

SEAFARERS LOG



Official Organ of the Seafarers International Union of North America

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No. 23

Secretary-Treasurer Fred Farnen Clarifies Position Of Seafarers On The Great Lakes

DETROIT, June 4—Widely circulated reports by the NMU, and wild rumors on the waterfront regarding SIU support for any NMU strike on the Great Lakes on or after June 15 were soundly denounced in a statement issued today by Fred Farnen, Secretary-Treasurer of the SIU Great Lakes District.

"The Seafarers International Union, AFL, is composed of 91,000 members in five autonomous districts," declared Farnen, "and the Great Lakes District of the SIU decides all questions of policy affecting its Lakes members.

"Great Lakes Seafarers decide all matters concerning Great Lakes seamen, and are not bound by actions of seamen from other SIU Districts, unless those actions are approved by a membership vote of the Great Lakes District," stated Farnen.

"In the event that the NMU men on the Lakes are forced into a strike to pull the chestnuts of their Coast Brothers and other unions out of the fire," continued Farnen, "the Great Lakes Seafarers will honor all legitimate NMU picketlines around NMU contracted ships only.

"We will not observe any NMU picketlines around SIU contracted vessels or unorganized Lakes ships which the SIU is currently organizing.

"The SIU Great Lakes District does not intend to allow the NMU to put any phony picketlines around SIU ships, as they attempted around the Bob-Lo and McCarthy ships last year."

Brother Farnen concluded his remarks by stating, "The Seafarers policy, as always, is to honor all of our contracts. We intend to observe all contracts to the letter, and in the event that SIU strike action is ever necessary, that will be decided by the Great Lakes Seafarers themselves in their own membership meetings.

"Any time the SIU has to tie up any ships, they'll remain tied up, and not wander around the Lakes like the NMU ghost ship, the SS Jupiter."

Alien Seamen, Once War Heroes, Rewarded By Prewar Restrictions

By JOSEPH VOLPIAN Special Services Representative

On June 1 the manning of American vessels reverted to peacetime law. Ships will no longer be allowed to carry 50 per cent aliens in their crews. Instead, the provisions of the American Merchant Marine Act of 1936 have again become operative. Under the return to the old regulations, crews of government subsidized vessels must be composed 100 per cent of American citizens. However, on passenger vessels granted

Mine Workers Union Asks Increase In Welfare Fund

WASHINGTON — Negotiations between the AFL United Mine Workers and the nation's soft coal operators—now in the third week — entered the showdown stage as the UMW for the first time made known its new contract demands.

With no definite signs that complete agreement was in view, the possibility of a strike on July 1, by which time the government must return the mines to their owners, became a factor. Meetings are being held separately between UMW negotiators and the northern and western mine owners, representing 75 percent of the nation's bituminous production, and the southern operators.

High on the list of UMW's newly released contract demands is an increase in the health and welfare fund assessment from the present 5 cent-a-ton to probably 10 cents. The miners are also asking for either the same

pay for a five-day week as for the present six, or else the same pay for an eight hour day as for the present nine.

MORE PAY ASKED

In addition, UMW is pressing for a 30-minute underground lunch period to replace the current 15-minute respite, and a universal mine safety code to prevent recurrence of disasters such as recently happened at the Centralia, Ill., pits.

More than 2500 mines are scheduled to go into private operation by midnight June 30, the deadline for government release. The mines will be returned even if a nationwide strike breaks, it has been stated by Secretary of the Interior Julius Krug.

Beginning June 28, 350,000 miners in the 2500 pits will start 10-day vacations with \$100 pay, under terms of a Coal Mines Administration order.

subsidies, the Stewards Department will be allowed to carry up to 10 per cent of aliens in its complement. These aliens must have first citizenship papers, or have established legal residences in the United States, which means they must have been granted a visa.

American ships, which do not receive subsidies, must now be crewed by at least 75 per cent of American citizens.

The more important sections of the Merchant Marine Act of 1936, now applicable, follow:

1132. Citizenship of officers and crew—Vessels documented under laws of the United States

(a) All licensed officers of vessels documented under the laws of the United States, as now required by law, shall be citizens of the United States, native-born or completely naturalized; and upon each departure from the United States of a cargo vessel in respect of which a construction or operating subsidy has been granted all of the crew (crew including all employees of the ship)

(Continued on Page 6)

New York AFL Rally Demands Truman Veto Of Taft-Hartley Bill

NEW YORK, June 4—In one of the greatest demonstrations ever staged by organized labor in this country, 25,000 members of the American Federation of Labor met in huge Madison Square Garden to demand that President Truman veto the Taft-Hartley "slave-labor" bill. The meeting further urged that Senators and Representatives sustain the veto.

Heading an impressive list of labor leaders who addressed the throng, AFL President William Green told the assemblage that now was the time for them to make their voices heard in Washington, "both in Congress and in the White House."

Sharing the platform with Brother Green were New York's Mayor William O'Dwyer, who had issued an official proclamation declaring June 4 Veto Day; George Meany, AFL Secretary-Treasurer; David Dubinsky, President of the International Ladies Garment Workers Union; Howard McSpeddon, President of the AFL Building Trades Council; and Senator Robert Wagner, New York, author of the National Labor Relations Act which Congress is now determined to scuttle. Martin Lacey, head of the New York Central Trades and Labor Council, presided.

BOSSSES AFRAID

President Green savagely attacked the proposed legislation, and declared that it was inspired by fear.

"The enemies of labor are afraid," he said, "afraid of true democracy and frightened by the voice of labor demanding its rights."

He brought the issues out into the open when he declared that the slave labor bill is punitive, would promote industrial chaos, outlaw the closed shop, and would weaken the nation's economy and create a dangerous hate philosophy in this country.

"We, of labor, want a strong America," he concluded. "We want prosperity in our country, not a Taft-Hartley depression. We want to keep America free, not to let it succumb to the Taft-Hartley brand of oppression."

"We think it is time that Congress refused to be pressured any longer by the National Association of Manufacturers and other monopoly interests who are trying to line their already-fat pocketbooks at the expense of every one of us. We think it is

time that Congress gave its attention to the things that American people really need—decent housing for all, health insurance for all, a reduction of the cost-of-living by curbing profiteers, and a full measure of social security."

Swedish Seamen Put Thumbs Down On Panama Ships

STOCKHOLM — Swedish seamen are turning thumbs down on ships flying the Panamanian flag. Shipowners looking for cheap labor at substandard conditions won't find any takers in this country. The Swedish seamen's union has warned its membership against ships under Panamanian registry.

Characterizing Panamanian vessels as "slaveships," the union pointed out that they offer seamen "worse conditions than during the darkest period of sailors history."

The union added that unless Swedish seamen are guaranteed that they can work under Swedish law and under the terms of the union's agreement with Swedish shipping companies, the seamen should not sign on ships of Panamanian registry.

Seafarers Supports AFL Grain Scoopers In Buffalo Strike

BUFFALO—The Seafarers International Union has pledged its all-out support of the Grain Scoopers' strike, which now has every grain elevator in the Port of Buffalo tied up solidly.

The striking Grain Scoopers are affiliated with the International Longshoremen Association, AFL.

Indications based on the effectiveness of the tie-up point to a swift settlement since every waterfront union affiliated with the AFL is backing the walkout.

SEAFARERS LOG

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 GEORGE K. NOVICK, Editor



The End In Sight

The NMU bag of tricks is finally empty, and it is hoped that within a short time the National Labor Relations Board will render its decision on whether or not the NMU's charges of collusion between the SIU and the Isthmian Steamship Corp. have been substantiated.

It is obvious, from reading the testimony at the hearings and the briefs filed by both unions, that the NMU flung around wild charges with not a grain of truth in them. It is also obvious that the NMU really had no hope of making its charges stick, and were only interested in stalling matters as long as they could.

Why did the NMU, which represents itself as a union interested in advancing the conditions of seamen, want to stall the certification of the SIU? That is a question which interests all seamen, and is one which the NMU could never answer honestly.

The truth is that the NMU officials, most of them communists as charged by NMU President Joe Curran, had to save face with the rank-and-file membership. The NMU spent thousands of dollars on the Isthmian organizing campaign, only to wind up on the very short end of the vote.

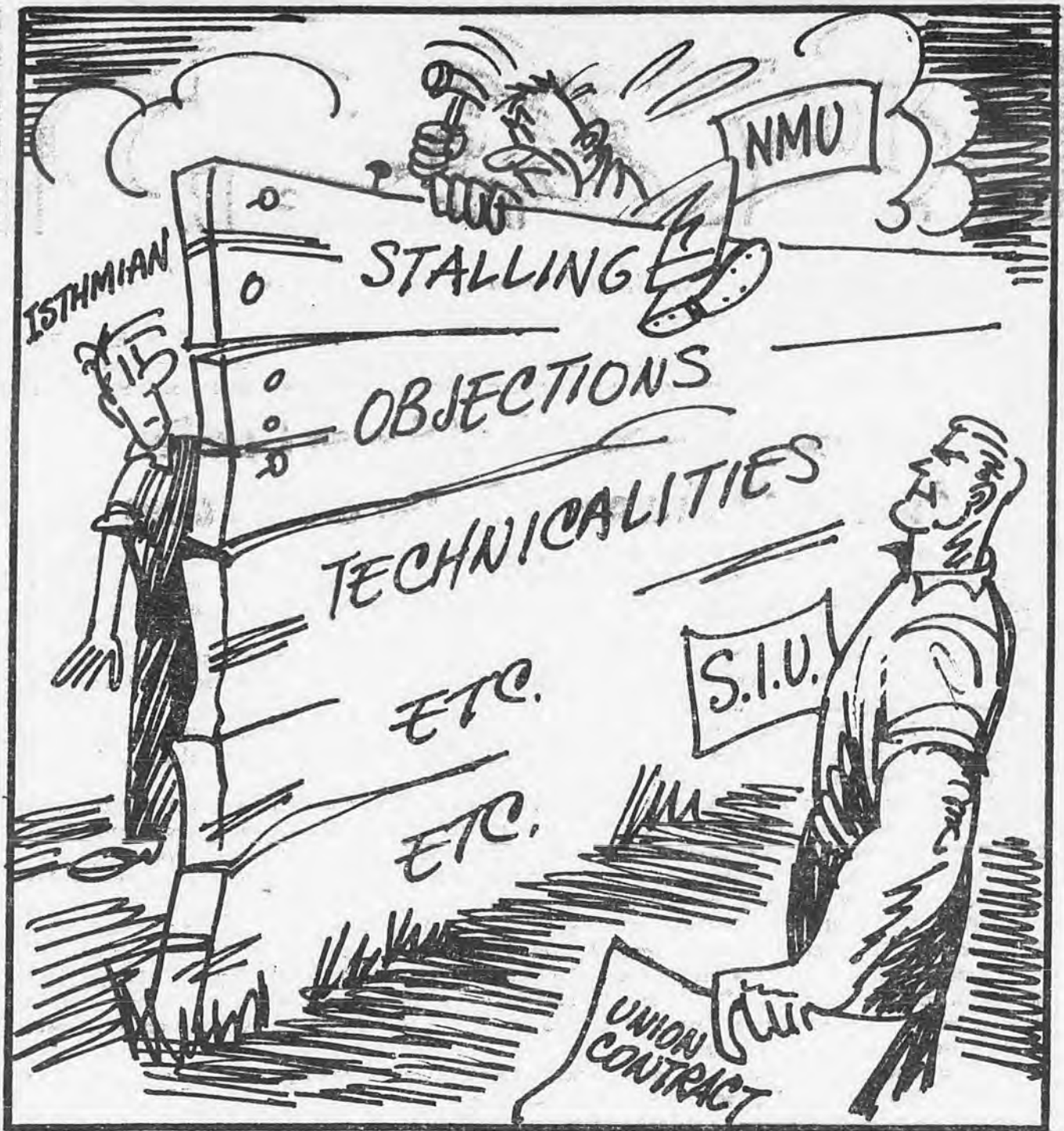
Of course, now it has come out that most of the money was spent on organizing for the communist party, and the NMU commissars had to raise the phony issue of collusion in order to hide their own dirty dealings.

All these underhanded tricks which the NMU has resorted to have resulted in just one thing. Isthmian seamen, who desperately need the representation of the SIU, have been denied that representation. If the officials of the NMU were being paid by the company, they could not have done a better anti-labor job.

The finky record of the NMU is well known to all U. S. seamen, but that union has reached a new, all time low in the way it has prevented unlicensed Isthmian seamen from enjoying the same wages and conditions which are contained in every SIU contract.

Isthmian seamen want the Seafarers, and we are confident that the NLRB ruling will open the way for the SIU to start the wheels moving to gain a contract for these exploited merchant mariners.

Still fencing around!



Men Now In The Marine Hospitals

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

NEW ORLEANS HOSPITAL

- A. BUCHENHORN
- C. PEDERSEN
- J. HARRISON
- G. CARUSO
- P. STOFFEL
- A. SANDY
- R. CHRISTIAN
- A. R. GUIDRY
- J. AMAYA
- H. DAUGHERTY
- P. La Cicero
- R. WRIGHT
- G. GREY
- H. HAMOND
- C. CASE
- F. HAMON
- J. O'NEILL
- W. BROSE
- C. MASON
- A. WALTERS

NEPONSET HOSPITAL

- H. BURKE
- J. S. CAMPBELL
- L. CLARK
- E. FERRER
- J. R. HANCHEY
- C. LARSEN
- L. L. LEWIS
- L. TORRES
- C. SCHULTZ

BRIGHTON HOSPITAL

- STANLEY WILUSZ (SUP)
- ED JOHNSTON
- HERBERT SWIM
- PAUL MADIGON (SUP)
- EMANUEL MOFIENE
- E. J. DELLAMANO
- DANNY BURLISON (SUP)
- PETER KOGY
- WILLIAM PARIS
- GEORGE MEANEY
- GEORGE MIDGETT
- MELVIN BROWN

BALTIMORE HOSPITAL

- THOMAS PHELPS
- GORDON RAY
- RAYMOND NICHOLSON
- MANUEL ROMERO
- MANUEL SANCHEZ
- WM. HENDERSHOT
- EDWARD CAIN JR.
- FRANK JASHOLSKI
- WILLIARD BANKHEAD

SAN FRANCISCO HOSP.

- AARON McALPIN
- J. HODO
- JOHN KREWSEN
- P. KOGOY
- J. RUBERY

Hospital Patients

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

Staten Island Hospital

You can contact your Hospital delegate at the Staten Island Hospital at the following tiems:
 Tuesday — 1:30 to 3:30 p.m.
 (on 5th and 6th floors)
 Thursday — 1:30 to 3:30 p.m.
 (on 3rd and 4th floors.)
 Saturday — 1:30 to 3:30 p.m.
 (on 1st and 2nd floors.)

- J. MINNAHAN
- W. PARIS

STATEN ISLAND HOSPITAL

- G. H. STEVENSON
- J. BURNS
- E. CARRERA
- A. M. BRANCONI
- R. G. MOSSELLER
- N. NEILSEN
- J. M. DYKES
- C. CARLSON
- E. E. CASEY
- J. M. BROOKS
- J. BUJEWICH
- F. NERING
- E. CHATARD
- J. B. CAUSEY
- C. MARTINEZ
- V. PLACEY
- A. RIOS
- MICHAEL PISKIN
- LEO RICE

ELLIS ISLAND HOSPITAL

- M. MORRIS
- W. B. MUIR
- D. McDONALD
- C. RASMUSSEN
- J. KOSLUSKY

REPORT FROM HEADQUARTERS TO MEMBERSHIP

By J. P. SHULER, Secretary-Treasurer

The last regular meeting was attended by me in the Port of Galveston, Texas, where I met with the Director of Organization Paul Hall to work out an efficient program in the organizing drive and the Branches in the Texas Area. While in the Texas Area, I visited the Port of Houston, where the Branch was closed down and Agent C. Haymond and Patrolman Tex Suit were transferred to the Port of Galveston. They are now operating out of that Port with the elected Officials in that port.

D. L. Parker, elected Agent in the Port of Galveston, submitted a letter asking for a 90 day leave of absence. This was granted by the membership at special meetings in all Ports and E. Shepard, International Organizer for the Great Lakes District was placed in the Gulf Area, to act as Agent in the Port of Galveston and to check the entire Gulf Area and report to Headquarters the necessary changes in that Area.

The Organizers for the Texas Area will operate out of Galveston, Texas. John Ward, who has been working out of the Port Arthur Branch, will cover Port Arthur and all the Sabine Area from the Port of Galveston.

