just sent word that he's now in the surgical ward (the butcher shop as he calls it) up there in the Marine hospital in Brighton Mass. Brother Meaney says that he hopes some of the boys drop him a cheerful letter or two. Furthermore, he says that he'll send word of what oldtimers are up there in the hospital, too. Good luck, George and swift sailing out of the hospital, George... Brother Raymond Duhrkopp just come in from an eight month trip, shuttling from France and Italy to the Persian Gulf and then South America and finally home... Say, won't that be a fine thing indeed if the high cost of living is frozen and then wages are frozen, too. That won't settle anything since, prices are way above our wages—no matter what the millionaires say!... Brother Vic Milazzo is in town right now with a sideline of a beef. Rhode Island doesn't want to pay him his \$200 bonus as a Merchant Marine veteran because they wanted him to tell them his life's history, where he paid taxes and when, how or when he voted, etc. Who says there's nothing new under the sun? Once again the merchant seamen get the runaround—especially when it comes to money...

NEWS ITEM: What has been called the largest single contract ever signed by a steamship company, calling for Isthmian Steamship Company to move the American-Arabian Oil Company's pipeline from U.S. ports to terminals in the Mediterranean and Persian Gulf, was announced recently by the company president. It will take approximately 30 months to complete the job and the fleet to carry all this equipment plus foodstuffs, etc., will include the huge Isthmian line and a few others.

THE MEMBERSHIP SPEAKS



SS HOWARD STANSBURY AND ONE OF HER CREW



ABOVE: The vessel takes on a load of salt in Aden, Arabia, during a recent run. RIGHT: An unidentified AB is snapped while in the Japanese port of Yokosuka. I. H. Pepper submitted photos.

SUP Member Retiring, Says SIU Men Treated Him Tops

To the Editor:

I'm writing this letter more as a farewell note to all the fine shipmates I have sailed with. I started sailing in 1943, after my discharge from the service and shipped up to Nov. 12 of this year. After knocking around all my life I've taken on a wife and I feel now that I'll be content with a little fishing business I've bought down in Jersey.

In my shipping time, I've made a lot of friends and not one enemy in the foc'sle. I'm proud to have sailed with the SIU and SUP.

I should like to mention an incident in support of this. Through no fault of my own, I missed a ship in Hamburg, Germany, last July, as a result of an accident. All my clothes and papers were on board the ship.

JINXED

As I was on the beach for five weeks, the best way to eat was for me to board other ships that came into port. Well, I think someone must have jinxed me because almost every one that came in was NMU. The only credit I'll give them is that a few of their men—very few—gave me a helping hand.

I was in bad shape as I wouldn't play the black market and had nothing of my own. This paper is too small to name all the ships on which I was refused a meal or a cake of soap or some cigarettes. I made a mistake of not keeping notes on the bum times men and officers of NMU ships gave me. Many Stewards refused to even give me a cup of coffee. But I could go on for a long time telling of my hardships over there with the NMU.

But before I cross them off entirely, I say thanks to the few deck hands for the help they gave me. It's a shame good fellows like that must sail with such a finky outfit.

SIU ARRIVES

Now here's the brighter side of the picture. At last some SIU ships pulled into port. By this time I had lost 29 pounds. I told

the fellows I was on the beach and was SUP.

I could write until I run out of ink telling how good I ate, the work clothes, shaving gear, etc., that was given to me. Not even one skipper refused to take me back. When I was able to leave the SS M. Crawford, a Waterman ship came in, and we headed back to Texas.

Brothers, I'll take my hat off to that crew. Everyone treated me aces from the Captain right on down. I was pretty sick when I went aboard—and am not too well now—but they sure took some of the kinks out of me, thanks to the Bosun and a lot of understanding among all hands for a shipmate with the odds against him.

I went over on the Alfred Moore and if the Steward or the 12-to-4 Ordinary read this, they can drop me a line and let me know what I owe them.

I want to thank the Deck Delegate for taking good care of all my gear and taking it to the Hall in Philly. I received everything, so thanks again. If any of the gang care to hear what happened, I'd be glad to answer their letters.

Well, this is about all. I haven't turned in my book yet as I sort of hate to part with it.

So fellows, again I say it has been nice sailing with you all. If any of you ever get down to Beach Haven, just look at the sign on the docks, "Justice, Row Boats." That's me still on the water.

H. T. Justice, SUP
Beach Haven, N. J.

Notice To Crews

No. SIU Crew is to pay off any ship until the crew's quarters and equipment are as clean as any Seafarer likes to find a ship when he first goes aboard. Patrolmen have been instructed that the crew's quarters must be absolutely clean before a pay-off will be allowed. Please cooperate with your officials in carrying out this membership order.

Honolulu-Locked Seafarer Pines For Some SIU Ships

To the Editor:

After seeing a bit of the country, I am back in Honolulu taking things easy for a spell. Now that the elections are under way I'd like to have a ballot sent to me so I can vote and return it to the New York office before the end of the voting period.

Out here there are not many SIU ships hitting port which, naturally, makes me feel a little lonesome. I'd sure like to see some of the oldtimers drop anchor in this port; I'd sure show them the lay of the land.

Well, give my regards to Cal Tanner and all the boys in Mobile, Alabama. I may get the urge and find myself scanning the board down in that hall one of these days, so keep the door open.

Blackie Abbey

(Ed. note: The Constitution of the SIU, Atlantic and Gulf District, requires that all voting be conducted in SIU Halls under the supervision of an elections committee.

This committee checks on

the eligibility of the voter and stamps his book when he casts his vote thus protecting the membership from illegal balloting.)

Former Jax Crewman Asks Shipmates to Write

To the Editor:

I am writing to let you know that I still receive the LOG, and sure enjoy reading it. I have been reading quite a bit about the Andrew Jackson on her round-the-world cruise. I sure would like to be on her now.

I made my last trip on her as Deck Engineer, and also engine delegate. The experience I picked up while with the Seafarers sure is helping me now.

I was wondering if in some future issue of the LOG would you put in a small article asking some of my old shipmates to write to me. I sure would enjoy hearing from them. Thanking you in this matter.

Steve Messaros
43 Hiram Street
New Brunswick, N.J.

Get Your Story In The LOG

Some mighty interesting stories of shipboard meetings, sea rescues and just plain every day goings-on have been coming in from SIU members out at sea. But the LOG would like to hear from more of the fellows, because there's more going on that's just as interesting and beneficial to the membership that we don't hear about.

All it takes is for one or more of the crew to put it down on paper and send it to the Seafarers Log, 51 Beaver St., New York 4, N. Y. We don't care if it isn't fancy, just jot down the facts and we'll set them up in your story. If you have any pictures, so much the better—send them along.

How about doing this right now, on this trip? There are thousands and thousands of Union members and their families who'll read your story about your ship and shipmates.