An entire re-vamping of the Tugboat structure will take place in the future and the tugboat records and finances will be moved to Headquarters Offices where they will be handled the same as the Norfolk ferries and other similar set-ups are. The tugboat set-up at this time is still in an undetermined status and it will be necessary to inaugurate a completely new system before this matter can be straightened out so as to run properly.

The sub-branch in Corpus Christi was closed and also the Branch of Port Arthur. Things are pretty bad in the Texas Area and the membership in the Port of Galveston took action to straighten this area out.

TROUBLE MAKERS

There are a number of gas-hounds around the Port and a number of so-called Wobblers that were giving everyone a bad time. This has been straightened out to an extent and this situation should be completely in hand in the future.

In closing down the Branches of Houston, Port Arthur and Corpus Christi, the Union will

ies will be centralized in one Port.

All Ports have been notified that their weekly financial reports must be submitted on Saturdays for the previous week. This has been done by several of the Ports and the General Fund jumped up quite a bit on the last Headquarters Financial Report. In keeping these financial reports up to date, the Union will always have a true picture of its actual finances.

The Port of Tampa has not submitted a financial report since April 12. The Agent has been notified that the reports must be submitted immediately or it will be taken before the membership for action.

At this time, all Ports, except the Port of Boston, are operating with the number of representatives laid down at the 1947 Agents' Conference. The membership in the Port of Boston has requested that the Secretary-Treasurer survey that Port and as soon as the Gulf Area is completely straightened out, this shall be done.

CONTRACTS AND NEGOTIATIONS

Robert Matthews, Headquarters Representative, and E. S. Higdon, Philadelphia Port Agent are now negotiating an agreement with Mathiasen Tankers and they report they are making good progress and that an agreement that will be satisfactory to the membership will soon be reached with this company.

William McLaughlin, from the Canadian District of the SIU, and James Hanners, A&G Jacksonville Port Agent, have just completed negotiations with the Seaway Lines, Ltd. They got a closed shop agreement. The seamen received a 100% increase in wages in all ratings, and in some instances, more than 100%. The working rules are the same as the P&O SS Company's as this is a passenger line with practically the same operations as the P&O.

Heretofore, no overtime has been paid by this company and now everything in excess of eight hours and all other overtime applicable to the P&O SS Company will be paid by this company.

MERCHANT SEAMEN'S ANCHORAGE

I am in receipt of a letter from George T. "Charlie" Noble, Secretary of the Merchant Seamen's Anchorage, expressing all the virtues and benefits of this Organization. He requests that a retraction be made in reference to the last Headquarters Report to the membership on this set-up.

The only thing that was said in that report in reference to the Merchant Seamen's Anchorage is that it will bear investigation. Acting upon George T. "Charlie" Noble's request that I retract this statement, it is hereby retracted. Possibly this outfit will not bear investigation.

In another part of the letter I am asked to retract the un-

complimentary remarks made in reference to Mrs. Charles Brown, generally known as "Ma." The only statement made in Headquarters Report in reference to "Ma" Brown was that she spear-headed this Merchant Seamen's



Anchorage and was formerly attached to the United Seamen's Service. If either of these are uncomplimentary, then it is "Ma" Brown's fault, and not the SIU's.

REINSTATEMENTS

At a regular meeting held in New York on August 14, 1946, a resolution was accepted and concurred in by the membership and later concurred in on a coastwise basis by all Ports that no man be reinstated into the SIU if he was over 12 months in arrears in dues and/or assessments. Regardless of the fact that communications have been sent to all Ports in several instances on this, Agents and Patrolmen in different Ports are still disregarding the membership's wishes and reinstate men from 1 to 5 years in arrears. In some instances, the buck has been passed to the rank and file membership by electing committees who recommend reinstatements.

This practice should be discontinued immediately and will be brought to the membership's attention in every instance where it occurs. It is hereby recommended that any further infractions of this rule by any official of the Union be penalized by a recall vote on the offender. Such action is sometimes necessary because of the fact that some of the officers of the Union disregard the membership's wishes and take matters into their own hands which, if allowed to continue, would destroy the rank-and-file rule of the SIU, which is its backbone.

RECOMMENDATIONS

The attorneys for the SIU have been notified by the NLRB that the Sun Oil has an agreement with the Company Union which is in effect for three years and that it will be three years before an election can be held in that company. Therefore, it is recommended that inasmuch as Marcus Hook Branch was opened for the purpose of organizing Sun Oil, that the Marcus Hook Hall be closed as per the motion made from the regular meeting in New Orleans on May 7, 1947.

Here's The Lowdown On What's Really Happening On The Lakes

By PAUL WARREN

DETROIT—First off, let's do a little resume of the National Labor Relations Board hearings, elections, etc., which are scheduled to come off in the near future. This is in order to keep you posted on what's what in the Lakes area, and let you know the complete score on the results of the SIU organizational drive on the Great Lakes.

On the two Huron ships—the SS Crapo and SS Boardman—the election date has been narrowed down to sometime this week. Under the terms of the consent election, the company is supposed to notify the SIU, NMU and NLRB 24 hours prior to the ships being brought into Detroit, and then the elections will be held in the crew's lounge forward in both boats. Now, we know it will be between the 1st and 7th.

After having been in contact with the Huron seamen ever since the start of the fit out, I can truthfully say that the SIU is going to win this election hands down. These Brothers, at least the ones to whom I've talked, have assured me that they all want the SIU. We're taking their word for it. That's why we know the Huron boys are all set for that good old SIU contract bringing SIU conditions.

NLRB HEARINGS

On the morning of June 5, an NLRB hearing on Hanna was held, and we should be able to set the date for the Hanna election in the very near future.

Many of the Hanna crewmembers have been in contact with this office and with me personally, and they have all expressed practically the same sentiments. That is, they want the election over in a hurry, and they're all rooting for the SIU. It won't be long now!

As far as either the Lake Sailor's Union (LSU) or the National Maritime Union (NMU) are concerned, neither of these outfits pose any threat to the SIU in the winning of elections on the Hanna or Wilson vessels. Every time either one mentions the fact that they have a future program for this, that or the other thing, the men laugh.

Then, they point to what the SIU has already accomplished on the Lakes this year. First, the reduction of the week on the passenger boats to the current 44 hours. Second, the first 40 hour contracts on the Lakes for the sandboats. Next, the current SIU negotiations with all contracted companies which will bring a 40 hour week to all of them.

WYANDOTTE STATUS

At the present time, the Wyandotte election is still being temporarily delayed by the NMU. This outfit has filed a number of unfair labor charges against the company in an attempt to forestall the election. All of these charges have so far been tossed out, and only one of them remains to be disproved.

In the first place, the NMU hasn't the slightest possible chance of winning the Wyandotte election. They couldn't even produce enough pledge cards, only 10 percent is required, in order to intervene and be placed on the ballot. Now, when

their phony charges are killed, they'll not even be on the ballot.

Actually, we'd really like to see the NMU have a place on the Wyandotte election ballot. Then, the Lakes seamen would see for themselves how badly the NMU would be repudiated. Do you think their stalling is making the Wyandotte seamen any fonder of this bunch of phonies? Hell, no!

Every day the election is prolonged, the SIU becomes that much stronger. Ask any Wyandotte seaman. He'll tell you!

NEW BULLETIN

In line with the many requests we've received for more detailed information regarding hearings, elections, and news of special interest to the unorganized seamen on the Lakes, we're issuing our first Weekly Organizational Bulletin this week.

This Weekly Bulletin will be a feature for the balance of the 1947 sailing season. It will be shipped out to the various ports for general circulation on the Lakes. When you see an SIU organizer ask him for one, if he hasn't already given you the latest issue.

We're still giving the SEAFARERS LOG the widest possible circulation because everyone swears by the LOG as being the only seamen's paper on the Lakes that gives them the real facts straight from the shoulder. However, the new Bulletin merely supplements the LOG, and is not meant to replace it or cut down on its circulation.

If you like this newsy little Bulletin, drop into one of our halls and let the organizer or Agent know what you think of it. If you don't see one of these guys, then drop us a line. We'd appreciate it, and will be only too glad to answer any and all letters.

Send them in to the SIU Organizer, Seafarers International Union, 1938 Third Street, Detroit 26, Michigan. We'll be glad to hear from you.

ILG Convention In Cleveland On June 16

NEW YORK — Nearly 1000 delegates to the 26th annual convention of the International Ladies Garment Workers, AFL, convention will gather in Cleveland on June 16.

Hundreds of resolutions have been received by the ILGWU's national office here for proposals to the convention. They cover such issues as the current anti-labor drive, political action, labor unity, housing and rent control, guaranteed annual wage, Palestine, refugees and displaced persons, aid to democratic Italy and organizational drives.

The ILGWU was founded 47 years ago by nine workers, the ILGWU's paper recalled editorially last week. The nine represented some 2000 men and women, nearly all of them cloak-makers. "Today that fledgling has grown to giant proportions—a membership of 380,000, with more than 400 locals scattered over 38 states and four Canadian provinces the ILGWU today is truly an 'international' union."

FINANCIAL REPORT



save a hell of a lot of money and will be able to operate more efficiently than it has in the past inasmuch as all of these activ-

MEET THE SEAFARERS



Volunteer Organizer

Roland Strom is as hardy and militant a Seafarer as any Union man would want to meet. With a sailing record that dates back to 1911, Brother Strom's enthusiasm hits a high pitch when he takes off on the subject of trade unions, particularly the one he so solidly believes in and works for. That one, naturally, being the SIU.

As with most oldtimers, Strom is in a position to know what a boon the Seafarers is to the men who sail the seas. He is able to recall very easily the long hours of work, the substandard pitance and the unanswerable abuse that was the lot of seamen not so very long ago.

Brother Strom, who, by the way, is a Bosun, is therefore qualified to compare the "then and now." The top wage and working conditions won by the Seafarers and set forth in the best contracts in the maritime industry has so changed the picture that men who have since sailed into the Great Beyond wouldn't recognize the waterfront were they granted a peek at it today.

And it is men like Roland Strom, oldtimers and youngsters alike, who have brought about that change. For they are the salt and substance of the Seafarers.

Strom, whose 36 years of sailing took him through the two World Wars, is an ardent Seafarer. He worked diligently and effectively for the SIU in the important Isthmian campaign, during which he sailed on three of that company's vessels: the Poland Victory, Sea Triton and Sea Fiddler.

ISTHMIAN VOLUNTEER

His enthusiasm is, perhaps, best expressed by his own words, which were given in testimony at the recent National Labor Relations Board hearings, where he was an important witness.

When the NMU's attorney questioned Strom as to his activities aboard the Isthmian ships, it was revealed that the doughty SIU Bosun had been doing voluntary organizational work.

"And why not?" asked Strom at the hearing. "I do not see any crime in that. I have been a union man since 1914, which I have proof of right here."

The militant Seafarer's union days started in 1914, when he joined the National Seamen's and Firemen's Union of Great Britain and Ireland. It was as a member of that union that he served during World War I.

ATTENTION!

When you are in Texas ports be sure that all crew replacements sent aboard your vessels are shipped from the Galveston Hall. This is the only port open in Texas at present. Anyone coming on board as a crew replacement who has not been shipped from the Galveston Hall is to be classed as a fink.

Protect your jobs! Protect your Union! Keep the finks off the ships we fought so hard to bring under contract!



ROLAND STROM

Brother Strom was working ashore—as a union man, of course—when the United States entered the war. When the nation issued a plea for experienced merchant seamen, in 1942, he rushed out of retirement to take his place on deck. It was then that he joined the SIU, which was the embodiment of all that he thought a militant organization of seamen should be.

Although there were many tough trips for him in the four war years, one stands out in his mind as the one he most likely will remember longest. It was the one aboard the SS John Stevens which had been assigned to carry 700 troops from Norfolk to a Mediterranean port.

En route, the Stevens became separated from the convoy of seven ships. Their position, to say the least, was a bit precarious. For despite a congressional ruling that no ammunition ships could carry troops, "we had both," Strom recalled.

ATTACKED BY PLANES

As the Stevens approached Oran, Strom continued, 21 escorts came out from Gibraltar to convoy them into the African port. The troops were disembarked in the early morning and the Stevens pulled out to wait and take its station in the 80-ship convoy.

Suddenly out of the haze, two advance enemy planes appeared. They were heading for the convoy, followed by waves of torpedo and bomber planes, flying under cover of smoke screen.

"It was 9:10 a. m. and I was at the wheel," Brother Strom pointed out.

"As the planes zoomed over the Stevens, our guns blazed away. We shot down two, and possibly accounted for a third."

"And not a one of the 80 ships was lost," the Bosun said with a smile.

"You can imagine the laugh we got the next morning," he continued, "when our radio picked up 'Dirty Gertie from Bizerte,' broadcasting over the Nazi radio that 24 ships of the convoy were sunk or burning."

Queried as to his plans for the future, the rugged oldtimer replied—as if the answer should have been obvious:

"I'm going to keep on sailing, of course. I was born for the sea and I guess I'll just keep on going that way."

Selling Ships To Foreign Countries Will Destroy U.S. Merchant Marine

By "CUT and RUN HANK"

With all the analyzing and advising this special Merchant Marine Advisory Committee to President Truman is accomplishing in regards to the present and future position of the American Merchant Marine, I stop to think, and I hope this special committee of outstanding business men (who are not connected with the Maritime Industry) will also stop to think, whether they will disregard the following phases which this article is mainly based on. Whether the Congressional Merchant Marine Committee or this newly-born Advisory Committee of wealthy landlubbing businessmen knows it and won't regard it seriously, or it doesn't know it, I believe and shall bet a deflated American dollar that there are two outstanding threats to our Merchant Marine—threats which are already in ridiculous existence or shall soon be permanently so, if allowed.

The first threat is revealed plainly enough in the following paragraph from a recent newspaper article: "Goods purchased in this country for shipment abroad and financed by credits extended by the Export-Import Bank no longer have to be carried exclusively in American ships. It was learned here yesterday that the Maritime Commission has interpreted the so-called 'tonnage-clause' in Export-Import Bank loans to require that only 50 per cent of the exports financed by United States government credits need be carried in American bottoms. The Maritime Commission made this interpretation some time ago in the case of Italy and has recently informed Norwegian authorities that they are at liberty to draw on their \$50,000,000 Export-Import Bank credit so long as a 50-50 balance is maintained between American and foreign-flag ships."

"The policy that required use of American tonnage in shipping abroad goods purchased here was never considered a 100 per cent prohibition on the export of this merchandise in foreign bottoms. It was stipulated that American ships had to be physically available, an exception to the general rule which is understood to have frequently permitted use of foreign ships. The American shipping industry while insisting that loans made by this government should be utilized partly to build up the country's merchant marine, has never been adamant that all merchandise purchased in this country through foreign

loans be shipped in American vessels."

In other words, our government will now allow 50 per cent or probably more of the foreign ships to carry cargo from this country. This ridiculous stab-in-the-back idea or law will affect our merchant marine in more ways than one. How can we maintain or desire to have a large merchant marine, essential to our prosperity and national defense, and providing full employment for all our merchant seamen, if we allow the foreign ships to take away most or even half of American manufactured cargoes?

OUR OWN WELFARE?

Isn't it rather ridiculous to shove aside the welfare of our own ships and seamen while we easily loan billions of dollars to other countries, cheaply sell them our laid-up merchant ships and then finally allow these foreign nations to carry so much of American cargoes in their cheaply-operated ships? Picture the future of the American Merchant Marine! It most certainly will have to be a small fast fleet while the rest of the world will have bigger and busier fleets!

"Labor is opposed to transfer to foreign flags," said Joseph Carson, recently appointed member of the Maritime Commission, "and I don't blame labor for taking that view . . . I am not referring to high wages or respectable living conditions—I believe passionately in both. American seamen, like all our citizenry, are



entitled to economic and working conditions in keeping with American standards of living, but at the same time they must know they are expected to produce with an efficiency that has made American's industrial output able to meet almost any world competition."

Here's a man on the Maritime Commission who has realized what the future holds for our merchant marine if we allow the foreign ships too much of the trade which we should keep for our own ships and men.

Our second threat is a permanent one, it seems. From the end of the war the government rushed into selling as many of our laid-up ships as they could to the foreign nations, never realizing however, that our presently prosperous fleet will eventually decrease when all the world's ships start importing and exporting cargoes. Shipbuilding is increasing in the world. In five years or sooner the foreign nations will have stopped our Merchant Marine.

With the ships we sold them and the ships they shall gradual-

ly have built in foreign yards, our Merchant Marine will suffer—as well as our seamen.

We have allowed the crime to be committed. What the country of Panama has in her possession in her ships will always be an economic weapon cutting our trade. She may never get another ship from the U. S. but her ships will always carry cargoes, American, and foreign.

BUILD FOR FUTURE

With Panama and her huge fleet of ships, the country of Honduras, and then England, Norway, Sweden, France, etc., you can see the ridiculous picture of how we have forgotten our own Merchant Marine—for the future. The criminal mistakes our government committed since the end of the war will hit us—and hit us hard—later on. To see what happened here's another news item: "Except for the sale of Liberty ships to operators in those countries which still need to replace tonnage destroyed during the war, the Maritime Commission plans to sell very few of the remaining war-built vessels to foreign countries. Applications for 670 vessels are pending. American flag-line operators are seeking 94 ships and the foreign-flag lines are seeking 576 ships. Of the ships sold so far, up to the third month of this year, 831 vessels were sold for foreign registry."

For example, here's what one foreign country is doing, and if we don't halt the practice, it will be regrettable later on. "The new India Shipping Line has a fleet of eight modern vessels, (all Victories), six of which were purchased in this country. The government of India, it is pointed out, is anxious that no longer shall the entire export and import trade of India be carried in foreign bottoms."

Well, if the government of India does such a thing, for the welfare of her own ships, seamen, shipping operators and other business corporations, then what will prevent other countries from doing same?

It is only natural to think that the United States will be the last country to wake up when the other nations have their desired fleets. What we do now to preserve and strengthen our own Merchant Marine will either save or ruin it in the next five or ten years.

Today, we have an imperfect balance of minds, ideas, laws and plans affecting or concerning the American Merchant Marine. While there are some fine things being accomplished or planned in several phases of the Merchant Marine there are a few other things being allowed to destroy or weaken it in slow-death fashion.

Let's not fall asleep again. All phases, especially the two which were revealed in this article, involved in our Merchant Marine should be immediately analyzed (not only for the present but also for the future) and swiftly repaired for the benefit of the Maritime Industry, the merchant seamen threatened with eventual unemployment and the prosperity of all American businesses and national employment.

Attention Members

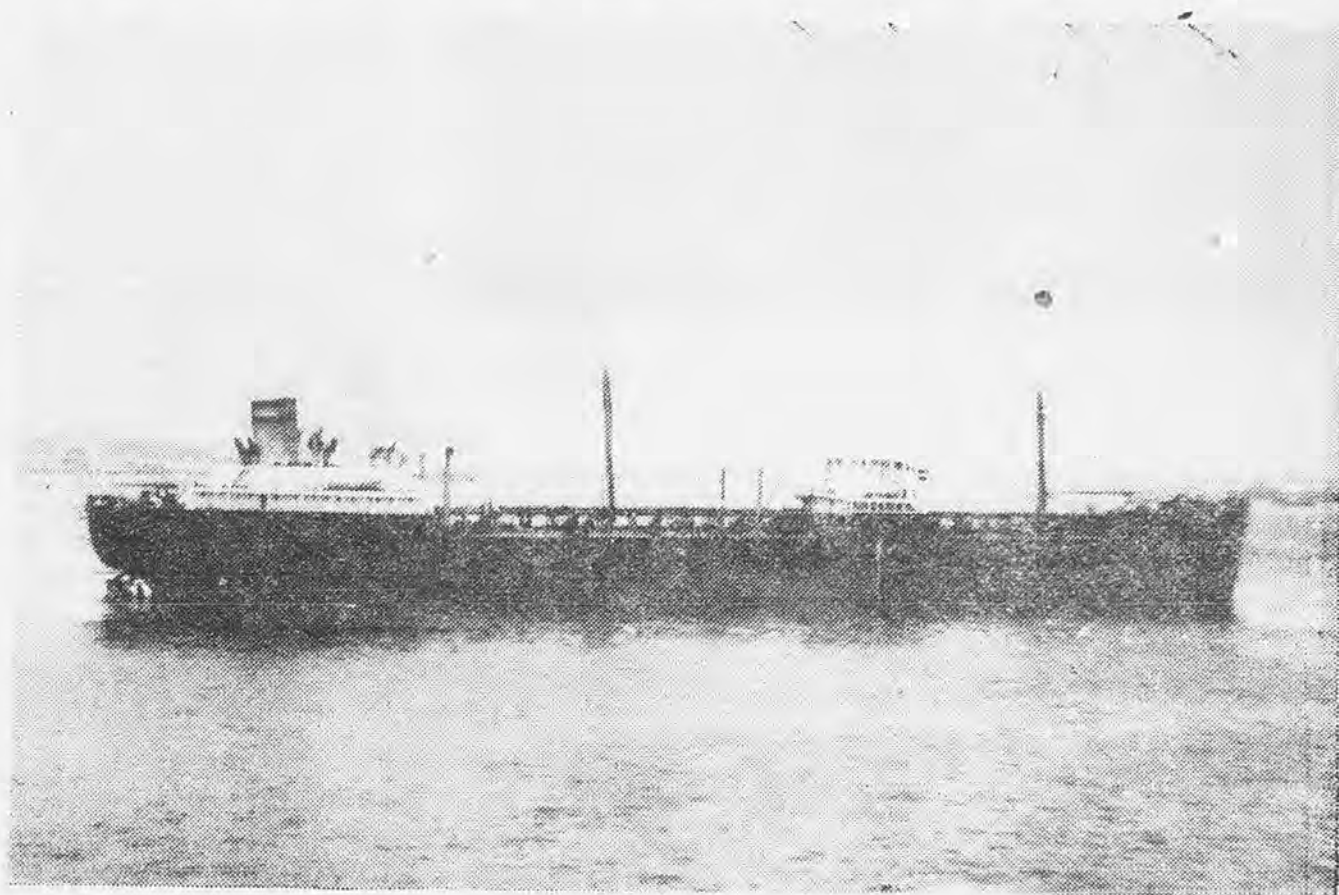
Each man who makes a donation to the LOG should receive a receipt in return. If the Union official to whom a contribution is given does not make out a receipt for the money, call this to the attention of the Secretary-Treasurer, J. P. Shuler, immediately.

Send the name of the official and the name of the port in which the occurrence took place to the New York Hall, 51 Beaver Street, New York 4, N. Y.

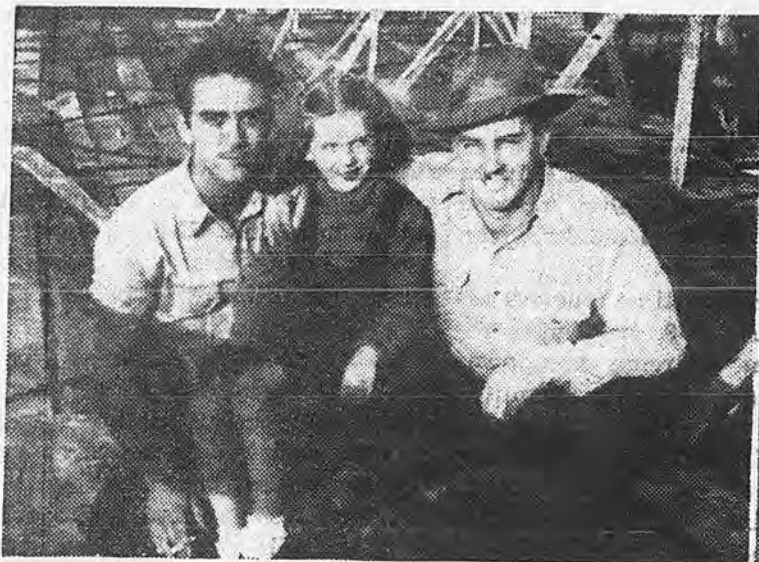
Madaket Crew At Work And Play On Long Atlantic Ocean Voyage



It's not all work on a ship these days—at least not if you have an SIU contract to protect you. These SS Madaket crewmen take time out for a little relaxation. Anyway, as pictures at the bottom of the page prove, there wasn't much work for the men to do since the First Mate tried to do everything himself.



The above is an excellent picture of a tanker, passed by the Madaket at sea. Considering that the vessels were headed in opposite directions, the pitch of the Madaket as she rode the waves, and distance between the two ships, this is one of the best "crossing paths" pictures that the LOG has ever printed. Don't know the name of the tanker, or of the Seafarer who took the picture. The rolls of film were brought into the LOG office by N. Y. Stewards Patrolman Ray Gonzales, who made the ship.



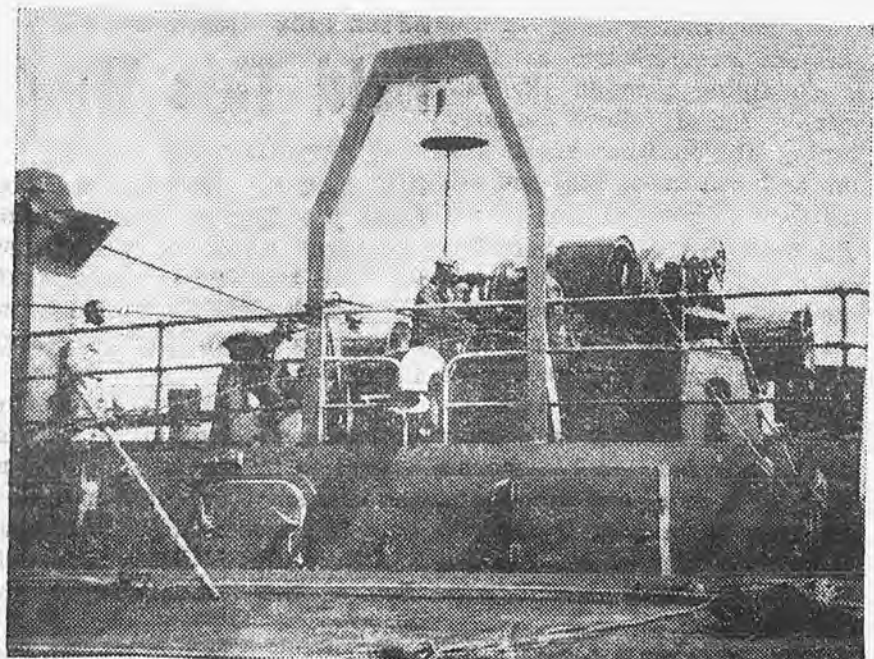
This little girl, one of the passengers, was an instant hit with the Seafarers crew. All wanted to have their pictures taken with her, and these men above were successful. Others of the passengers also made a hit with the crew, as the pictures on the right will readily prove.



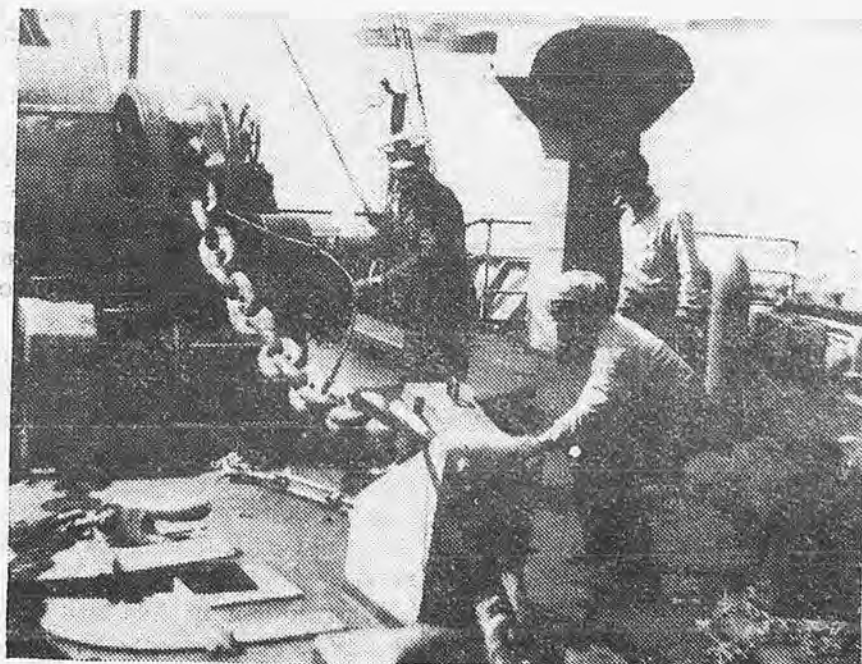
Another "little" girl who made friends among the crewmembers is pictured above. When the pictures appearing on this page were handed in to the LOG, one of the Seafarers made sure to remark that the pictures did not do the young lady justice. Well, she can't be much better looking.



"Getting Into The Act" could very well be the title of this picture. That's the way it always is—a pretty girl appears on the scene and everything comes to a halt while all the males look and sigh. This picture is a little blurred, probably because the cameramen was blinded by the young lady's beauty.



Hard at work is this First Mate, unaware that his picture is being taken for all to see. According to members of the crew, the Mate heaved-ho with a vigor, but wasn't much better than the newest OS.



Here's another view of that hard working Mate. It seems that no matter how vigorously he worked, he never took off his high pressure cap. That was about the only thing that marked him as an officer.



But the Mate wasn't the only one who worked. Here is a crewmember on his way to his post. Sorry, no pictures of him actually working.

BRITISH BROTHERS



When a couple of British ships came into New York harbor, the crewmembers decided to come up to the SIU Hall for a look-see. They were conducted on a tour of the building, and then they were brought up to the LOG office for a picture. Another picture of the second crew appears on page—.



"It's sure a shipshape set-up," these British seamen declared after going all over the SIU New York Hall. The men are members of the British National Union of Seamen and so they know what a union should be like. According to them, the fame of the SIU has spread all over the world. "Wherever we go," they said, "the SIU is well known, and the LOG is the favorite seaman's paper. During your General Strike, we were all with you, and if you button up Panamanian ships, we're sure that seamen all over the world will support the SIU."

Alien Seamen, Once War Heroes, Rewarded By Prewar Restrictions

(Continued from Page 1)
shall be citizens of the United States, native-born or completely naturalized.

Passenger vessels granted subsidies

(b) For a period of one year after the effective date of this chapter upon each departure from the United States of a passenger vessel in respect of which a construction or operation subsidy has been granted, all licensed officers shall be citizens of the United States as defined above, and no less than 80 per centum of the crew shall be citizens of the United States, native-born or completely naturalized, and thereafter the percentage of citizens as de-

defined above, shall be increased 5 per centum per annum until 90 per centum of the crew . . . shall be citizens of the United States, native-born or completely naturalized.

Aliens: conditions of employment

(c) Any member of the crew, not required by this section to be a citizen of the United States, may be an alien only if he is in possession of a valid declaration or intention to become a citizen of the United States, or other evidence of legal admission to the United States for permanent residence. Such alien, as defined above, may be employed only in the Stewards Department on passenger vessels.

Insofar as alien seamen who are members of the Seafarers International Union are concerned there appears to be no cause for alarm at this moment.

This department has been checking into the implications of this new ruling on our alien Brothers and, on the basis of incomplete information available at press time, the number of SIU-contracted ships involved may be negligible.

GOVT. REPUDIATION

Nevertheless, it is most regrettable that the government, which clamored for the help of aliens when its existence was threatened, should now repudiate these very same men who responded to the call and served so heroically.

This reversion to the prewar regulations is, bluntly, a slap in the face to every alien seaman who went down on an American ship.

Under the wartime waivers established April 3, 1943, as a result of the extreme manpower shortage, aliens were permitted to fill up to 50 per cent of the unlicensed posts on American vessels.

The lifting of the waiver June 1 was touched off by President

Truman when he signed on Dec. 31, 1946, his declaration marking the end of hostilities.

The return to the more restrictive employment of alien seamen was originally scheduled for March 31 last, but vigorous protests were launched in Washington by such seamen's representatives as President Harry Lundeberg and Vice-President Morris Weisberger of the SIU, both of whom appeared in person. As a result of their efforts an extension of the waiver was granted until June 1.

While in Washington Brothers Lundeberg and Weisberger also brought pressure to bear in an effort to obtain citizenship for alien seamen who had served during the war. Action on this proposed legislation is still pending.

UNFAIR RESTRICTION

As for the restrictions again placed on alien seamen this week, we wish to point out it does not mean they can no longer sail. It merely restricts the number of aliens American ships may carry in her crew.

But at the same time, we must add that it is entirely likely that a much greater number of ships may be subsidized in the future, thus leaving fewer jobs available to alien seamen.