Log-A-Rhythms

The Devil Disposes

By JAMES (POP) MARTIN

There I am on the articles,
Secure as a man could be,
A voyage ahead to the Cocoonut Isles
That dot the Carribean Sea.
I go down on the beach, all lonely,
The beach in Baltimore town,
And enter the grog-shop brightly lit;
That lonely feeling to drown.
The bartender acts so friendly,
The shipmates they pop in;
I dig my Travelers Checks out
To pay for the grog and gin.
And it's there we stay till daylight,
With cheer and liquor and song;
It's the only place on the beach
Where a sailor can belong.
It happened down in Rio,
In Antwerp and Buenos Aires.
In Melbourne, too, I entered in
To drown my woes and cares.
Then back to the ship, all cheerful
And noisy with ribald jest;
I'm sailing by, and full before,
With a sea of liquor blest.

Then "comes the dawn," too early,
With the work on deck to be done;
A bull-voiced Serang to rouse you
And a Mate who thinks you're a bum.
Then up I go to the Purser,
Sign off and drag my pay—
"You have a head this morning, my son,
"For all last night you were gay."
Then up to the Hall, quite humble;
The board is as bare as my hand;
With every nerve in my body
Jumping to beat the band.



Well, next trip will be different—
For of this I am well warned—
The sailor proposes, but the Devil disposes
When you battle John Barleycorn.

TOKYO STREET SCENE



Three Seafarers off the SS William Barry, Waterman, turn in their rickshaws to face cameraman bringing up the rear in the course of their tour of Japan's major city. From left to right, Charles Weiss, OS; Lee Shaw, AB, and Bob, a pantryman. Vessel carried phosphate from Tampa. Weiss, an SUP man sent pix to the LOG.

Sweet Talk Takes Brothers In New Twist Of Army Game

To the Editor:

What happened to two of my shipmates should be entitled "Sailor Beware or It Shouldn't Happen To A Dog." Anyway, this is the experience these two innocent souls had recently:

Bob Flarrady, AB, and Joe Peterson, Oiler, were taking it easy strolling along near the waterfront in Trinidad one sunny afternoon, with their souls full of hope and their pockets full of cash.

Suddenly to their eyes came a sight to delight the heart of any honest sailor a long way from home. A beautiful girl with golden hair and a figure that would be the envy of any Powers model slowly passed before their eyes.

As she walked slowly past, all they could do was stand and stare with bulging eyes.

At the same time a man approached the girl and engaged

her in conversation. After a few words she turned and looked at our heroes giving them a big smile and a half nod, then she turned and continued walking.

has a beautiful younger sister who likes Americans. Would you care to have me take you to their home to call on them? If so I would be only too glad." Naturally, the boys almost fell all over the guy accepting the invitation and off they went. While walking along, the guy suggests that they stop off and get a bottle of whiskey to liven up the visit.

It's Saturday afternoon and all stores are closed, so this guy takes the boys to his club. It's for members only, so he agrees to go in and buy the liquor.

HOLD ON, BOYS

Out come the wallets and the guys come across with \$10 each. With a wave of the hand and "I'll be right back" the guy enters his club.

After 30 minutes the boys got tired of waiting so they banged on the door. "Where's the guy," they shouted. "Oh, him. He went out the back door ten minutes ago," they were told.

Our two heroes are still looking for the guy—and the girl.

Moral of the story: Keep your blonde eye open when in Trinidad.

Dutchy Moore



Dutchy Moore, the storyteller, with three of his pals from the Steel Scientist look pretty while taking in New Orleans before their ship cleared for the Persian Gulf.

In the rear, Dutchy and Tony Thomas, Deck Delegate. Front—Frank Templin, Steward and Tom Smith, Engine Delegate.

Keep It Clean!

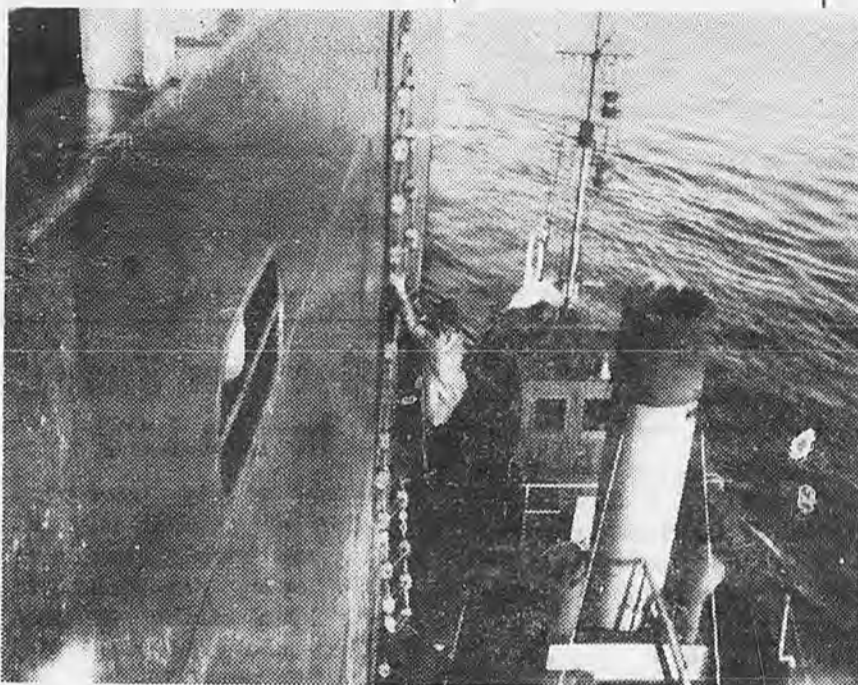
It is the proud boast of the Seafarers International Union that an SIU ship is a clean ship. Let's keep it that way. Although most of the crews leave a ship in excellent condition, it has come to the attention of the membership that a few crews have violated this rule. So they have gone on record to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

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

TAKING IN THE GATEWAY CITY



A German pilot boat, above, comes out to greet the Gateway City as she enters the Weiser River on her way to Bremerhaven.



Above right—George Miltner, Wiper, poses on the ship's railing as the same pilot boat comes into view in the background.