In view of the regulations just invoked, and of the possibility of an increased scope of subsidization, we must repeat what we have been urging for the past many months. And that is the urgent advisability for all alien seamen to immediately make every effort to gain legal entry into the United States, and to take steps to procure their first citizenship papers, in every case possible.

As the situation stands at present this is about the only way these men can free themselves of the restrictive measures of this peacetime law.

The Special Service Department is still accumulating data in order to determine the net effect of this change in regulations on alien seamen within our organization. As soon as our compilation is complete, this information will be released to the membership through these columns.

Real Brotherhood Found In Men Who Go To Sea

By "STEAMBOAT" O'DOYLE

We all know that the SIU motto is "The Brotherhood of the Sea," but how many of us ever stop to think just what this means?

The SIU is more than a mere union for bettering conditions. Unlike shoreside unions, it is also a fraternal organization, a lodge, a brotherhood. We of the SIU are not merely fellow workers, but friends and shipmates.

We have not only worked together, we have lived together, got drunk together, and even faced death together.

Every one of us has hundreds of old shipmates with whom we share all kinds of memories—memories of laughs and tears met with in the most remote parts of the world.

Whenever you meet a Seafarer, you meet a buddy ready to give you a helping hand. There is no price you can set on comradeship of this kind.

Go sit in a corner of the Hall sometime, watch the crowd awhile, and you will see guys suddenly clasp each other's

hands, their faces light up in a sudden grin as they shout greetings and cusswords at each other in laughing voices.

Two old shipmates have met up with each other again after putting thousands of miles of blue water between themselves. It is like running into a long lost brother.

Down to the ginmill they go, to drink a beer and reminisce of

Evangeline Sails On Regular Bermuda Run

The SS Evangeline, Eastern Steamship Lines Company, will sail from New York tomorrow, June 7, on her regular run to Bermuda, Nassau and the Bahamas. Other departures from New York are scheduled for June 18 and 28, and at approximately 10-day intervals throughout the summer months.

Among the Evangeline crew is Fred Hart, former Stewards Department Patrolman in New York.

rollicking nights in faraway ports, to recall an old ship or a missing buddy. Is there any better feeling than this to relive for a moment a joke, or a close call, with an old friend?

Shore dwellers can know nothing of this feeling of brotherhood, of one for all and all for one. The hectic life of the land keeps them too busy fighting each other and working against each other.

We of the sea, however, work together and fight together all the time against our common foes whoever they may be.

We remember the miserable and vicious conditions of ship life before we got together and licked them together. We remember the fascist beast that roamed the sea, making it a thing not of freedom, but of terror.

Who among us has not lost a shipmate or a pal in the war at sea, the war we fought together and helped win together.

Yes, we of the SIU are comrades in all things. Sometimes you know just what this means in the solemn moment when a

whole meeting stands hushed in memory of our brothers lost at sea.

A FRIEND, INDEED

Or perhaps it is only in some waterfront ginmill when, as the chairs are swinging and the bottles go flying through the air, suddenly see a fellow Seafarer grinning at you from across the room and you know that you are not fighting alone.

All through the ages there has been a feeling of deep fellowship among the men who share the hard lonely life of the sea.

There is something about the sea that draws her sons together. Perhaps it is because only they have fought her terrible storms when she is in an evil mood, and only they have been rocked in her gentle arms when, changeable as a woman, she again grows quiet and calm.

Oldtimer, youngster Norwegian, Greek, American—yes, even NMUer and Seafarer, we are all drawn together in a bond of friendship—"The Brotherhood of the Sea," that is what our SIU motto means.

Huron Election Held This Week

DETROIT—Dated May 23, the SIU recently received a letter from the Huron Transportation Company notifying the Union that the two Huron ships would be brought into Detroit for the election some time between June 1 and June 7.

According to the stipulation of the consent election on Huron, agreed to by the SIU, NMU and the company, the election was to be held between May 15 and June 11. Now, the SIU has been notified of the latest date on this election.

Whenever the two Huron ships are brought into Detroit, the SIU is to be notified 24 hours in advance of the actual election time. This is in order that the observer will have sufficient time to adjust his schedule accordingly.

New Galveston Branch Officials Inherit A Fouled-Up Situation

By EARL SHEPPARD

GALVESTON — Most of you fellows are aware that I assumed office here as Galveston Port Agent Monday May 26, 1947 as per the membership concurring in Secretary-Treasurer J. P. Shuler's report.

The former Officials of this Port were, in my opinion, absolutely non-cooperative in the matter of turning over the Union's funds and property in this branch. This opinion is substantiated by the three men auditing committee elected for the purpose of taking inventory who made special note of the fact.

This was regrettable inasmuch as the Union was the loser in this matter. The committee also pointed out that there were several differences in the number of dues receipts supposed to be on hand in the branch. This too was pointed out by the committee and headquarters instructed to take action on same.

You will note from the reading of last week's financial report that there were a number of bills paid. These consist most-



ly of bills which were allowed to accumulate over a period of time. There are still some more of these back bills left and we hope we can have enough income to square them away without having to send to headquarters for money to do so. This branch has been a financial drain on the Union long enough.

The Union in this area has not been in too healthy a condition. Up until recently representatives of the Merchant Mariners Club were allowed to solicit membership in the Hall. Besides this, SIU members were told that to ship from the SIU Hall a fellow should join the IWW.

BOTH VIOLATIONS

Both of these things were and are a direct violation of SIU policy. In the future any man pulling either of these two capers will have charges placed against him. In the meantime, any one who has been sold membership under these pretenses in either of these two organizations is to call it to the attention of the Port Officials.

There are several more matters in the Branch which will need considerable work before being cleared up. Former Patrolman Ted Cummings disappeared from the Port the same time as did all the local Tugboat financial records.

At the same time, numerous receipts, money, etc., of the Canadian district of the SIU, which according to former Agent Parker were in the hands of Cummings, also walked off. Headquarters has notified all ports that Cummings is not to be allowed to ship until these matters are clarified.

Two vessels paid off here since last meeting. They were the SS Signal Hills, a Pacific Tanker, and the SS J. D. Ross, a Waterman bucket. All the beefs on these ships were squared away to the satisfaction of the crews.

A beef regarding the skipper of the Tanker as well as the Chief Steward is still pending. The FBI is holding both of them regarding a bunch of missing ship's gear.

The Patrolman pulled three men's permits on the Signal Hills for performing and conduct unbecoming a Union man. The days of performing and gas-hounds raising hell around this Port has come to an end.

This Union is too big and too damned good to tolerate some of these Union wreckers any more. There are a couple of these people coming up on charges tonight.

The committee elected to handle their cases will bear in mind that if these characters are allowed to tear down this Union then eventually we will all be screwed up. Bear down on them and bear down hard.

Shipping should continue fair in this Port and there are several scows expected in the next few days.

The new Officials ask that all of you fellows co-operate in putting Texas back on the map of the SIU.



NO NEWS??

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

- NEW ORLEANS
- DULUTH
- MOBILE
- NORFOLK
- SAN FRANCISCO
- JACKSONVILLE
- MARCUS HOOK
- MONTREAL
- SAN JUAN
- BALTIMORE
- SAVANNAH
- CLEVELAND

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

Shipping Slows Down In Toledo But For The Time Being Only

By JOE SHIMA

TOLEDO—Things remain the same here in regard to shipping. It's slow in our Hall and at the LSA hall, too.

We still have the usual run of questions regarding membership in the SIU, and asking our opinion if shipping will pick up. The first about the SIU is easy to answer, but the second is a little more difficult. We're not enough of a prophet to predict whether shipping in Toledo will pick up or not. It depends on many things.

The Conneaut of the Wyandotte Transportation Company was in last week, and she seems to be in tip top condition as far as the SIU is concerned, just like the other three Wyandotte ships.

A couple of men off an Interlake ship dropped into the hall. They were fired off one of these PM scows for talking union. Of course, the company used the usual smoke screen, and blamed it on to some other reason.

JOB SECURITY

This is something that's going to be a thing of the past one of these days. Soon, when the entire Lakes is united under the SIU banner, job security will mean something. Lakes seamen will then be able to speak their minds freely, without fear of any company coercion.

Whenever one of these open shop outfits pulls a fast one, just as was pulled on its PM ship, it makes the unorganized Lakes seamen realize how much they need the protection and security of an SIU contract.

The day is fast approaching on the Lakes when freedom of

speech, and all of the privileges guaranteed under the Bill of Rights, will be for all Lakes seamen.

Only when you are a member of the SIU, with an SIU contract giving you SIU conditions and protection will you be secure in your job and secure in the knowledge that the strength of the SIU, of the AFL Maritime Trades Department and 8 million AFL Brothers is behind you!

Port Houston Closes As SIU Moves To End Needless Spending

By CHARLES HAYMOND

HOUSTON—The SIU Hall in this port closed on May 24. Its closing was preceded by the shuttering of the Halls in Port Arthur and Corpus Christi. All business formerly transacted in the three ports will now be handled from Galveston.

The main reason for these moves was purely economical. For a long time these Texas ports have been a financial drain on the Union, and the Agents Conference recommended that steps be taken to economize in all phases of the Union's apparatus.

This was concurred in by the membership in all ports, and all Agents and other officials of the Seafarers International Union should abide by the decisions of the membership. Otherwise they do not deserve to be officials of the SIU.

Shipping Very Good In Philly; Rumor Has Regular Run For Port

By E. S. HIGDON

PHILADELPHIA — I see by one of the Philly newspapers that the cost of living has gone up in the Philadelphia area. According to this article, since 1939 the cost has soared to the unbelievable height of 105 percent. I wonder if the Industrialists ever take time out to read this kind of an item.

It looks like business is starting to boom again in the City of Brotherly Love. Shipping is very good, and we are very short of good old ABs. It has been rumored around in Sonia's Emporium, in booth one in rear of the beer, that a certain company with two ships a week is going to make Philly its home port.

Well, if this gas is real, that will be right in line for some of the natives and will be quite a help to the Port.

The Labor Unions here in Philly are becoming union-minded. I understand that Harrisburg, Pa., is flooded with letters of protest from union men from all crafts protesting the phony Kephart Bill to close all Union hiring halls. I guess by now our esteemed legislators are confronted with the real facts, that the rank and file members of craft unions and not only the officials, as they thought, want to have their own union hiring halls. As previously stated, these Representatives and Senators in Harrisburg were under the wrong impression.

TIME TO WAKE UP

I have been giving this quite a lot of thought lately. We of the labor movement must be asleep to vote for a character

like Kephart. We should make sure that we let them know just how we feel about labor.

'Nuff o' that . . . The master of the Newhall Hills tanker, Captain Robert E. Lenahan, said that an unidentified vessel "disappeared in the flames and smoke" after colliding with his ship in the fog-bound English Channel about a week ago. One local Brother, Seaman Edward



Bolehala, of Bridgeport, a suburb of here, was killed in the explosion.

Guess this is all for now . . . but if you want to ship hop down to Philly and we will take care of you.

Attention Agents

All applications for SIU burial benefits must be mailed to:

JOSEPH VOLPIAN
Special Services Dept.
Seafarers Intl. Union
51 Beaver Street
New York 4, N. Y.

NMU Chances Are Slim Indeed In The NLRB Elections In Huron

By SPENCER FOLEY

ALPENA—Things have been a little quiet in this fair city for the past week or so. But, I have been getting many questions tossed at me from the numerous men contacted aboard the ships of the Huron and Wyandotte Transportation Companies.

The Number One question is, of course, "When is the election going to be held on our ships so that we can vote for the SIU?"

This is an easy one to answer for the Huron seamen, because this election is being held during the week that this article goes to press, more specifically, between June 1 and 7.

If the election comes off before this issue of the LOG goes to press, it will be carried some place else in this issue. If not, the article telling of the Huron election results will be in next week's LOG.

More than 95 per cent of the Huron seamen have indicated that they are voting for the SIU. So, just like Brother Paul War-

ren, I'll be greatly surprised if the NMU secures more than a couple of votes, if that.

WYANDOTTE STALL

As for the Wyandotte election, the NMU cannot succeed in stalling this election much longer. The NLRB should dispose of the NMU's phony charges some time this week. Then, we can have the election that all Wyandotte seamen are waiting for.

Paul Warren, down in Detroit, thought that he was going out on a limb when he predicted that the SIU would win more than 95 per cent of the Wyandotte votes. Yours truly will go Paul one better. We'll predict that the NMU doesn't even secure one vote off the Wyandotte ships!

This is based on what Wyandotte men have told me in the past few weeks. They're all for the Seafarers International Union, AFL, and they're voting to a man for the SIU as the Union of their choice!

Dispatcher Writes About Jobs And Membership For Newcomers

By PAUL GONSORCHIK

(Editor's Note: To clear up misunderstandings and misinterpretations of the shipping rules, a short series of articles concerning the rules that come in for the most discussion and trouble has been prepared by Paul Gonsorchik, Chief Dispatcher, New York Branch.)

NEW YORK—For the past few weeks I've been concentrating on the shipping rules and the many difficulties that arise over their interpretation.

The points I want to stress this week are not part of the shipping rules, but they are Dispatcher's problems and so I want to pass along the straight dope and clear them up.

One of them pertains to stewardess jobs on SIU contracted ships. Lately some members have suggested that their sweethearts, sisters, and aunts try for stewardess jobs with the SIU.

At the present moment there are not enough of these jobs to go around for the applicants. There are many regular steward-

Hall for a replacement.

This is a violation of the rule as when a man leaves a ship for a vacation he is not to make arrangements with the ship's officers for the holding of his job until he returns.

These men, after their vacation, head back to the same job without the Union having any knowledge of the job being vacant for this period.

This, my brother members, is what is known as shipping off the dock. Even though you were on the ship before you went on vacation, you cannot go back aboard. In fact, charges can be brought against any member for violating this rule.

Another matter which is causing some headaches, is the practice of a few members to take jobs off the board during the hourly call just to hold for a short time until their friends come down to the Hall to claim them.

POOR UNIONISM

There is nothing in the shipping rules which prevents this, but it is very poor unionism. By doing this they are depriving other members of taking jobs which perhaps they were anxiously awaiting.

This is especially injurious to the alien members of the Union. These men, now shackled with government restrictions, can only sail foreign, so be considerate and don't deprive them of the opportunity to take a ship.

I've mentioned a lot of rules and violations, and I'm afraid I'm going to be thought of as a sore-head. I hope this isn't true as I hate to worry about rules and regulations just as much as anyone.

But more than anything, I'm for a bigger and better SIU and the only way we can accomplish this is through cooperation and a little respect for the other guy.

The rules are simple and they are rules we ourselves adopted, so with just a little consideration for our brothers we can make life aboard ship and in the Union Hall a hell of a lot easier.

Attention Members

Each man who makes a donation to the LOG should receive a receipt in return.

If the Union official to whom a contribution is given does not make out a receipt for the money, call this to the attention of the Secretary-Treasurer, J. P. Shuler, immediately.

Send the name of the official and the name of the port in which the occurrence took place to the New York Hall, 51 Beaver Street, New York 4, N. Y.

Boston Shipping Cleans Out Hall; Manpower Shortage Is Critical

By JOHN MOGAN

BOSTON — Business was slow the past week, with the SUP doing better than the SIU in the New England area. Shipping, on the other hand, was at an all-time high. Jobs of all kinds were on the board all week, plenty of permits were necessarily issued, and still ships left the port short-handed. Many jobs phoned into New York also were still open at week's end. The manpower situation is getting more critical all the time.

The Evangeline finally got away from here, though a bit short in the Engine and Deck departments. Now the Yarmouth will start getting ready and we are hopeful that a full crew may be obtained for this one.

The tanker business up this way is very good, with two or three paying off and crewing up weekly. The SS Smoky Hills was the last one to pay off in Portland, after a five-months' trip. This ship was manned entirely by SUP members, and although everything was finally straightened out in good style, a hectic time was had by all before all disputes were settled. Patrolman Sweeney picked up one book to forward to SUP Headquarters, as the gang was insistent that this man not be allowed to ship again until he had squared away with the SUP. The beef? The usual thing—a performer and a bully.

Speaking of performers, the LOG has been printing plenty of warnings recently, but apparently these guys either can't or don't read.

ABOUT ECONOMY

At the last regular meeting, in connection with the Secretary-Treasurer's report, and, specifically, the section knocking the port of Boston for not living up to the policies laid down by the Agents' Conference in regard to economies, the motion was carried to instruct the Secretary-Treasurer to visit this area and survey the New England situation insofar as the SIU is concerned.