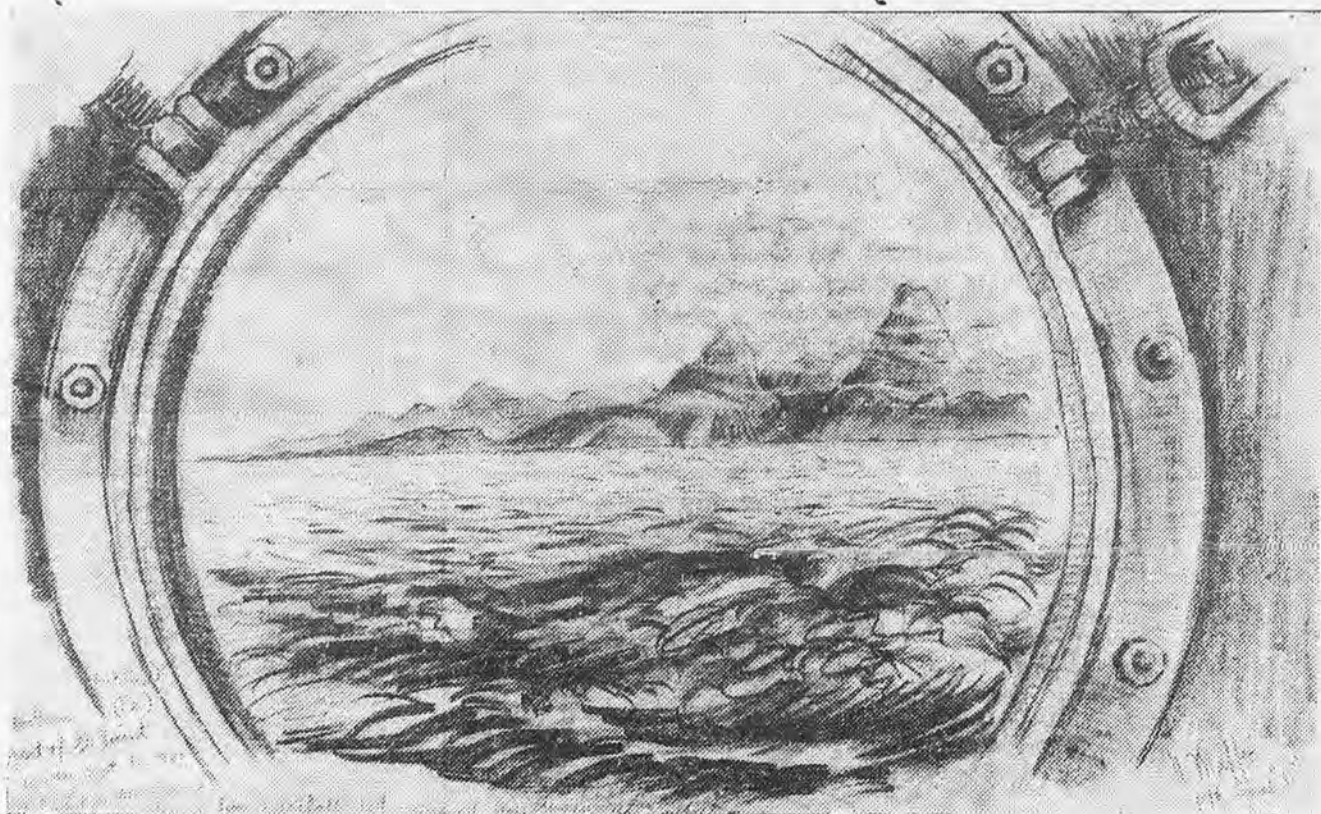
Above—This time on the Elbe River, the Gateway City takes aboard the pilot who will direct the ship into Hamburg. The Waterman ship left in this German city a cargo of buses, automobiles and flour.

Photographs of the river activity were submitted to the LOG by Karl Arntzen, Wiper aboard the Gateway City during her last voyage.

Swan's Feathers Smoothed

In a letter to the Editor, the owner, but due to its length and the fact that we have already aired both sides of the controversy, we feel it is unnecessary to carry the matter any further. In printing letters by Seafarers, sometimes, as it is impossible to check back, a legitimate concern is slighted. In these cases, as with the Swan Bar, we give a lengthy letter from the bar's space for a rebuttal.

PORTHOLE VIEW OF ST. VINCENT ISLAND



The talented pencil of Seafarer Norman Maffie brings to life the bleak, barren coastline of St. Vincent Island in the Antilles. The sketch was made from the messhall port aboard the Jane O, Gulf Canal Lines vessel, while the ship was proceeding from San Juan to New Orleans.

Demand Best, Brother Tells Beached Men

To the Editor:

The crew of the SS Capitol Reef, a tanker belonging to the Pacific Tanker Company, after delivering the ship to England ran into several situations in Glasgow, Scotland. And I should like to pass along some information on what happened with a view to helping any of our brothers who may find themselves in similar situations in the future.

From the moment we set foot on the beach, I am sorry to say we allowed a phony agent of P. T. to pull the wool over our eyes, while we were acting in good faith. Although he had adequate time to secure proper first-class accommodations to which we were entitled, we got only \$1.25 flop and board.

FALSE DOPE

The time came for this phony to secure transportation on the train from Glasgow to London (a 12-hour all-night ride), and although sleepers were available unbeknown to us, he ticketed us for coaches. This velvet-tongued deceiver acting in a very un-American way, procured 13 first-class chair car seats for the officers and 26 third-class seats for the remainder of the crew, and he convinced us this was the best he could do.

Upon arriving in London, where we were to board a plane for home, we found that these bums were still operating in true form. They had secured for us a freight plane. When we balked at this they assumed an indifferent attitude and told us to either accept the plane or remain in London for approximately 30 days, until first class accommodations were available.

MEET CAPTAIN

The entire crew met with the captain to discuss the situation and secured a promise from him for the difference in the cost of transportation and then decided to accept the second-rate accommodations in preference to spending that length of time in London, where conditions were poor and our clothing was inadequate.

It is difficult, in a limited space, to explain why we were sucked in time and again. The point is that we since have learned that all of this could have been avoided if we had taken a firm, unyielding stand from the very beginning and demanded what we entitled to and nothing less. If we had done this, we would have had our first-class accommodations from start to finish, with no delays.

If in the future, the Brothers will take the stand that we should have, they will find that the phony mentioned will put forth the necessary effort to obtain the accommodations and treatment to which we are rightfully entitled.

Fred L. Jordan

An Earned Plug For SIU's 'Hello' Gal

To the Editor:

There is one thing I'd like to say about the lady at your switchboard. She is about the nicest, friendliest person there is. I called up four times, and feeling ill, I'm sure I wasn't sweet, but never a cross word out of the lady. It would be great if all switchboard operators would be like yours.

Mrs. Frank Gardner

Editor's Note: It sure would be great.



Aitkens Men Ride High On Pampas

(Editor's note: The following letter was submitted by a member's wife to tell his SIU Brothers how he finds things on the South American coast. The LOG likes to receive this kind of material. So write in to let us know how things are going. And if you don't get around to doing it yourself, perhaps you persuade the Little Woman to do it for you.)

To the Editor:

This letter comes in response to your request of members to "Send in letters of your voyages."