The local membership doesn't go for this business of people who have never been north of New York recommending arbitrarily the number of Patrolmen necessary to cover the New England coastline.

At the Agents' Conference it was understood that we were operating with one less man than during 1946, and that we would go along without replacing him. This has been done. However, it seems that this recommendation did not get into the official minutes of the Conference. Therefore, the sooner J. P. Shuler gets up this way for a look-around, the sooner he will be convinced.

We are getting into the summer season now, when all the excursion boats will start running. There are plenty of jobs

Tampa Reports It Has More Jobs Than Seamen To Fill Them All

By SONNY SIMMONS

TAMPA—We have more jobs appearing on the board than men to fill them. Right now there are two or three Ordinary Seamen and Messmen on the beach, but we seldom have that situation with rated men in the Deck and Engine Departments.

We are having the best weeks, financially, that the Port has ever known. On our last financial report we managed to remit over \$500.00 to the General Fund, something that Tampa has not been able to do before.

At the present time we have the SS Nampa Victory and the SS Columbia Victory in here for

will be starting another ship this season, and with what we already have, that will make us just about the busiest port in the Gulf.

SS FLORIDA IN

The Patrolman makes the SS Florida this week, and that will be good for the Port's income. Still no replacements on the Lollypop, and all hands seem very well satisfied with the set-up.

There is a rumor current of the Florida going into dry-dock this summer. If that happens, she will probably go to Norfolk. It sure would be a great help if she went in here, but right now it looks doubtful.

Attorney General Tom Watson was in New Orleans and made a speech before some group there. He claimed that the Florida Closed Shop law was a great success.

In this town it's hard to tell anything yet. Anyone who wants to can belong to a union, and union members are the only ones making a living; the average wage here is \$25.00 a week.

SORRY NOW

The people who listened to Watson are now crying the blues and the people who supported him are sitting back to think things over. The next line of goods he tries to sell will be carefully examined by the voters in this state.

The very fact that only union workers are making even a decent wage has started workers thinking—No Union, No Money.

That's right, and the sooner more people realize it, the better off they will be.

Keep Your Shirt On

Reports have been coming in citing dirty deals given seamen by several laundries, which profess to "cater to men of the sea."

Roland Velasco of the SS Arch Hopkins reports that Ungar's Laundry of St. John, N. B., picks up laundry aboard ships in that port, with the promise that it will be returned by the weekend. The promise is never lived up to.

"They don't say in which year it will be returned," says Velasco, warning Seafarers to keep their laundry out of Ungar's hands.



Waterman, and the SS Half Knot for Bull. Three more Waterman ships are due in soon, and Bull has three phosphate ships scheduled for early arrival. It is now pretty sure that P&O

Winning Of The 40 Hour Week An Eye-Opener To Lakes Seamen

By MAURICE DOLE

ASHTABULA—Activities keep the busy port of Ashtabula humming as the SIU's 1947 drive to organize all of the unorganized seamen on the Great Lakes moves into high gear.

The 40-hour week which the SIU just won on the sandboats was an eye-opener for a number of unorganized Lakes seamen. While the NMU and the LSU have been mouthing wild promises of what they are going to get for the seamen some distant time in the future, the SIU is going out without any ballyhoo and winning the best conditions and contracts on the Lakes. Facts, not promises, are what the Lakes seamen want to see.

Well, they're really seeing plenty of facts now. First, it was the 44-hour week on the passenger boats. Next, it was the 40-hour week on the sandboats. And, within the next couple of weeks, the SIU will win the 40-hour week on the bulk freighters.

It's in the well-known bag! The SIU has set it's 1947 goal as the securing of a 40-hour week for all tankers, auto carriers, bulk freighters and sandboats. We've cracked the ice, and we're not stopping until all SIU contracted ships are operating under 40-hour contracts.

Unorganized seamen on the Lakes should take a leaf out of the Lake operators book. These birds, rich and powerful as they are, have seen the need for a union these many years. Yes, the Lakes operators have their union—the LCA! And, they have a stooge outfit that they drag out of the closet every time the SIU begins to get close—the LSU!

If these birds realize the need of a union, it's high time that all Lakes seamen realized the same thing. Join the SIU today, drive the open shop operators off the Lakes, and win SIU security and protection, as well as SIU wages and conditions for all Lakes seamen!



esses waiting around for jobs, with most of them having ATS service from the war.

NO DISAPPOINTMENTS

Until they all get placed aboard ships, there'll not be any jobs available for newcomers. So, to avoid any false hopes and disappointments, don't encourage your female friends or relatives to look to a summer job on a ship.

A lot of Seafarers have been bringing new men to the Hall for the purpose of getting them a ship and membership in the Union. As a general rule the SIU is not aiding new men to get their seamen's papers unless the man is a veteran of the armed forces.

Men brought to the Union for membership, even though they may be ex-members of the service, are always given a screening. At the New York Hall, Brother Siekmann handles all newcomers and learns their qualifications.

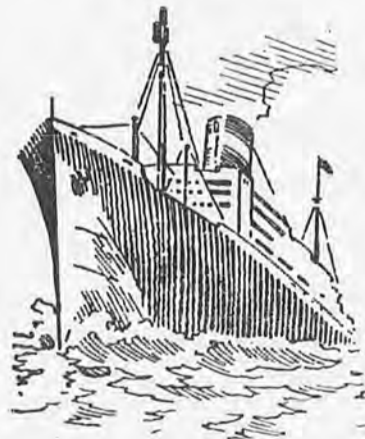
Sometimes when the prospective member is not up to snuff, he has to be turned away. It is unfortunate, but is necessary, so don't get hot under the collar if this happens to your buddy. Brother Siekmann knows what he is doing and is protecting the present union membership.

RARELY VIOLATED

I couldn't wind up this article without pointing up at least one shipping rule which is being violated. This rule is a little out of the ordinary, and violations are not usually intentional.

Shipping Rule 34 states: "... Men coming ashore on vacation shall register at the bottom of the shipping list and ship out in their regular turn."

Occasionally members have made arrangements with the Chief Engineer or Chief Mate to take a week off and not call the



with these outfits for the younger men, for they get invaluable training for future jobs on SIU off-shore ships. This year we will have one additional ship in the excursion business, and possibly two.

Well, so much for this week—and as a parting thought, rated men can go to work here any time.

Influx Of Tankers, Freighters Keeps Port New York Very Busy

By JOE ALGINA

NEW YORK—New York during the past week has been a very active port with all of us being kept busy, however, nothing sensational can be reported—just hard work.

With a good crop of tankers and dry cargo vessels in port we are continuing our call for rated men. We can use rated men in the Black Gang badly, so you Oilers and Firemen come on down and take a look at the board on the second deck. I'm sure there is something up there that will interest the most discriminating Engine Department man in the Union.

Occasionally I see a Patrolman around the Hall, but for the most part they are out in the wilds of Brooklyn or over in Jersey putting all in order aboard the ships that hit this area.

BLUE SKIES

With the hot weather finally hitting the big town the Patrol-

Canadian Seamen Come To SIU For Helping Hand

By ROBERT DODD

BUFFALO—Having contacted several ships under the Canadian flag in this port recently, it can be said that Canadian seamen are truly receptive to the SIU. They are really interested in the expanded activities of the Canadian District of the Seafarers.

These Brothers of ours from across the border are worked all sorts of hours with no overtime, and have had lousy working and living conditions aboard their ships for years. These men are hoping to have their sub-standard conditions rectified and brought up on a par with U. S. seamen. The only way they can do this is through the SIU-AFL.

For years, outside of the Canadian SIU on the Canadian West Coast, they have only had the phony Moscow-dictated Canadian Seamen's Union. Now, the SIU has expanded its Canadian District, and is covering the East Coast and Great Lakes as well as the West Coast.

COMPARISON PROVES

Canadian seamen are now having an opportunity to compare their 56-hour week with the Seafarers 44 and 40-hour week on the passenger boats and sand-boats respectively. Soon, all SIU bulk freighters will be under 40-hour week contracts, and then they'll really have something to drive for—the 40-hour week for Canadian ships as well as American.

Whenever Canadian seamen visit any Lakes port where there is an SIU hall, they are invited to drop in. We're willing to answer questions from our Brothers across the border just as we are from our unorganized U. S. seamen on the Lakes.

The SIU latch string is out to unorganized Canadian seamen as well as unorganized American seamen. Drop into the nearest SIU hall, and find out why the SIU is fast becoming the only union for unlicensed seamen—deep water, Lakes, and inland waters.

men are getting a taste of good weather. For the past several weeks what with all the rain they have been complaining of the need for foul weather gear including the hip boots.

Now with Old Sol beaming down on the sons of Gotham they can put away their fountain pens that write under water.

On the organizing front the door is still open for all men who want to lend a hand in the organizing drive. As long as an unorganized ship plies the seas there will always be a job waiting for men who want to run the SIU banner up the flag halyard.

TAKE 'EM OUT

Although the companies still to be organized are small, having only a ship or two this shouldn't discourage volunteers in the



least. It's true that they don't have fleets like Isthmian, but many of these companies that had only a ship or two when we signed contracts now are adding several more to their fleets.

One of these paying a dividend is the Bloomfield Steamship Company which was recently organized and signed up by the SIU. This week the company added another ship to their string and it is being crewed up at the moment here in New York.

The jobs now being taken by SIU members aboard this ship were made possible by volunteer organizers who went out and did a job for the Union. That's the way it is with all SIU ships, so don't hesitate to volunteer and insure future jobs for yourself and your union brothers.

The Evangeline, Eastern, which had a bit of hard luck in the Cape God Canal last week should be out of the Jersey shipyard early next week. While she is in drydock getting patched up the Union is seeing to it that certain repairs are made that were recommended by the crew.

WORD OF CAUTION

Quite awhile ago I cautioned men against breaking into the ship's cargo and pilfering the stores. Once more I'd like to stress this point. Crewmembers have no right to break into these stores, and are liable to severe punishment by the civil authorities.

If a guy has itchy fingers and lifts a few items for himself or for sale, he shouldn't expect any sympathy or aid from the Union. There's nothing the Union can do for you in a case like this. The local police are the sole authorities and if a guy gets a long vacation up the river he has only himself to blame.

A situation in the fourth floor baggage room of the New York Hall has been called to our attention. There is gear of all

(Continued on Page 14)

Milwaukee ILA Leader



President John Brzek, of the Milwaukee Longshoremen, who went all out in support of the Seafarers' recent and successful strike of the Milwaukee Clipper.

Chicago May Be Home For Two More Ships, Says Scuttlebutt

By HERB JANSEN

CHICAGO — Shipping is still fair in the Windy City with only a few men on the beach. After a bad Spring start in Chicago, it finally begins to look as though the boys on the ships can get out on deck and soak up a little sunshine via the sunbath method.

It's a certainty that we'll have one newcomer in this port, and possibly two, this sailing season. First, of course, is the D & C cruise ship, City of Cleveland III, which formerly operated out of Detroit on a regular run to Buffalo. Now, she'll visit Chicago once a week in her new role as a cruise ship covering the Upper Lakes.

There's also some discussion about the SS Put-In-Bay, for 35

years an excursion ship operating out of Detroit to the Lake Erie Islands, shifting to a Chicago-Michigan City run with nightly moonlights on the side. There's no official confirmation of these stories, so it might be just so much whistling in the dark. In any case, she'll have an SIU crew aboard, as usual.

Also paying our fair city a visit during the week were the Carmi Thompson and the Coralia, both making their first trip of the season.

Around June 1, a Hall was opened in South Chicago at 3261 E. 92nd Street. Brothers who sail into South Chicago are invited



to visit the new Hall when in port. Drop in, say hello, and find out what the score is on the SIU.

IN DETROIT

During the past week, I've been in Detroit helping our Secretary Treasurer, Fred Farnen, complete the drafting of the passenger and sandboat agreements which have already been negotiated with the operators.

We have also started negotiations with the bulk freighter operators, and good progress is being made. These contracts should be out of the way soon, and then all Great Lakes officials can concentrate on the Seafarers' Great Lakes organizational drive, which has already begun to show so much progress, and should result in several new fleet additions to the SIU contracted operators this season.

All SIU Brothers sailing on our contracted vessels will soon receive copies of the new contracts. When you receive them, read 'em over well, and whenever you get a chance, show them to the unorganized Lakes seamen. In addition, show them to the unfortunates sailing on NMU contracted ships, and let them see for themselves what kind of wages, hours, overtime, working and living conditions that SIU men enjoy.

Show these long suffering NMUers what SIU democratic control can secure for the membership. Let them see our splendid working conditions, and tell them of SIU representation whenever a justifiable beef exists.

Yes, Brothers! SIU job security and conditions are the backbone of the Union. No one bumps an SIU member off a ship because he doesn't like the way your hair is parted, or because they have a friend or relative ready for your job. That doesn't happen on SIU ships.

It was common practice years ago, and was not felt during the past few years. However, when shipping gets tough again, that's when it'll be felt again. Get job security for your ship by joining the SIU, and making certain that your ship votes SIU when an election rolls around.

Shipowners Cry For Economy — But Only At Expense Of Seamen

By J. M. (WINDY) WALSH

During the lush wartime days when Uncle Sam was footing the bill with our tax money, the sky was the limit with laxity and wastefulness prevailing from the top to the bottom of the shipping companies.

The various companies handling ships merely as agents for the WSA weren't quibbling. The more dough they handled for Uncle Sam, the larger were their profits.

But then came the day of reckoning. V-E Day, V-J Day, reconversion. Private management back in the saddle. Off came the gloves, out came the axe, and the operators all cried in unison: "Economy."

Now where do you think they started their economy? In their staff? In their fat salaries?—Not on your life.

They planned to start at the bottom and cut the take home pay of the man making the least money in the set-up.

All of a sudden they demanded that Mates and Engineers keep their crew overtime pared to the absolute minimum.

In the days of the WSA, the shipowners contended that 100 hours per man per month was the absolute minimum under which the ships could be efficiently operated in the Deck Department.

Now they discovered that they had overestimated slightly and means have been found to limit the overtime.

Certain work that had been

done in the past on overtime they now planned to have the crew perform during working hours. Definite instructions were given the Mates that if they exceeded a ridiculously low figure they would be removed and replaced with a Mate who obeys orders.

The companies set a low allowable overtime figure arrived at by some hocus pocus method of the port officials, who know nothing about conditions aboard a ship.

NO STANDARD

One ship may make a smooth crossing with no hitches. She will manage to get tied up in the daytime, put in all her Saturdays and Sundays at the dock with all hands off, get a shore gang to paint her, get stored by a shore gang and be secured on company time.

Naturally she comes in with practically no overtime. The port officials using this as a yardstick immediately decrees that henceforth overtime will be such and such.

He reasons, if one ship can do it, so can the rest in the fleet. What he needs is a trip to sea across the North Atlantic in the winter.

Now, put yourself in the position of the poor Mate (my heart bleeds for him). What would you do? Would you economize by cutting the overtime of the officers, or would you borrow one from the bosses' book and start at the bottom? The answer is obvious.

AFL BROADCASTS

Day	Time	Network	Program
Every Thurs.	9:30 P. M. E.D.T.	ABC	★ ★ ★ ★ ★ 5-Star Variety Show From Hollywood
Daily (except Sat. & Sun.)	3:45 P. M. E.D.T.	ABC	New Radio Drama With Stars from Stage and Screen
Every Sunday	1:30 P. M. E.D.T.	Mutual	★ ★ ★ ★ ★ Repeat Performance Of 5-Star Variety Show
Every Tuesday	8:15 P. M. E.D.T.	ABC	Talks by Outstanding Speakers

NOTE! Please check radio listings in your local newspaper for time of broadcasts. All times given above are EASTERN DAYLIGHT TIME.



SHIPS' MINUTES AND NEWS

CSU Crew Raps Leadership, Lauds SIU's Maritime Role

Concrete signs that the Canadian Seamen's Union has completely failed its membership and that the rank and file now look upon the Seafarers International Union as the leader in the fight to advance the cause of seamen everywhere were in sharp evidence as the CSU crew of the Mont Rolland revealed a growing dissatisfaction with the organization's leadership.

The disillusioned CSU men aired their feelings at an informal meeting aboard the SIU-contracted vessel SS John Swett of the Kearney Steamship Company on May 9, when both the Canadian and American ships were in the port of Genoa, Italy.

FRIENDLY SPIRIT

A spirit of friendliness and unanimity marked the unusual meeting as the two crews discussed the relative roles played by their respective unions in behalf of their memberships.