My husband, Jack ("Bananas") Zierys, Bosun on the SS Samuel R. Aitkens, an Arnold Bernstein SS Corporation ship, writes that they have been in Argentina for almost a month on account of a longshoremen's strike in Buenos Aires, which has now been settled, but the harbor is crowded with ships waiting to load. From B.A., he has been informed, the Aitkens will sail for Northern Europe with grain.

CUSHY LASH-UP

The ship has been stationed during the delay at Rosario and San Martin. The latter is a town of 2,000 where members of the crew have been guests of a gaucho who has about 5,000 head of cattle and 250 horses on a nearby ranch. The sailors on horseback have been seeing the country and enjoyed two barbecues at the ranch.

They also made a trip to Santa Fe where they visited the Santa Barbara Mission and took some interesting snapshots, one of which I am enclosing. He writes



Life can be beautiful—even if only for a short spell—say the men of the SS Samuel T. Aitkens, an Arnold Bernstein vessel. During delay in Argentine ports they were guests of wealthy rancho. Photo above shows some of crew continuing their good living at sidewalk cafe in Rio de Janeiro. Besides the bottles of cerveja only one identified was Bosun John (Bananas) Zierys, who is at extreme right.

that "this country is not what it used to be" and that "prices are sky high." (Editor's note: Wait till he gets back to New York.) Standing by can become pretty monotonous and, of course, now the men cannot hope to be home for Christmas.

From Rio De Janeiro, Brazil, on October 5, he sent this photograph of himself and four members of the crew.

The gang celebrated his birthday at sea on October 1 with a special dinner, refreshments and a four-layer cake that read "Happy Birthday Johnny, Our Bosun." Here is a copy of the menu—which looks good to me!

Happy Birthday Johnny!
with

- Lettuce & Tomato Salad
- French Dressing
- Grilled Sirloin Steak
- Chicken a la King
- French Fried Onions
- French Fried Potatoes
- Cauliflower au Gratin
- Buttered Carrots & Peas
- Special Layer Cake
- Peach Ice Cream
- Iced Coffee with Cream
- Iced Tea with Lemon
- Assorted Fresh Fruit

The ship sailed from Norfolk on September 12. Regards to all Seafarers.

Mrs. John A. Zierys

Painting Job Squabbles Held Profit-less

To the Editor:

Lately a lot of questions have been asked about who has preference when it comes to painting of the alleyways, galleys, messrooms and all of the inside housing on SIU ships in general.

I have noticed that while clarifications of this matter have been going on, with a lot of hard feelings added, that no one has been able to paint these places and that as a result all, in general, were done out of overtime, with no one profiting

but the company.

When deck alleyways, messrooms and cabin decks are not painted by anyone during the trip, the Mate usually turns in for the work and accordingly collects on it, with no one being the wiser.

NO ARGUMENT HERE

The latest implications show that the Union favors the deck to do inside painting. Of that we have no doubt or argument—what we are interested in is that someone collects the overtime which the work calls for.

I still believe that when one department has to keep a certain section clean that any overtime involved for work in that department should go to them. I am sure we have no argument about that either.

It is also my firm belief that the crew's messroom and alleyways should come under the jurisdiction of the Deck Department and that the galley and quarters should be painted by individuals involved, except those of the Engine department, which falls to the Wiper. On these points we have no argument. But the question in my mind is: Why fight or have jurisdictional arguments about who should do what, with the result that when the trip is over no one has done anything?

COMPANIES PROFIT

All companies know that we favor having the Deck to do the inside painting and to save overtime they instruct the Mate to keep the Deckmen so busy that nothing along that line can be accomplished. However, whenever the Stewards or other departments start to do this work, it is usually stopped by the Mate. The result is that nobody gets any of the overtime.

In cases such as these, I do not think that a hard and fast rule should be applied and that overtime should fall to whoever can do the work. The overtime should be divided equally so that all can enjoy more cabbage in their jeans at the payoff and so that all do not suffer from an unclean ship.

Paul Parsons

Skipper's Snafu Maneuvers Make The Strong Men Weak

To the Editor:

A word about this rust bucket, the SS Caleb Strong, Waterman.

We have a Captain I would like to forewarn the membership about.

To start with he dated the articles back on the promise of a draw equivalent to what we had coming with subsistence and overtime. After he got us all signed on, he held us to half of what we had coming in wages alone.

He refuses to let the Stewards Department do any painting whatsoever. Worse, he refuses to recognize the Ships Delegate

HE SPITS

He's filthy too. The BR reports he spits hookers of phlegm all over his foc'sle deck, bulkheads and passageways.

He gives officers more tobacco ration than he gives the Crew. We had an Oiler hurt during a storm. The Oiler was almost washed over the side going to the steering engine. The Captain refused to give his tobacco

ration to his watch partner. When asked why by the Delegate, the Captain stated that if the Oiler wanted his tobacco bad enough he'd come up for it. The Oiler was flat on his back in his bunk and couldn't walk.

I could go on for hours telling of the capers he's cut, but will save them until we get in. He doesn't care how miserable he makes a Crew just so he is within the law.

We are all staying sober and on the ball over here. The last Crew came in overridden with



logs, and we don't want him throwing any performers' beefs at us when we try to straighten out our own beefs at the payoff.

SLOPCHEST SCABBY

Another beef on here is the slopchest. I checked it the other day. I could have packed off the whole shebang in a shoe box. What little junk he has in there is either made in prison or by scab labor. I noted not a single union label on any thing.

He has no heavy gear to speak of, no shave lotion, tooth powder, tooth paste or any of the other little commodities we need.

In fact, we brush our teeth with a mixture of salt, soda and Babo. The Babo does the trick. It says right on the can that it's good for cutting grease and polishing enamel.

We had no previous ships minutes on here or we would have had an idea what we were letting ourselves in for when we signed on. We sure hope to straighten this tub out before another crew takes her.

I wish we could impress on the membership the need of ships minutes and the need of turning same over to new crews so they will know what each ship needs before making a run.

A. E. (Tommy) Thompson
SS Caleb Strong

Member's Wife Is Loyal Supporter Of Union, LOG

To the Editor:

I enjoy reading the LOG very much and I would like to receive it as often as it is published.

My husband is an SIU man and right now he is Bosun on the Seatrain New Orleans. He is a true member of the Union. In fact, that is the only thing I am jealous of, as he spends as much time with the boys on Chartres Street as he does with me.

But I am glad he is a member of such a grand union.

Will you kindly send me the LOG?

Mrs. Jack Procell
New Orleans, La.

(Ed. Note: The LOG is happy to have a good Union wife like Mrs. Procell on its subscribers list.)

Brother Thanks Coastal Crews For Cooperation

To the Editor:

I would like to express my sincere thanks and appreciation to the SIU Brothers and Skipper of the Coastal Mariner for their cooperation while I was hospitalized in the Dominican Republic.

My thanks also go out to the crew of the Coastal Stevedore for sending me copies of the LOG and magazines during my hospitalization.

I am now in the Marine Hospital in Baltimore and getting along very well. My appreciation and aloha go to the good crews of these two ships.

Joseph Nuuhiwa

Did His Part



Walter Grant, Deck Maintenance, was one of many Seafarers who stayed on the job aboard Isthmian ships right through the important period following the SIU's victory in the collective bargaining election. Response of men like Brother Grant has given impetus to the Union's large-scale organizing offensive.

Grant put in over a year sailing on the SS Cape Junction and reported the SIU crew on that ship functioned smoothly and efficiently.

PAUSE IN PUERTO RICO



Refreshing themselves amidst cool foliage in Mayaguez recently were these crewmembers of the SS Kathryn, Bull line vessel. Left to right, standing: Angelo, passengers' Utility and Ramon galley utility; kneeling: Benigno Cortez, Deck Maintenance; Frank Morciglio, AB, and Roberto Zaragoza, Bosun. Man in foreground is unidentified.

Nightmare In Novertime Land

By FELIX J. CURLS

A brand new ship belonging to the Novertime Steamship Company lay in wet dock as the shipyard workers prepared to put the finishing touches to her. Meanwhile, in the company offices, Capt. I. M. Logger was busy interviewing prospective crewmen. Assisting him were several noisy clerks and one garrulous shipping master. The lo-

quacious crimp was speaking: "Now men, line up there and look alive! We've got to crew up our newest vessel for her maiden voyage and I want topnotch sailors. When I call out, step up and give your qualification. You, there! What job are you applying for? Come now. Speak up. I won't bite you!"

A cringing sketeton of a man slouched forward, doffed his cap

and began chewing the visor. "Sir", he said, "I am qualified to sail in any deck department capacity. I have twelve years discharges as master, four as mate and twenty-four years as bosun."

"Well!" replied the cynical shepherd of poverty, "that's interesting. From the looks of you one would think you were starving. Are you? How long have

you been on the beach?"

"Three years, sir."

"Three years! My, what a long time between trips. Have you been drinking?"

"No sir. Had I the price of drink I would buy food."

"Now look here! There's no call for you to get sassy with me. Remember, I'm giving out the jobs here. Tell me, why did you quit your last ship?"

"I didn't quit. I was fired for union activities. That was after The Boss took office and des-

as will stand agin me. Ah bin twenty yars as a road gang boss. Many's the man ah've laid low for stopping work afore vittle time. Oncet, while ah was in the stir ah . . ."

"Never mind your education. Have you any sea experience?"

"Shore. Ah was a cap'n one time."

"Captain! Really! What a career you've had. What tonnage was your ship?"

"Oh, twern't no ship—a barge on the Missip."

"I see. Sign here. You're the Bosun. . . can't what? Well, mark your mark on that line."

THE WEEK'S NEWS

Sports . . .

BOXING: Jake LaMotta, who has never been knocked off his feet in a professional fight, still can carry that record with him—but he has lost the distinction of never having been knocked out. Bill Fox TKOed LaMotta in the 4th round of their scheduled ten rounder in the Madison Square Garden for his 50th KO in 51 professional fights. The fight itself seemed to have a faint odor to it; in fact, enough of an odor that Boxing Commissioner Egan has held up the purses of both fighters and ordered a grand jury investigation of the bout.

BASEBALL: The Brooklyn Dodgers were in the news again this week, when they sold Stan Rojcek and Ed Stevens to the Pittsburgh Pirates for an undisclosed sum of cash. Stevens had been playing first for the Dodgers previous to the coming up of Jackie Robinson, and Rojcek filled in for a couple of weeks at short this past season while PeeWee Reese was out.

HOCKEY: The National Hockey League standings shifted this week, when Toronto took over 1st place with 7 wins and 4 losses with Boston and Detroit following closely behind.

BASKETBALL: The game broke into the sports columns this week when the professionals got under way. In the National Basketball League, Fort Wayne defeated Flint 64 to 54 and Tri-City defeated Syracuse 69-56. In the American Basketball League, Brooklyn defeated Philly 76-74. As each passing week goes by, basketball will be taking over the sports field more and more from football.

FOOTBALL: Speaking of football, the old equalizer, "MUD," along with a few inspired teams, combined to give some upsets in Saturday's games. Chief among these was the

defeating of previously undefeated Georgia Tech by Alabama 14-7. Harry Gilmer was the star of this win, by completing eleven passes out of thirteen attempts. Another that is classed in the field of upsets was the win by Princeton over Yale of 17-0. In addition to these we have the defeat of Brown by Harvard by 13 to 6. It was only in the final minute of play that Harvard was able to win its fourth game out of eight played. Army battled supposedly hotshot Penn to a 7-7 tie while the Navy was again being beaten by a ground attack by Penn State 20-7. Notre Dame continued to win, but was pushed to do so by Northwestern, with the final score being 26-19. While Notre Dame was having such a tough time with Northwestern, Michigan, who was to have had such a difficult time in winning from the Wisconsin Badgers, won handily 40 to 6. The win over Wisconsin should make Michigan the official representative of the Big Nine Conference in the Rose Bowl this year.

PROFESSIONAL FOOTBALL: Those NY Giants took it on the chin again, this time from the Pittsburgh Steelers to the tune of 24 to 7. The Giants lost this one in the last period when the Steelers scored three touchdowns in less than two minutes. This makes a total of 7 losses for the Giants. Meanwhile the Brooklyn Dodgers were pulling the impossible by defeating the Baltimore Colts, 21 to 14. The Chicago Cardinals kept their lead in the western division of the National Football League by defeating Green Bay 21-20. It was necessary for Paul Christman, an old Missouri Tiger alumnus, to pull this one out of the fire. The Chicago Bears were able to beat the Los Angeles Rams with the aid of Sid Luckman's passes, 41-21, during which game five players were ejected.

Current Events . . .

Whatever one thought of President Truman's possibly belated and perhaps inadequate proposals to lick inflation through a bit of rationing, price control—and wage control here and there, the plan did highlight one salient fact: the inter-relation between high prices at home and the European Recovery Program, once known as the Marshall Plan.

The President's scheme was embodied in ten points, only four of which had much bearing on the price of eggs, beefsteak and a new pair of pants: He asked for government supervision on sales of livestock and poultry so that grain can be used efficiently and that more can go to Europe.

He also requested control over allocation and inventory of scarce industrial commodities and consumer rationing and price ceilings for hard-to-get things affecting the cost of living.

Another view of the same basic world problem was given by Secretary of State Marshall the day after the President went before Congress. Speaking in Chicago on the eve of his departure for London to attend the Conference of Foreign Ministers, Marshall attacked both the Soviet Union and the Communist Party for the "campaign of vilification and distortion" waged against the Marshall Plan in particular and American motives in general.