In discussing the tactical use of their organization by the com-



Clearly visible from the Swett was the name of the Canadian vessel, as photo above, taken aboard the SIU ship, shows.

munist. They said the request was promptly forgotten, with the result that for the duration of the voyage the ship fed very poorly.

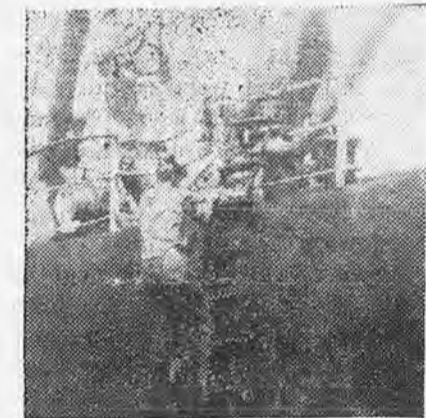
DEAF EARS

Demands made to officials of the CSU for better working conditions are met with silence, the Rolland crew pointed out.

They commented frankly on the enviable working conditions and wages which the Seafarers has gained for its membership and its resultant position of leadership in the maritime industry.

It is believed that the recent resignation of Pat Sullivan as head of the CSU opened the eyes of the union's rank and file, according to Seafarer Blackie Colucci, a member of the John Swett crew, who was present at the meeting and talked with most of the Canadian seamen.

On the subject of the communists and the hindrance which they pose to the advance of seamen, the SIU crew assured the CSU men that they fully backed the fight to cleanse the Canadian waterfront of the commie smudge.



CSU man on way down Mont Rolland's to small boat, which will take him to meeting.

munist, the Canadian crew said they were fully aware that CSU funds were being used to foster the aims of the communists. They added that they are fully determined to put a stop to this practice.

Explaining the manner in which their beefs are handled, the Mont Rolland crew cited a typical example of the "raw deals" they have been getting. While in a Canadian port, the CSU Patrolman was asked to check the condition of the ship's



Informal discussion on deck of the Swett is halted momentarily as Seafarers and Canadian crewmembers of the Mont Rolland look up at cameraman. Meeting was one of harmony, and CSU men told of kicking around they've been getting from officials of their organization.

Front row, left to right: Red Burnham, H. Beaudan, L. Furuya, H. Christiansen and P. McAleese—all of the CSU. Top row, left to right: E. Allen-CSU, Richard Kapps, Tex Jacks, Sal Areni, Juan Lopez, J. Murphy-CSU, and G. Chaput-CSU.

EXTENDING HANDS ACROSS THE BORDER



Flanked by crewmembers of the SIU-manned SS John Swett and members of the Canadian Seamen's Union from the Mont Rolland, Seafarer Blackie Colucci shakes hands with CSU man L. Furuya. Photo was taken aboard the Swett when the two groups held a friendly, informal meeting in Genoa last month.

From left to right, sitting: Mitchell Zelace, Joe Valencia, Herman Monteiro, G. Chaput-CSU, Thomas Kennedy, (man unidentified), and Juan Lopez. Standing, from left to right: George Barnes, Tony Serpe, Edward Gross, Nick Chicichella, Sal Areni, Colucci, Tex Jacks, H. Christiansen-CSU, Furuya, J. Murphy-CSU, Richard Kapps, Len Dower and O. Bolivae-CSU. Men not designated as CSU are Seafarers.

'Pop' Sweetzer Dies Aboard SS Jas. Gillis

Seafarer William (Pop) Sweetzer, a member of the SIU since 1939, died aboard the SS James S. Gillis on May 3, apparently of a heart attack, according to word just received from Gustav V. Thobe, Steward on the vessel. He was 57 years old.

Brother Sweetzer's body was buried at sea in accordance with his wishes, which were revealed at an informal meeting held by his shipmates shortly after his death. He had no known surviving relatives.

Services and burial took place at 9 a. m., May 4, as the Gillis was "right abeam" of the Island of Minorca, one of the Balearic Isles, a day out of Genoa, Italy.

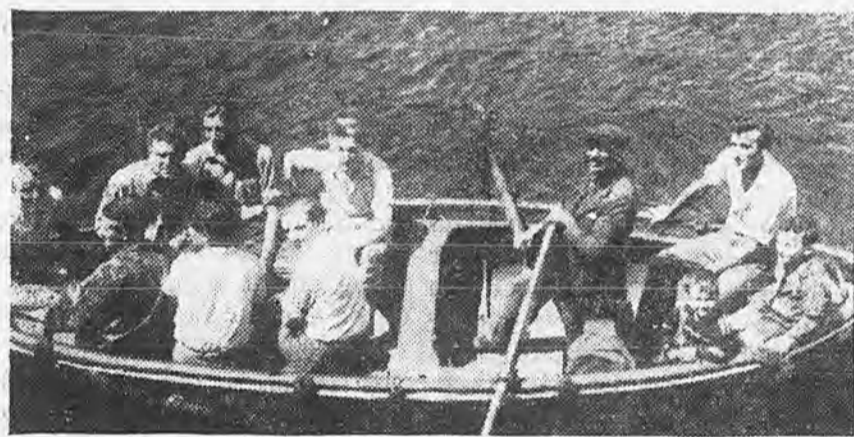
On the evening of May 2, Sweetzer, a member of the Deck Department, went to Brother Thobe and complained of a pain in his chest. The Steward immediately took the ailing Seafarer up to the ship's hospital, then notified the Mate and the Skipper.

SEEMED IMPROVED

The following day, Brother Sweetzer's condition seemed to be somewhat improved and his spirit was good, Thobe reports. In fact, both Thobe and the Bosun, who paid him a visit, kidded him about being confined.

At 2:30 p. m. Sweetzer collapsed, while on the way to the head. He was dead before aid could be administered.

A native of Baltimore, where he was born Feb. 2, 1890, Brother Sweetzer went to sea all his life. Records in Union Headquarters reveal that he joined the Seafarers in Baltimore.



Members of the Mont Rolland crew as they came alongside the SS John Swett to board her for the unusual meeting.

MINUTES OF SIU SHIP MEETINGS DIGESTED FOR EASIER READING

ALEXANDER G. BELL, March 16—Chairman Lader; Secretary Ross McKennie. Good and Welfare: Suggestions concerning better care and cleanliness aboard ship and in the messroom. In particular the returning of all cups and dishes to sink, the cleaning up of any mess after playing poker, the cooperation of all in not wasting water.

Suggestion that Delegates go aboard the Clipper to observe and bring back a report on the Stewards Department working conditions, etc. Brothers asked where is the steak. Cooks stated that due to the range being too small there is no room on the places for steak. One minute of silence observed in memory of lost brothers.



ALCOA CAVALIER, May 25—Chairman Steve Carr; Secretary John Jelletie. Delegates reported no beefs in their departments. New Business: Motion carried that new grill be installed in place of the small and inadequate one now being used. Good and Welfare: Recommended that Chief Cook get together on the menus so as to improve service to crew.

SEATRAN NEW ORLEANS, May 10—Chairman A. Capote; Secretary Robert G. Huff. Delegates reported on the number of book and tripcard men in their departments. New Business: Motion that a fine of \$25 be levied against book members failing to return to ship or who cause a delay in the ship's sailing. Tripcard and permit men to be punished by loss of their papers and right to sail for a period of three months. Amendment: Section covering withdrawal of a man's papers for three months is to strict.

(Continued on Page 11)

Digested Minutes Of SIU Ship Meetings

(Continued from Page 10)

Second Amendment: that the fine be increased to \$50. Motion with amendments carried. Discussion concerning the capabilities of the Steward. Decision to take up Steward beef with a Patrolman.



ROSWELL VICTORY, April 4—Ship's Delegate H. Perlinson. Summary of six meetings held during voyage. Recommend Steward as being a good union worker and member and a little more time at sea will prove him to be a good Steward. Recommendation of investigation of Angelo Addina who has been tripcard man for three years. Recommend that he be denied pro-book until he shows a more cooperative spirit toward his fellow crewmen and the union. Crew suggested oral reprimand to two crewmen to bring them in line.

Too Much Salt In Dixon Food

Try eating sometime with salt water coursing down your neck and into your food. See if it doesn't make you feel like a deep water fish, besides giving you a soaking pain in the—well, in the neck, anyway.

If you're unwilling to make the salty sacrifice, at least take the word of the crew recently aboard the SS Ben F. Dixon, who were involved in such an experiment, although not voluntarily. Besides making you feel like the inside of a water-conveying pipe, it's darned annoying—pretty miserable, in fact, to use their own words.

The ship's minutes say something has to be done to "get those mushroom ventilators free, so we can tighten them down in heavy weather. It's pretty miserable to eat with salt water leaking down your neck."

Something should be done—and quick.

FRANCIS J. O'GARA, March 31—Chairman Joseph Phillips; Secretary Jim Lomas. New Business: Motion carried to make list of repairs and equipment. Ship to be checked for unseaworthiness. Foc'sles, and alleyways being flooded when shipping seas. All mushroom vents to be checked for possible repairs. Motion carried for all hands to keep messrooms clean and to keep feet off chairs.



R. NEY McNEELEY, April 8—Chairman John Hall Secretary Leo Schmitt. 1st meeting: Steward Department to issue soap for all departments. Crew not to soak clothes in the laundry. Each Department to clean laundry a week at a time in rotation. Delegates in each Department to make up repair list. Standby on four to eight watch to clean messhall. 2nd



Meeting. Good and Welfare: Suggestion that a collection be made for brothers in hospitals and jail. Decision that all stay out of mess while messman is setting up and cleaning. Repair list made up and attached.

FRANCIS J. O'GARA, April 19—Chairman Cliff Nelson; Secretary Jim Lomas. All books and permit cards examined and found in good order. Motion carried to enforce cleanliness of messrooms and pantry. Motion carried that Delegates contact Captain in reference to draw in home port before the payoff. Good and Welfare: No member to wash clothes in toilet washbasins, any member found so doing will be fined. Suggestion made that Chief Cook use a little more seasoning in the food. Cook claims grade of pepper is inferior and suggests requisitioning a better grade of pepper.



ALCOA PLANTER, April 20—(Chairman not given); Secretary R. S. Vandercoort. New Business: Motion carried that the Steward more carefully instruct and supervise the members of his Department. Motion carried that the crew's pantry ice box be cleaned and defrosted once a week without fail by the pantryman. Good and Welfare: Motion carried that the crew's feelings on subjects aired at the meeting be made known to the proper authorities. Crew is dissatisfied in that they have been provided with no liberty launches or liberty while at anchor in Puerio La Cruz. Crew desired



removal of crewmember, and that he be returned to the States for medical attention inasmuch as he is mentally ill and potentially dangerous.



WAYNE MacVEAGH, April 16—Chairman George Romano; Secretary Denny Joe Ryan. Engine and Deck Delegate reported all fine in their departments. Steward Delegate reported lack of cooperation and much confusion. New Business: Motion carried that all tripcards and permits be taken up by department delegates. Motion carried that New Orleans Agent be present at payoff in New Orleans. Motion carried to have awning put up on stern as foreign ships have it and it is necessary in the tropics. Motion carried that every one be more quiet at mealtime so the messman can get his orders straight. Good and Welfare: One minute of silence for brothers lost at sea.

Back SIU Stand On Anti-Labor Law

With the threat of the vicious Hartley-Taft "slave labor bill" hanging over the head of trade unionism, the crew of the SS Robin Sherwood, acting at a recent shipboard meeting, sent the following telegram to SIU Headquarters:

"Realizing the grave danger to the existence of trade unions—the sole means of protecting and improving our standards of living—we hereby stand opposed to the anti-labor legislation before Congress and wholeheartedly endorse any course of action taken by the membership to stop enactment of such laws."

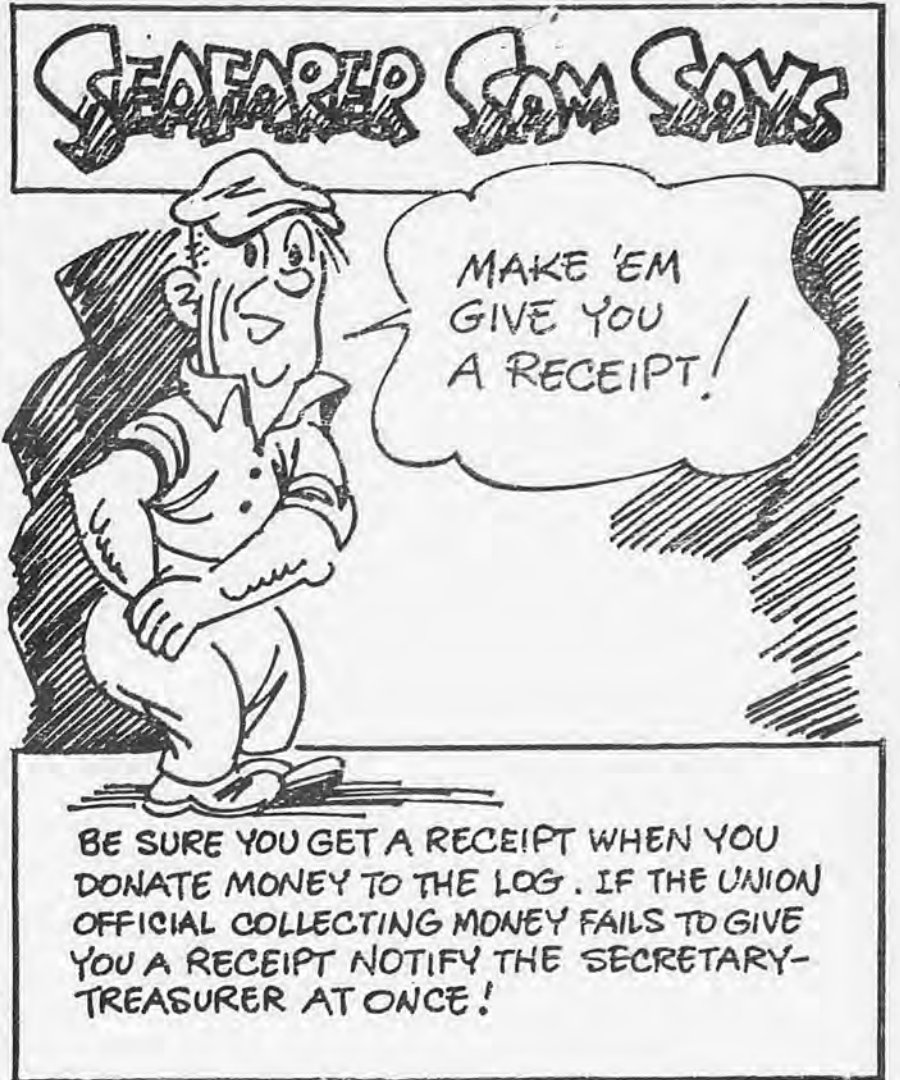
PHILIP SCHUYLER, April 16—Chairman Wilton McNeill; Secretary J. F. Bartlett. Motion carried that all loose trash be emptied at stern of vessel and all garbage be emptied aft of forecabin by number four hatch. Motion carried that the LOG be notified of carelessness and a neglectful attitude by the U. S. Coast Guard toward Roy Pritchett when he sustained an injury aboard this vessel. Good and Welfare: List of repairs made up with additions coming from the floor.

Send Those Minutes

Send in the minutes of your ship's meeting to the New York Hall. Only in that way can the membership act



on your recommendations, and then the minutes can be printed in the LOG for the benefit of all other SIU crews.



CUT and RUN

By HANK

For several years the SIU has shown, proved and has in turn noticed the immediate surprise and honest-minded desire of various unorganized seamen—those who sail the Great Lakes; the neighboring Canadian sailors; the Isthmian seamen and the tanker seamen—to have the SIU as their union. Reading the LOG, listening to SIU Brothers sailing with them, these non-union seamen, overworked and underpaid by the shipping companies have seen, read or heard SIU's powerful and successful militancy in all its phases, vitally affecting the sailors in their wages, conditions, beefs, etc. Many of them have seen the various new agreements which were signed for Great Lakes seamen, several Canadian ships, etc. Indeed, the SIU has honestly proved to all unorganized seamen that it has been and remains the best and strongest militant union for the highest wages and conditions to merchant seamen.