Meanwhile, prices have risen higher and higher, or, as one financial paper put it, "advanced briskly." Though there were a few wage gains

recorded along the labor front, notably by the CIO Amalgamated Clothing Workers, nowhere did wages come close to keeping pace with prices—or with profits.

Distillers Corporation-Seagrams Ltd., which means 5-Crown, 7-Crown and V-O at the ginmill, announced net earnings of \$43,112,502. This meant \$4.88 a share on the common stock after the holders of preferred stock had taken their slice. If you think this is something, get a load of what a Seagram subsidiary, Seagram & Sons, earned for its 2,250 shares: \$16,600 a share. See what the boys in the back room will have.

However, it wasn't just the distillers who were loading up with money. Everybody was, everybody but the workingman who couldn't quite make the weekly grocery bill despite the last raise. The International Paper Co. reported a net profit of \$43,124,402 for the first nine months of 1947, a big jump over last year.

The profits of International and other paper companies reflected the outrageous price of newsprint, the kind of paper on which the LOG, the N. Y. Times and other newspapers is printed. There's a joker here, however. The big fellows take care of themselves; they get rebates and quantity discounts which are not allowed to labor unions getting out papers. This is why the LOG has had to cut down, but not cut out, bundle orders. Last June, newsprint jumped six dollars, reaching a price of \$90 a ton. Next month the price will go to about \$100. On the "gray" market, it's already \$250.



troysed labor. Sometimes I wish Jefferson were still President.

"Oh, it's politics now, is it? And just why do you think Jefferson could have done a better job of reorganizing? It might be amusing to hear you answer."

"I didn't say he could have done better. In any case, he could not have made a bigger mess of things."

"Oh foolish man. Foolish man! I can understand now why you're among the unemployed. Don't you know that fellow didn't do anything."

FOOD FOR THOUGHT

"So much the better. He stayed out of trouble that way."

"Enough! I've heard enough! Now, looking over your discharges, I have no doubt you could handle any job in which you were placed. We'll overlook your recent anti-Boss outburst—provided of course it doesn't recur."

"As I was saying, there's no reason why you shouldn't be shipped. And to prove the benevolence of the Novertime Navigation Company, we are going to consider your physical condition more than your record. What you need is food. Do you agree?"

"Yes indeed, sir."

"Fine, so we'll put you where the food is. You will sign as galley boy. Step back please. Next!"

NEXT!

A giant of a man confronted him with a face hideously scarr-ed, leaving his mouth twisted in a perpetual leer. His hands were the size of the head of the tormentor, who involuntarily retreated, muttering:

"What do you sail as? How many years dis. . . ?"

"Hold on thar! Ah'll speak mah piece t' yez an' yuh kin ask questions afterwards. Ah'll guarantee to outrun, outfight, out-drink an' outwork any critter



ANOTHER ONE

Another brutish fellow replaced the yokel. His head was swathed in bandages.

"Why, what ails you?" inquired the interviewer, regaining his composure in the absence of the serang.

"Jist had an operation, sir. The doctor took out half my brain."

"Do tell. That accounts for your wanting to go back to sea, I suppose. Does the absence of your intellect affect you any? I mean, do you retain your reasoning powers? Do you know what the word overtime means, or time off?"

"Never heard of them. Are they important?"

"Important! I should say not—trifles. Merely old-fashioned pre-Taft cliches. But down to business. I need no further evidence of your ability. Under the circumstances I am positive that you would make an ideal Chief Mate. Sign here. Next . . ."

ONE MISSING

And so on it went until the entire crew was selected—with one exception. An AB was lacking. Suddenly that demon of a



bosun fastened his eyes on me. "Thar's the man we need. Grab the sonuvabitch! Hawgtie 'im!"

In blind terror I fled from the room only to find myself in the toilet. They were closing in. Faced with two horrors—the ship with its motley crew, or an 18-story leap to the street below—I chose the least horrible alternative and jumped out of the window.

When I awoke, I found myself flat on my back on the deck in my foc'sle. The Mate stood grinning over me.

"Have a nightmare, Blackie?"

"No, a presentiment. Who's president now?"

"What a question," chuckled the chief. "Harry Truman is, but why?"

"Never mind. Help me to my bunk and make out a hospital slip. I want to see a psychiatrist."

Brothers, I started off with a moral but I seem to have lost it somewhere in the blurb and blab. Look for it. It might still be there, and if you find it—Use it!



BULLETIN BOARD

Cunningham, C. W.	5.13
Cunningham, Earl W.	33.30
Cunningham, Edward A.	13.61
Cunningham, Franklin	2.62
Cunningham, Harold D.	1.07
Cunningham, Leo J.	20.74
Cunningham, N.	11.40
Cunningham, Otto	23.34
Cunningham, S. G. ....	.33
Curcio, Louis	3.43
Curd, William David	18.55
Curl, Glen M.	1.48
Curl, Harry	1.16
Curran, Bernard Joseph ....	.46
Curran, Frank C.	45.65
Curran, Wm. H.	45.24
Currie, Jackie E.	33.12
Currie, James A.	20.06
Currington, Clyde	3.91
Curry, George ....	.84
Curry, Robert C.	30.59
Curry, Robert F., Jr.	6.06
Curtin, George J.	7.56
Curtin, William J.	16.93
Curtis, Al William,	3.20
Curtis, Malcolm R.	39.59
Curtis, Roy W.	26.74
Cuthbert, Richard G. ....	.06
Cutts, James H.	18.62
Czakowski, W.	6.19
Czarnecki, John	5.76
Czarnecki, Sigmund J.	6.85
Czarnicki, Frank S.	4.20
Czech, Boleshav	6.95
Czyzowicz, Edward ....	.45

D

Dackin, George W.	8.80
Dafonis, Abtstedes	11.88
Dahl, Oswald	3.87
Dahl, Walter N.	1.40
Dahlen, Edw. J. ....	.25
Dahlenborg, T.	8.29
Dahler, F.	4.28
Dahlquist, R. V.	23.94

NOTICE!

Earl Mayo, Toxie Samford, D. Thornhill: Your gear is being held for you at the offices of Seatrain Lines, 39 Broadway, New York 6, N. Y.

PERSONALS

JOSEPH J. JOHNSON

Get in touch with your attorneys, Freedman, Landy and Lerry, 900 Jefferson Building, 1015 Chestnut St., Philadelphia 7, Pa., as soon as you can. This is about your claim against the SS Cobble Hill.

JOHN F. TATE

Contact Freeman, Landy and Lerry, attorneys, 900 Jefferson Building, 1015 Chestnut St., Philadelphia 7, Pa. This is about your claim against the SS Grenville M. Dodge.

NORMAN WEST

Contact Michael Iwassko, P-3-1219, at the Boston Hall. This is about your gear which you left aboard the SS James M. Gillis, Smith and Johnson, when you were Engine Delegate.

JOHN CANNON

Write to Wm. J. Smith immediately at 25 South St., New York, N. Y.

WATSON EDWARD CARR

Your wife requests that you write her at the new address, 33 Madison Ave., Jersey City, N. J.

Unclaimed Wages

Mississippi Steamship Company

501 HIBERNIA BLDG., NEW ORLEANS, LA.

The following is a list of unclaimed wages and Federal Old Age Benefit over-deductions now being paid by the Mississippi Steamship Company covering the period up to December 31, 1946.

Men due money should call or write the company office, 501 Hibernia Bldg., New Orleans, La. All claims should be addressed to Mr. Ellerbush and include full name, Social Security number, Z number, rating, date and place of birth and the address to which the money is to be sent.

Daily, Philip J., Jr. ....	.79	D'Arcy, Patrick	1.34
Dake, C. M. ....	.53	Dare, E. J.	9.08
Dalesandro, Anthony	14.72	Darman, Andrew T. ....	.45
Dalnessio, John C.	4.21	Darnell, Paul M.	2.55
Daley, James G.	10.74	Darouse, James	5.23
Dalman, Gordon E.	5.60	Darr, Wm. F.	5.40
D'Altory, D. D.	2.82	Darrel, Joseph O.	1.31
Daly, James R.	3.89	Darsey, John A.	10.74
Dam, Espur H.	2.97	Darwin, D.	12.83
Damare, Eugene	49.84	Dasha, Charles L.	34.90
Damgaard, Delmer E.	16.63	Dasilva, J. P.	26.60
Damos, F.	1.65	Daupheny, William A.	3.03
Damson, Chris	1.00	Davenport, I. S., Jr.	28.96
Dana, Ira	37.85	Davey, Sidney John	1.93
Daniel, William H.	5.94	Davidson, Archie	12.60
Daniel, Winfred S.	14.47	Davidson, C.	7.00
Daniels, Joseph F. ....	.94	Davidson, Robert	11.39
Daniels, Lonnis C. ....	.74	Danier, J.	3.96
Daniels, Louis H.	38.06	Davies, Rich. David ....	.07
Daniels, Norman	19.26	Davila, Manuel J., Jr.	80.39
Daniels, Raymond D.	32.66	Davilla, D.	3.96
Daniels, Thomas W.	3.96		
Daniels, William H. ....	.10		
Daniels, William J. B.	1.48		
Danielson, A. E. ....	.17		
Danielson, Bjarne	46.21		
D'Anjou, Harry J.	2.06		
Danko, John J.	4.00		
Danzey, Clotis A.	6.12		
Danzey, Morris J., Jr.	7.13		
Darby, Roger N.	1.06		
D'Archowlean, F. ....	.02		
Darcy, Donald D.	10.74		

SIU HALLS

BALTIMORE	14 North Gay St. Calvert 4539
BOSTON	276 State St. Bowdoin 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 53777
JACKSONVILLE	920 Main St. Phone 5-5919
MARCUS HOOK	811 Market St. Chester 5-3110
MOBILE	1 South Lawrence St. Phone 2-1754
MONTREAL	1440 Bleury St.
MIAMI	10 NW 11th 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	205 Abbott St. Pacific 7824

De Abrew, John	4.66
Deacon, Henry	58.35
Dean, Delbert	17.69
Dean, Kirby	8.35
Dean, Robert	12.99
Dean, T. O. ....	.37
Dearman, James H.	11.20
Dease, Francis J.	2.44
Deaton, Jay Douglas	5.94
Debiddle, Harry	11.72
De Bose, James J.	3.35
Debritto, Antenor Pinto	29.02
Decareaux, Ignace	26.93
De Castro, L. A.	7.94
De Cellos, Ernest Jr.	7.34
Deckelman, Louis	17.44
Decker, Joe	10.74
Decker, John	12.14
Dedeo, Walter ....	.46
Dedik, Steve J.	5.14
De Dominicis, Francisco ...	.46
Deegan, J. P. ....	.45
Deer, Ledge L.	7.49
De Fazi, Peter	5.60
De Foe, Michalios	7.11
De Ford, Daniel C.	4.46
Defort, V. D.	30.26
De Franca, Pedro L.	7.98
De Fusco, William ....	.59
De Gange, John J.	1.40
Degel, Conrod M.	8.90
Dehaas, William R. Jr.	31.72
Dehmer, Louis John	5.94
De Jesus, Pedro	2.77
De Jesus, Prudencio	13.99
De Julio, C.	6.89
De Laequeaeaua, Robert ...	10.74
De Lancy, William	2.88
Delaney, Edward F.	2.34
Delaney, James Francis ...	3.12
Delaney, Joseph	10.89
De La Reguera, J. Fernandez	4.95
Deller, August W.	3.47
Dellinger, James M.	1.98
Delmonico, E. H.	4.22
Deloach, William R.	7.82
Del Rosso, Louis	2.82
Del Valle, T.	8.91
De Marino, Joe	6.35

MONEY DUE

ANGELO CAMARATA

Get in touch with Alcoa Steamship Company, Pier 45, North River, New York. You are due a division of wages from the Cavalier.

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.

Seafarers Points Way To Real Labor Unity

CIO Shipyard Men Thank Seafarers

The Seafarers International Union's "exceptional cooperation" during the 136-day strike waged by the Industrial Union of Marine and Shipbuilding Workers, CIO, brought a stirring message of tribute and a reciprocal pledge of "support at any time and any place" from Thomas J. Gallagher, National Organizational Director for the shipyard workers.

"Your cooperation in our strike has made our members feel that your union is their own and that an injury to you would be an injury to themselves," Gallagher said.

The SIU can "count on us for support at any time and any place," he added.

JOIN LINES

Gallagher's message, contained in a letter sent to the SIU on Nov. 5, was in acknowledgement of the Seafarers support throughout the long strike that tied up eight Atlantic Coast shipyards of the Bethlehem Steel Corporation.

Militant Seafarers spiritedly reinforced the CIO picketlines in most of the affected areas, with the greatest concentration in the ports of Baltimore and New York, wherein Bethlehem's largest yards are located.

In his letter, which was addressed to William "Curly" Rentz, Baltimore Port Agent, and Paul Hall, SIU vice-president, the Shipyard Workers' organizational director pointed out that his union could only have held out as long as it did, and fought as hard as it did because it was given the support by labor organizations such as yourselves.

PICKETLINE PICTURES

Considerable space in the Nov. 17 issue of "The Shipyard Worker," official publication of the CIO union, was devoted to the AFL Seafarers' active role in the strike.

Photographs of SIU-SUP men picketing in force on IUMSWA picketlines in the port of Baltimore, along with grateful acknowledgements for the SIU's "unstinted aid," were prominently displayed.