More and more of these seamen who keep losing dollars and security by sailing without the SIU are sensibly and slowly realizing what they shall gain and have protected—once they're in the SIU. No sir, you can't beat the SIU agreements—whether they're for the deep sea, Moran tugboats, Great Lakes ships, including the sandboats, passenger ships, etc! We in the SIU know it. Now all seamen—Canadian, tanker, Great Lakes, Isthmian, etc.—know it or should know it—through the voluntary efforts of SIU brothers who sail these unorganized ships, showing these exploited seamen what the SIU has accomplished and what it means to be an SIU sailor!

Last week, smiling Sam Luttrell said that if Bosun Robert Hillman (or any others) want to see him, they would have to do the best they can to get to Trinidad—where Sam went—to get some smoked ham. Sam's reason for sailing was that he was pining away here in New York without his pals, feeling deeply lonesome and that he didn't even have his vacation, either. A few days later, Bosun Hillman, accompanied by his familiar cigar, anchored into town, to hear the news that Sam sailed, handicapped without his best pals . . . We were asked to print the following item: "Jimmy Millican and Little Heavy are in Mobile, asking for you. Sunshine is good." . . . Brother John Santos just blew into town. What's new, John? . . . We sure hope the best of luck and the swiftest recovery to Bosun Mike Rossi who has been hospitalized down in the port of Montivideo, Uruguay. Weigh that anchor, Mike, and sail out fast, indeed! . . . By the way, Mike, your shipmate and mine, "Lucky" Lee Luciano is in town right now—vacationing a little. "Lucky" also says that his shipmate Bosun Smith is still aboard the SS Yaka—making a lengthy home out of her, indeed.

Brother Warren Callahan, citizen of upper New York, just came in from a rest with his family after finishing a recent trip. Warren announces he's going to try to ship out with his wife (she will be Stewardess) so that he can show her what this sea life is all about. Good luck, Warren . . . Brother Ray Myers collected about 70 bucks of retroactive pay last week and happily told us that he was immediately buying some retroactive beers to make it just right . . . Here's another message: "Hats off to Brother Baldy McAdoo. Get in touch with me. Signed, Walter H. Stovall, c/o SIU hall, 531 West Michigan Street, Duluth, Minnesota." . . . Oldtimer Jimmy Brooks happily confessed he had a successful operation.

THE MEMBERSHIP SPEAKS



Favoritism Is Basis Of Hiring By Lakes Carriers' Association

To the Editor:

Thought I would drop you a few lines to let you know a thing or two about my experience while up on the Lakes last week. I went up there from Baltimore with the sole purpose of getting a job on an unorganized ship and helping in the organizing drive on the Lakes. I could have shipped on our organized ships on the Lakes but it was either unorganized ships or deep sea SIU vessels for me.

I hit the LCA halls in Toledo and Detroit and applied for AB's jobs. The hall in Toledo was about half the size of our Baltimore shipping deck. There were a couple of tables in it, along with about 18 or 20 men and, of course, the shipping master.

There was no board or anything to show what jobs were open. He could have had two

I believe I'm a pretty good AB, but because the fink-herder thought I was a Union man, he told me he could never use me. Why doesn't the NAM or the Chamber of Commerce have these stories printed? Why don't they print the stories, for example, of a seaman not being able to get a job because his cousin, uncle, father, brother, etc., is not a company stooge or doesn't own stock in the company. Or because his sister or aunt isn't married to, or doesn't go out with, one of their officers, or company officials.

Well, the Germans swallowed so much of the Nazi propaganda

that they believed it. Perhaps the capitalists in this country, through their mouthpieces—the radio and newspapers—are swamping the American people the same way.

It'll be a rough day for the working people if they fall for this guff. Come to think of it, it doesn't matter if they do or don't. Congress seems to have a habit of doing the things that capital wants them to do, regardless of the peoples' opinion. All this newspaper stuff is just a cover up for the dirty work on Capital Hill.

John Gallagher
Baltimore, Md.

Alcoa Bucko Is Hot Stuff, Needs 5 Fans To Cool Off

To the Editor:

Of all the peculiar skippers that ever went to sea, this guy tops the list. The first day we saw him at Pier 45, New York City, we noticed something queer.

He had so much luggage you'd think he was a first trip passenger instead of being master of an old Alcoa liberty. The first day at sea he had the entire Deck Department chipping and scraping that section of the bridge which covers his foc'sle overhead.

He then had this small section painted white so the sun wouldn't bear down on it too much. The next day he roped off the same section so the watch wouldn't talk over it and disturb him.

NO BELLS

He also had all the bells disconnected on the bridge and has shut down the radio altogether. The Delegates went to see him about a few beefs and he got disgusted with them and said, "If you wish to see me in the future,

you'll have to make an appointment with the Purser first."

When we hit the tropics, he had five fans going in his foc'sle, along with a wind chute for each porthole and three special vents built on the bridge connected to his foc'sle.

In our first port—Puerto La Cruz—he had the crew restricted but issued special passes for the officers and himself. The Delegates went to see him about this and he said the Venezuelan government had restricted the ship; he didn't do it.

The Delegates told the old man that when a ship is restricted, it means everyone, not just the crew. The old man's answer to this was:

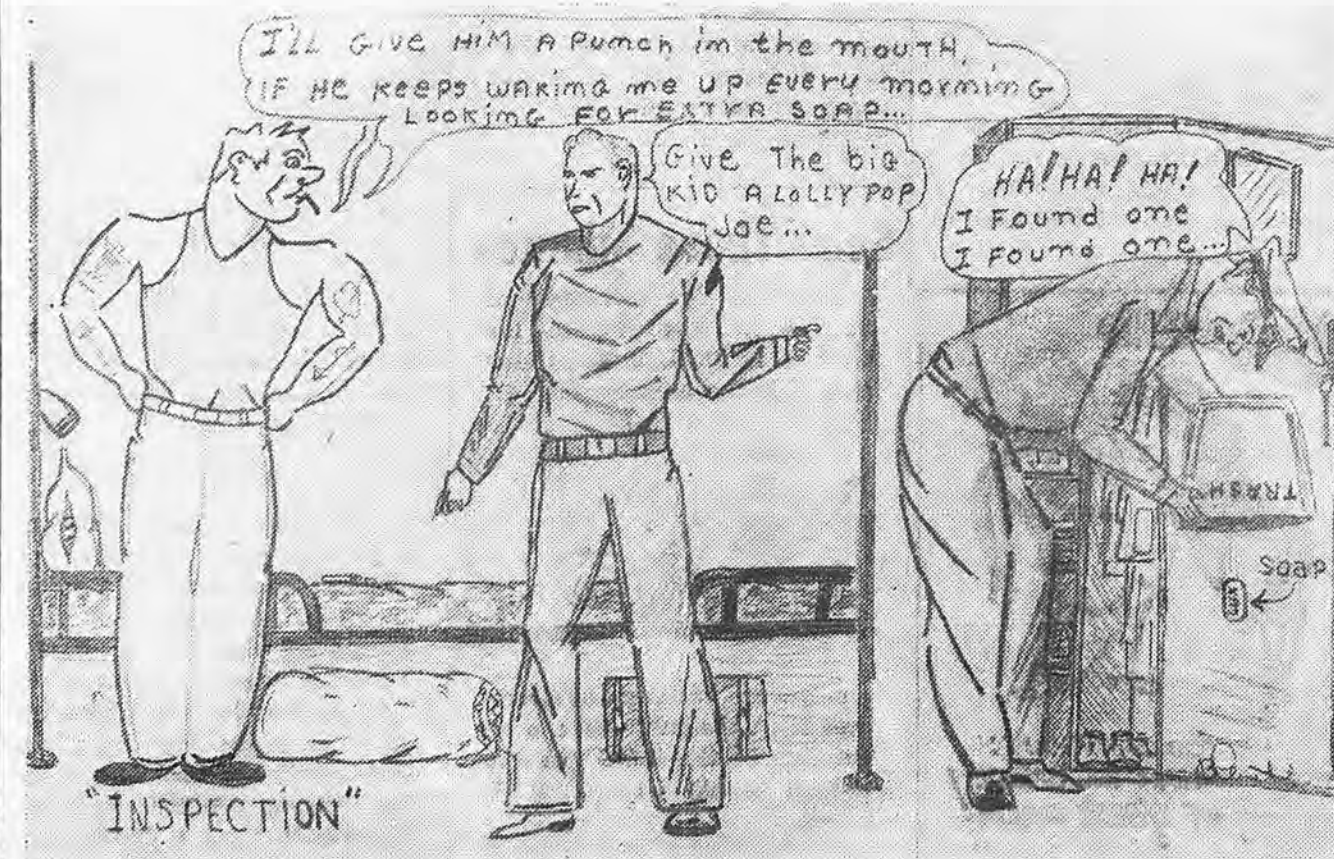
STEADY, GENTS

"The officers are gentlemen and they don't get drunk and into fights like the crew."

That very night, three officers were thrown into jail for being drunk and disorderly.

He searches the foc'sle every day for extra bars of soap, matches and linen. **John Bluit**

HORSE-PLAY ALONG THE BAUXITE TRAIL



jobs or 30 jobs, you'd never know it. It he did have any he was probably waiting for his pals and favorites to show up and take them.

QUESTIONS

When I entered the joint, the "herder" was interviewing ABs to see which one he would choose for the job he had. Probably he was looking for a docile lamb. He asked me if I was an AB.

"Yes," I answered. Ever ship with a Union? I told him no.

"How long have you been sailing?" I told him four or five years.

Then he asked me a few more questions and from my answers must have figured I was a Union man. He then told me he couldn't use me "ever."

Well, Editor, I've given you the high spots of my experience on the Lakes. I'm back in Baltimore now ready to ship any darn time I please. I'm just wondering how the Lakes seamen have put up with this stuff for so long a time. It's about time they organized into our SIU and did away with this unfairness and discrimination.

This brings me to the labor bills now before Congress. One of the things the anti-labor newspapers have been screaming about is the closed shop. They say the Unions can discriminate. The lying propagandists are continually building it up. The proverbial molehill becomes a mountain.

But do they ever print the sordid stories of discrimination practised by the companies—such as the Lakes Carriers Association.

Sells Story



Wyndon (Wendy) Floyd, OS, whose first published literary effort appeared in the May issue of "The Family Album," a monthly magazine circulated widely in Long Island.

Brother Floyd's story, "His Own Way," was sold as a result of his response to an announcement appearing in the LOG, offering marketing aid to Seafarers with literary talent. Seafarer Carl Cowl arranged for publication of Floyd's story through the medium of a reputable author's agency with which Cowl has connections.

Cowl's success with the first manuscript submitted to him by Floyd has inspired the Seafarer-writer to begin work on a novel, he says.

Other Seafarers with literary ambitions are invited to submit their material for approval and advice, without having to pay the customary charges for this service. Manuscripts must be typewritten.

They should be addressed to Carl Cowl, care of SEAFARERS LOG, 51 Beaver Street, New York 4, N. Y. Enclose a stamped envelope addressed to sender's residence to insure safe return.

Log-A-Rhythms

Mama Mia!

By JESSE MILLER

Six or seven years ago,
I come to dis land a,
I come a wit Angelina,
And I tink dis place is granda.

I sent a Angelina to nighta school,
Sheesa go dere every nighta,
Sheesa quit in justa tree months,
Cause sheesa know tree words
all righta.

Sheesa use dese words at a
grocery stora,
(Sheesa go dare every day)
She say-sa to da grocery man,
"I wanna beans," she-sa say.

Now baka beans are a wonderful,
For a good American,
But eata beans and no spagettis,
Is nota for Italian.

Angelina, learna some other
wordsa,
Causa I'ma getting sore,
I eata beans for sevena years,
And I don'ta wanta no more.

Okays Treatment By Brighton Marine Hospital

To the Editor:

Here is something on the Brighton Marine Hospital where I am a patient in the surgical ward. I was admitted after only 15 minutes, which is pretty fast time, and after entry, the doctor examined me at once.

I wish to state that this is the best marine hospital there is, as I have been in a few of them. The doctors here are on the ball at all times. And the treatment is of the very best. The nurses are very pleasant and courteous to all patients, and do their best to help in whatever way possible.

I also noticed that the night nurses are right on the job. For example, I saw the signal light on one night, and in less than a minute the nurse on duty was down the ward to see what she could do. That is what I call co-operation.

The orderlies are a nice lot of boys, and if anyone has any beef to make you can show them this letter. The food, too, has been very good since I have been in this ward. So if any SIU boys need medical treatment I would advise them to get to the Brighton Marine Hospital as soon as possible.

I have been taken care of so well here that I feel more at home here than in any other hospital.

By the way, I would like the boys to know that I am here.

George Meaney

(Ed. note: Brother Meaney would probably like to hear from some of his Union Brothers. Just drop him a line at the Brighton Marine Hospital, Brighton, Mass. He'll appreciate it.)

AT NORTH END OF BAUXITE TRAIL



All hands aboard the SS Alcoa Pilgrim had cause for celebration recently, when the ship arrived in Montreal after cutting her way through ice. Above, four of the crew are seen doing their shoreside slaking. Space commitments prevented picture from being run with others of Pilgrim crew last week.

SS Oliver Loving's Voyage Ended 'With Great Success'

To the Editor:

The SS Oliver Loving, which operates from Mobile and New Orleans to the Islands, has a real good skipper, Captain Irby F. Wood. The Chief Mate, too, is a good man.

As some of the oldtimers, like Bosun Thomas, Deck Engineer Smith, Deck Maintenance Saxton, and Chief Cook Grice have stated—it is some time since we have sailed with such topside men on Alcoa ships.

FOOD GOOD TOO

The food served by the Steward's Department has been tops in this ship. And there has been no trouble in the Black Gang.

This, I believe, is a point which all Brothers might be interested in. In the closing phase of the trip, all department overtime sheets should be checked before signing off, as there has been a great temptation for this company to forget, we might say, by voture. In other words, you never get the last minute overtime which is performed.

AVOID TROUBLE

By checking the sheets at the very last minute, you thereby eliminate all cause for doubt and chances of unnecessary mistakes in all departments, before the sheets are turned over to shore officials for the final payoff.

There were no beefs, nor disputed overtime and this trip ended with great success.

It is the crew's wish that Captain Wood and Chief Mate Arch-

bald have many days of sailing with crews of SIU men.

John Coppess
Rec. Sec., SS Oliver Loving

HORSE-PLAY MARKS TEXAN'S REPLY TO LABOR-HATERS

To the Editor:

While reading the Houston Post this morning I read an article that I think should be printed in the LOG. I showed it to some of my shipmates and they really got a bang out of it. I'm sure all other Seafarers would enjoy it, too.

We just recently put into Houston from the Philippines aboard the Berea Victory. It was a good trip and we'll be paying off soon in New Orleans.

Albert Lee "Tex" Quinn

(Editor's note:—The item referred to by Brother Quinn was an amendment jokingly proposed by a pro-labor Texas legislator fed up with the many anti-labor laws under discussion in the Lone Star State's Legislature. It reads:

"All labor unions are hereby abolished. Their property and assets shall be confiscated in the name of the Texas Manufacturers Association. And all members shall be lined up against a rock wall and shot by a firing squad and their families sent to a concentration camp."

The representative should have prefaced his proposal with the Claghornian expression, "That's a joke, son," for the amendment, though well defeated, gathered eight votes in its favor.)

HER CREW SENDS GREETINGS



Having a wonderful time with the girls in Copenhagen, Denmark, are the lads aboard the SS Rosario, writes oldtimer "Uncle" Otto. The Rosario, by the way, is Otto's 106th ship.

Wayward SS Semmes Is Still Cutting Up; Fire, Stowaway Mark 2nd Phase Of Trip

To the Editor:

I've got a bone to pick with you. In my last letter to you, which was printed in the April 4 edition of the LOG, you got a little fouled up. I stated that the Chief Mate, not the Chief Engineer, was the ex-Seafarer and ex-Union man. The Chief Engineer, who is a regular Joe, still carries his SIU book, which happens to be No. G-16.

Well, Ed, I also made a miscue. In that letter I also stated that the Chief Cook's name was Tony Bender. His name is Tony Miranda, and Tiny Bender is the Saloon Messman.

In that last letter I told you of our experiences and troubles up

to that point aboard the SS Raphael Semmes, but you ain't heard nothing yet.

We reached Honolulu okay, with just a few minor breakdowns, but after taking on bunkers and water there, we ran out of fresh water enroute to Shanghai. Even with water being rationed, things got so bad they had to cut out the drinking water and head in to Kobe, Japan.

ONE CAN EACH

We were each given a can of drinking water from the lifeboats, and to this day it has never been replenished. We made Kobe, but as usual, when the Semmes pulls in, it means hard luck to somebody.