Gallagher's letter was printed in its entirety.

LICKED SCABS

The CIO paper stated that reinforcement of the picketlines by SIU-SUP men in Baltimore "had steadily cut down the number of scabs."

Although the excellent relations between the two unions have functioned smoothly for a long time, the Seafarers' all-out backing of the CIO union and the reciprocal pledge of support from the Shipyard Workers' national office are regarded as rare in AFL-CIO history.

With the settlement of the strike at Bethlehem, the shipyard workers won a 12-cent-an-hour wage increase, in addition to new provisions covering working conditions and clarification of seniority clauses.

Pledges Aid 'Anytime, Anyplace'

William Rentz
Baltimore Port Agent Seafarers Int. Union

Nov. 5, 1947

May I, on behalf of our National officers and membership thank you for the kind and exceptional cooperation you have granted this union during the present strike.

Because of employer arrogance we were forced to take on two of the largest corporations in America—U. S. Steel and Bethlehem. These corporations decided to smash our union in preparation for an offensive against all organized labor in an effort to increase profits and deteriorate wages, seniority and good grievance machinery.

We alleged that the employers were supported in this strike by the NAM (National Association of Manufacturers). And our union could only have held out as long as it did, because it was given the support by labor organizations such as yourselves.

It is needless for me to say that you may count on us for support at any time and any place.

Your cooperation in our strike has made our members feel that your union is their own and an injury to you would be an injury to themselves.

When the rest of labor learns the meaning of solidarity, as your members must have learned it through your leadership, then the American labor movement will have nothing to fear from its would-be destroyers and exploiters.

Thos. J. Gallagher

'Never Such Union Cooperation'

Seafarers International Union of N.A.
51 Beaver Street, New York 4, N. Y.

I wish to take this opportunity to express my thanks and gratitude for the help your local representative, Mike Quirke, has so generously given us in our recent organization campaign in the handbag industry. Through the able leadership and the marvelous discipline of your members, we were fortunate to bring about a successful conclusion in the handbag industry and thereby obtained a 10 percent increase in wages, reduction of work week to 40 hours, union shop, checkoff, etc.

In my many years in the labor movement, never have I seen such splendid inter-union cooperation and discipline. It certainly reflects very favorably upon the organization which you represent.

For your information, two years ago the communist-controlled Fur and Leather Workers Union, CIO, solicited members during a strike conducted by the AFL Handbag Union and helped smash the strike at that time. The workers having learned that it never pays to belong to a communist-controlled union decided to return to the AFL organization. These workers are back in the fold of the AFL and your organization in Montreal contributed greatly towards that end. I would like you to know that we appreciate those efforts very deeply.

Maurice Silcoff

Situation In Maritime Industry Calls For A Clear-Cut Program

By JOHNNIE ARABASZ

This is the time when seamen must be on guard. There's a pretty confusing state of affairs in the maritime industry with a lot of the oldtime bed-partners now pulling each other's hair out. As usual the commies are in the center of the picture.

Practically every working stiff knows by now that the SIU has always been against the commies. We labeled them for what they are in the labor movement and we stuck to it right along. We never made any deals with them and we always said no honest trade unionist could work with them. As we see it, they have always been a menace to the working man and they still are.

SIU SAW DEAL

The SIU was pointing out the commies as dangerous traitors, especially on the waterfront, when the bureaucrats—who are

now doing all the red-baiting—were playing buddies with the Moscow frontiers.

Of all the spots the commies have appeared as traitors, the waterfront is the place where they have been the most traitorous.

But now that the reds are being shown up and tossed out of labor unions, the shipowners find it very convenient to brand anyone they don't like or show signs of giving them a fight as "reds."

And that's what we must be on guard for. It looks like we'll be in for a lot of attacks in the coming year.

PROGRAM

We must be prepared for these attacks with a program. This program for the future should be along these lines:

1. Fight the communist party. They are, after all, responsible for much of the present confu-

sion because of their palsy-walsy pro-shipowner program during the war, which is now being pushed so successfully by the so-called Curran group (alias the U.S. Lines group).

2. Prepare our strike apparatus for action.

3. Maintain our traditional policy of respecting all bonafide picketlines.

4. Draft a program for the elimination of sub-standard conditions on competitive foreign ships, preferably backed by strike action.

5. Call on all unions to respect each other's legitimate beefs at all times.

6. Start a drive to increase the manning scales.

As the maritime picture becomes more confused and complicated, now more than ever is the time for the Seafarers to adopt a clear-cut program to ensure steady sailing in the future.

SIU Canadian District Aids AFL Hat Union

MONTREAL — The Seafarer's fast-growing reputation as solid supporters of fellow trade-unionists in need of help, spread out across the border last week as Canadian workers got their first glimpse of SIU solidarity.

In a response to a request for aid from Local 49, United Hatters, Cap and Millinery Workers International Union, AFL, a contingent of SIU members was dispatched from the Montreal Hall to protect a group of millinery workers from intimidation by communist goons of the rival Fur and Leather Workers Union, CIO.

FIRST TIME

It was the first time white-capped Seafarers were seen in action on the Montreal Labor front and according to Mike Quirke, SIU Patrolman, they created a very favorable impression and inspired great confidence in the millinery workers.

High praise for the Seafarers display of militant trade-unionism came from Maurice Silcoff, manager of Local 49 in a letter to SIU headquarters, in which he declared:

"In my many years in the labor movement, never have I seen such splendid inter-union cooperation and discipline. It certainly reflects very favorably upon your organization."

The situation which resulted in the Seafarers action grew out of attempts on the part of the communist-controlled CIO Fur and Leather Workers Union to intimidate workers in Montreal's handbag industry who sought improvement of their status through the AFL millinery workers union.

RETURN TO AFL

The handbag workers were returning to the AFL after two years in the CIO union, which had solicited them during an AFL strike. The commie-led union's finicky organizing drive at the height of the walkout resulted in smashing of the strike.

Their return to the AFL last week climaxed their increasing disgust with the communist-controlled policies of the CIO group. Indignant commies then opened up with threats of violence and intimidation to the workers as they went to their jobs.

Cooperation between unions in Montreal has not been particularly notable, Quirke pointed out, but he has hopes now "that the example set by the Seafarers will inject a new spirit of fraternity into the Montreal labor movement."

He gave special mention to the crew of the SS Alcoa Pegasus for enabling the Hall "to send out some real good SIU men." He also praised the Pegasus' Chief Mate for his cooperation.

Pegasus crewmembers aiding the millinery workers were: G. Coker, L. Kyser, F. Drozak, J. Hogue and C. Vaught.

The following SIU men from the Montreal Hall also participated in the beef: C. Moats, O. Henry, D. Brown, R. Murrin, J. Ronaldson and N. Quinlan.