This time the somebody was a Jap watertender. The GI guard who was at the gangway to the crew from going ashore, was gassed up and in fooling around with his carbine, the Jap watertender was shot. The Jap was in charge of giving us water.

Three MPs came aboard and took the guard and one of the crew ashore. The crewmember was Joe DeCabo, who was on gangway watch at the time of the incident. In Kobe, we also lost an Oiler, who had to go to the hospital.

We finally got to Shanghai, two months and three days out of New York, with the Semmes running better than she had at any time during the trip. But not for long, for the old girl sure likes to stay in port once she gets there. Anyhow, Ed, the Chinese get the fans in working order by putting in new ones, and we took off for Manila with two new crewmembers.

One of these was an AB from an NMU tanker; the other was a second mate from the same ship. He took the ordinary's berth and the AB took the Wiper's job.

About three days out the Chief

Mate discovered a stowaway, an SUP man who is still with us as we were not permitted to land him in Manila.

From Manila we went to Batangas to load copra. This is the only port so far than we haven't had any trouble. From Batangas we went to Romblon. Here we had more troubles.

The longshoremen left some empty copra sacks in No. 2 hold and one of them threw a cigarette butt into the pile. So back



we go to Manila to discharge the copra that was ruined in the attempt to put out the smoldering fire.

We are now under way and headed for Honolulu again. We don't know whether we are going to pick up pineapples or not, but in any case, we should be back in the good old U. S. A. around the middle of June. This is, of course, if the SS Breakdown should hold together that long.

So long, Ed, will be seeing you in the funny papers.

Milton B. Williams
Deck Delegate
SS Raphael Semmes

(Ed. note: Sorry for the snafu in your last letter. We apologize to you. You apologize to the two Tony's. That should make all hands happy. Meanwhile, we wish you better luck on the last lap of your trip.)

Beware The Golden Calf, Brother Warns

To the Editor:

The following notice should be placed in the LOG to insure the safety of seamen who have been away from the States for the last few months and don't know the score on the latest of feminine styles:

Attention: The gals you see wearing the various new colors in silk stockings are not what you think. They're just in the groove, sporting the latest



fashions. So don't make the mistake of flirting with them, or you may have your head busted in.

I know!

Ed Larkin

CREW, OFFICERS HIT IT OFF OKAY ON LYMAN STEWART

To the Editor:

Our trip on the SS Lyman Stewart of the Alcoa Steamship Company is about to be completed and we, the Deck Department, wish to praise highly the Master, Captain Frank Waters, and our Chief Mate, Henry Gatz. The Chief Mate and Master have worked and treated us 100 per cent throughout the entire trip.

We also recommend to all brothers that they ship aboard a vessel under the command of the officers named above.

We further recommend the the Second Mate, Thomas J. Walsh and the Third Mate, Robert F. Pelouze. Not to be forgotten is our Chief Engineer Henry C. Anderson, a 100 per cent SUP Brother, and his Assistant Engineers: James Hallock, 1st; George Gonzales, 2nd; Joe Collins, Acting 3rd; and Nathan B. Stone, Jr., Chief Purser, and the Steward, Rolf Berg Hansson.

The undersigned Brothers, representing the entire crew, praise the Captain and officers for the 100 per cent treatment they have given us.

Arlen Torp, Deck Delegate
Charles Humphrey, Bosun

Abide By Contract, He Says

To the Editor:

It's a good thing to see some of the recent letters in the LOG. The ones referring to union responsibility are good, particularly the one by Windy Walsh.

I have been in the Union since it started. There is no use in kidding ourselves about the reasons why we have to do our jobs ship-shape when we are aboard ship.

We believe that if you have a beef with the shipowner, it should be settled in the quickest manner possible, hitting as hard as necessary. We have done so in all our beefs and strikes.

But if we have no beef, every guy signing on a ship should do his job. If he doesn't, then as a group we are not going to do so hot. When we make a contract we must keep our word. Only a bum does anything else.

In the union today—on a few ships—we have a few drunkards who think their shipmates should do their job, while they knocked out and brag, what they did" in twenty-one.

To SIU men who know the score, fellows like these are no good, and they only pull this stuff on young kids who don't know the difference. The quicker we straighten them out the better.

We have the best contracts in the business and we should take care of them. I know, for, as I

say, I have been in the union since the beginning. I know for a fact that people like these performers didn't have a damned thing to do with getting our present conditions, and that they would be the reason for losing them—if we let them.

Jack Kelly

Galley Man



An unidentified member of the Stewards Department aboard the SS Hibbing Victory, whose crew recently won high praise from the vessel's skipper. Men like the one above transformed ship from a dirty scow into spic and span SIU ship.

French Communists Keep AFL Rep From German Zone

WASHINGTON — Henry Rutz, international representative of the AFL, was denied entrance into the French-occupied zone of Germany this week. The refusal of the French authorities to permit Rutz to observe labor conditions in the French area was made the subject of a strong protest to Premier Ramadier by Matthew Woll, AFL vice-president and chairman of the AFL's International Affairs Committee.

Woll warned Ramadier that the incident, if not corrected, might disturb the "cordial relations between the American and French people in general and labor in particular." Later Woll said that the reason Rutz was denied entry was his distribution in other parts of Germany of the AFL publication "International Free Trade Union News." The magazine has been critical of Communist leaders within the

French CGT (General Confederation of Labor) and of the World Federation of Trade Unions, with which the CGT is affiliated.

Rutz was violently attacked by newspapers in the Soviet zone of Germany after a speech to the May Day celebration at Hamburg in which he attacked the use of slave labor anywhere in the world, including the Soviet Union and Yugoslavia.

In excerpts from his speech which have just reached the U. S., Rutz told the German unionists that even during the war the AFL believed that "we cannot afford to carry over into the new world we hope to create after the war a spirit of vengeance or the practices of domination and enslavement. We can neither exact exorbitant reparations nor compel the labor force of conquered nations to rebuild for the conquerors on the basis of forced labor."

He deplored the fact that "in many lands forced labor has become an officially recognized institution. This advance of slave labor represents a tremendous danger for the free workers of all countries." He referred specifically to the presence in France of PWs; he referred to Czechoslovakia's "brutal mistreatment" of over 2,000,000 Sudeten Germans; and he charged that in Soviet Russia "Under the whip of the NKVD or MVD and under the threat of Soviet bayonets millions of Austrians, Estonians, Hungarians, Germans, Lithuanians, Letts, Ukrainians, Tartars, Japanese and Roumanians, men and women, civilians and soldiers, are used as forced laborers."

The Patrolmen Say...

Patrolman's Delight

NEW YORK—Sometimes after a difficult payoff, a Patrolman gets down in the dumps. Everything seems to go wrong. The Skipper is a tyrant, the company plays hard to get and the performers are at their worst.

But the other day, the SS Celilo, Pacific Tankers, renewed my faith in all that is seagoing, when, after a short trip of 17 days on a coastwise run she bumped into New York for the payoff.

I hit the ship and found her to be in fine shape. She was one of those ships that make it a real pleasure to handle at the payoff. I had expected that there would be a lot of misunderstandings and beefs for the ship carried 65 percent tripcard men, but I was all wrong.

The tripcarders, along with the book men aboard were all real union men and were a credit to the SIU at the payoff. The Delegates cooperated all down

dispose of this unclaimed baggage.

Men who have stuff in the New York Hall over a year—in fact, for any period over three months,—are advised to write immediately to the baggage room in the New York Hall, giving a complete description of the gear being held there for them and an address to which it can be forwarded.



The Dark Ship, by Richard O. Boyer. Published by Little, Brown and Company—\$2.75.

This is a book which is supposed to be a history of the National Maritime Union, CIO, and a story of a wartime trip made by the author.

It is possible that many landlubbers will be taken in by the facts which the author presents, but for anyone who knows the history of seamen's unions in the United States, the book is a total loss.

So much is misrepresented, so much is omitted, that one is immediately struck by the thought that the writer of the book was very naive, or just plain dumb.

And then, the awakening. Richard Boyer is a contributing editor to New Masses, the communist party "literary" magazine. He has been a consistent supporter of Russia's policies, both domestic and foreign, so it is no wonder that he falsifies facts when writing about a communist-dominated union.

This book grew out of a series of four articles Mr. Boyer did for the New Yorker magazine. His additions, to round out the book consist mainly of character sketches of NMU officials, who are lauded with words which

make them appear the prime movers of seamen's organization.

FINKY RECORDS

Most of them came to the movement with finky records, which they enhanced while in the NMU, but not a word of this is told by the author.

The internal fight now going on in the NMU is also a matter which Mr. Boyer glosses over. He only refers to the struggle in order to take a back-handed swipe at Curran, who seems to be heading the opposition to the communist marching in that union.

The NMU's wartime record is told of in laudatory terms. The no-strike pledge is mentioned, but no mention of the fact that the men of the NMU had to depend on the Seafarers for leadership, otherwise their own leaders would have stood idly by while the operators made big profits and the men risked their lives with no compensation.

The NMU's collaboration with the shipowners and the Coast Guard, is also not mentioned.

It may be that Richard O. Boyer is NOT a member of the communist party, but he misrepresents history like a dyed-in-the-wool party member, and so he may just be cheating the CP out of dues.

Paper Profiteers Peril Existence Of Labor Press

WASHINGTON — A major scandal in the field of newsprint broke out into the open last week when congressional testimony proved existence of a Canadian newsprint monopoly which has victimized Labor, religious and other smaller papers.

Through profiteering which has pushed the price of newsprint four times its pre-war cost, and the withholding of the paper from independent publishers, hundreds of small papers have been forced out of business.

Labor papers, including the SEAFARERS LOG, have been under terrific pressure due to this profiteering and have at times been forced to reduce the number of pages, some even having to cancel issues.

In the testimony before a special House Committee investigating the newsprint shortage, it was made known that newsprint which had a pre-war selling price of \$50-a-ton is selling at \$200-a-ton in the black market. This was admitted by the Journal of Commerce.

THREAT TO ALL

The monopolistic set-up in Canada is now a threat to all of America's publications inasmuch as 80 percent of all U.S. newsprint comes from that country.

One company, the Clinton Paper Company of New York admitted profiteering. On one lot of newsprint that cost \$800,000, Clinton sold it for a clear profit of \$1,000,000.

One of the Labor papers that suffered by this action was Justice, the newspaper of the International Ladies Garment Workers, AFL. Their publisher, who had bought paper from Clinton, billed the ILGWU \$30 a ton higher than they had previously paid.

The publisher sent Congress a letter protesting this action, and since then has not received any paper from the Clinton Company.

When faced by the Congressional Committee, the vice-president of the Clinton Company blandly stated that he charges "whatever I can get; whatever the market will bear."

Whether the Committee will do anything about this practice is doubtful. While they hold their hearings and deliberate, the big money boys will continue to put the small newspapers out of business. Then the bosses' newspapers, which own their own paper mills, will have free reign, having stilled the voice of Labor.

Attention Members

Each man who makes a donation to the LOG should receive a receipt in return. If the Union official to whom a contribution is given does not make out a receipt for the money, call this to the attention of the Secretary-Treasurer, J. P. Shuler, immediately.

Send the name of the official and the name of the port in which the occurrence took place to the New York Hall, 51 Beaver Street, New York 4, N. Y.

Tankers, Freighters In New York

(Continued from Page 9)

description which has been laying unclaimed for two years or more in this baggage room. The stuff is cluttering up much-needed space and accumulating dust.

In view of the time limit placed on the holding of baggage and since the gear in question has been held considerably longer than the prescribed limit, arrangements are being made to

Welfare Plan

NEW YORK — From time to time the membership has considered the institution of a credit union, the principle behind which is to extend a helping hand financially to brother SIU members in time of need.

In itself this is a very good idea, however, it has certain drawbacks that have made the

Union hesitate to adopt such a plan.

For one thing, administration of the plan would entail an enormous amount of clerical work requiring the setting up of an entirely new and separate organization.

Our adopted program does not permit this at the present time, but I have a suggestion that I think we could undertake which would serve much the same purpose and could be undertaken with much less time, money and effort.

MORE PARTICIPATION

That is a welfare fund administered by a three man board. This would be much simpler and more fluid than a credit union and would permit a larger percentage of our members to benefit.

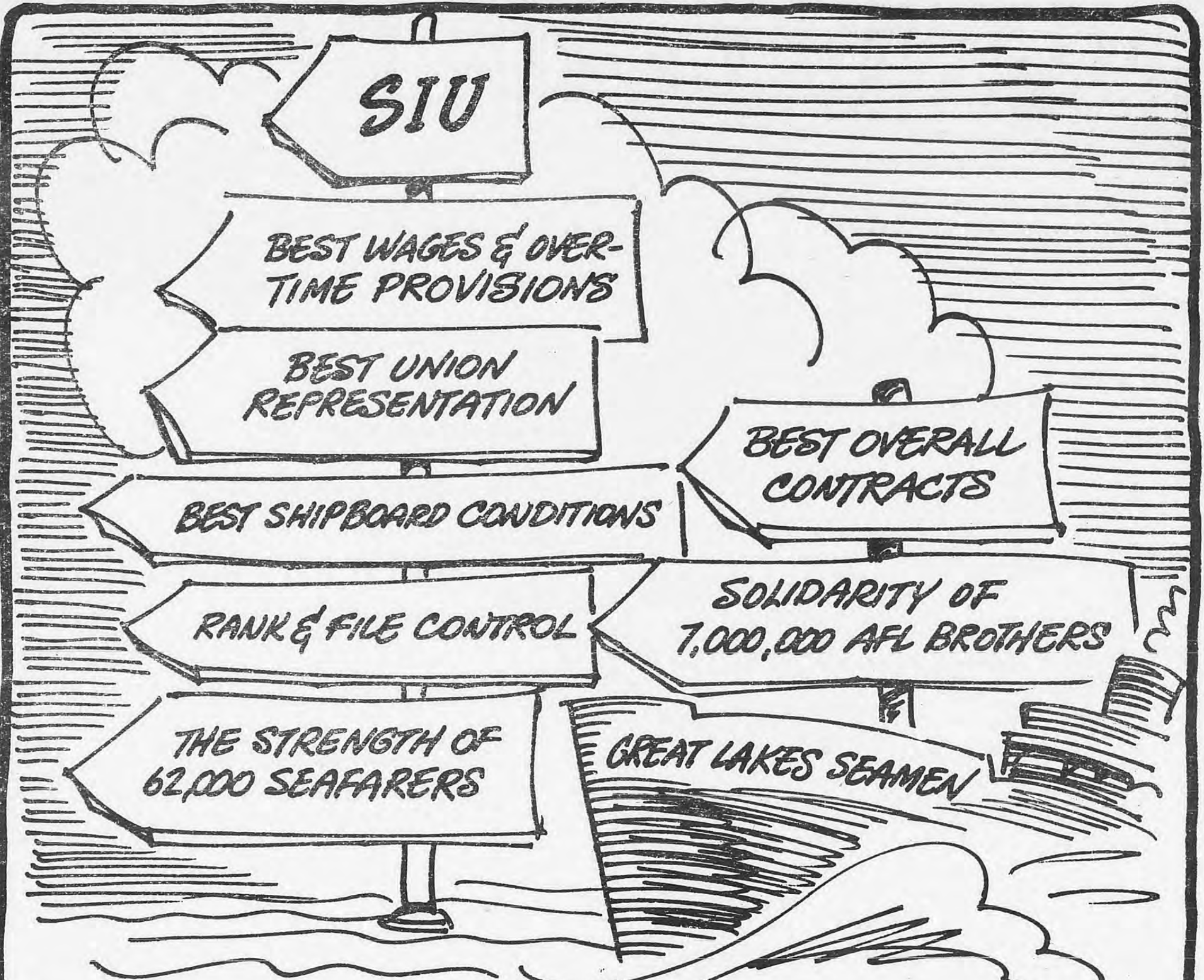
The fund itself could be raised by a tax based on the earnings of our members, with the complete details worked out in co-operation with other unions which already have such plans.

I'm just tossing this idea into the ring without any attempt to lay out a specific plan. I think the membership should grab hold of it and kick the idea around awhile.

It would be a good idea if the members would discuss the pros and cons of this idea through the medium of the SEAFARERS LOG, giving vent to their feelings and suggestions.

Maybe we can come up with something that would be of benefit to us all. How about it fellows?

Howard Guinier



**GREAT LAKES
SEAMEN ARE GOING
SEAFARERS!**

**SEAFARERS INTERNAT'NL UNION
of NORTH AMERICA • A.F.of L.**