

SEAFARERS' LOG



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No. 26

N.Y. Meeting Pledges Aid To CIO Union

NEW YORK, June 26—In line with the traditional SIU policy of supporting other unions in legitimate economic beefs, a special joint meeting of SIU-SUP membership voted all-out backing to the CIO Shipyard Workers in their nationwide strike which started midnight June 25.

It will be remembered by all Seafarers that the SIU went to the aid of the Shipyard Workers this spring when Local 13, at the Bushey Shipyards in Brooklyn, was faced by stubborn refusal of the company to bargain. SIU strength, massed on the picket-line, helped bring quick results.

The full text of the resolution is as follows:

WHEREAS, the membership of the CIO Shipyard Workers voted nationally to strike unless their demands were met by the bosses, and

WHEREAS, the demands were not met and the shipyard-owners arrogantly refused to bargain in good faith, and

WHEREAS, the Shipyard Workers gave 30 days strike notice as required by law, and the time expired on midnight June 25, therefore

BE IT RESOLVED that the membership of the New York Branch of the Seafarers International Union goes on record to support the CIO Shipyard Workers both morally and physically, and financially if necessary, and

BE IT FURTHER RESOLVED that copies of this resolution be sent to the President of the United States, the Senate and the House of Representatives, The President of the American Federation of Labor, and the President of the Congress of Industrial Organizations, and

BE IT FINALLY RESOLVED that it be recommended to other SIU Branches that this resolution to read in special meetings held for the purpose and that this resolution of support be adopted.

In view of the Seafarers' known record throughout the country for its immediate rallying behind any legitimate union having a legitimate beef, no matter what its affiliation, there is little doubt but that the resolution will receive quick approval from the membership in all branches up and down the coast.

Labor Fights Back

The Taft-Hartley "Kill Labor" Bill is now law, and the United States has taken the first step down the road that leads to fascism.

When Mussolini wanted to institute his reign of terror, he first started by throttling the labor movement. When Hitler came to power, his first objective was the complete breakdown of labor unions in Germany. And when Stalin became supreme dictator of Russia, he made sure that the Russian labor unions were stripped of their strength and power.

The same pattern is being followed here in the United States.

The bill, which has been described by stooge Congressmen as "mild and reasonable," will bring to a halt all normal bargaining between employer and employee. The closed shop will be outlawed; industry-wide bargaining restricted; company unions will flourish with encouragement from the Government; and only attorneys well-skilled in labor laws will be able to unravel the many intricacies of the new legislation.

If this is "mild and reasonable," then so were the totalitarian regimes of Mussolini and Hitler, and so are the dictatorships of Stalin, Franco, and Peron.

Brain Trust

It is common knowledge that the Bill which bears the names of Senator Taft and Representative Hartley was really written by the combined brains of the National Association of Manufacturers and the Chamber of Commerce, two organizations admittedly opposed to the just aims of the American labor movement.

There is little reason to doubt that the legislators who voted for the Bill have done so because they believe that they can best serve their masters, Big Business, by dealing labor a hard blow.

But the Bill written by the NAM and the CC, and

(Continued on Page 4)

New York Branch Cracks Down On Gashounds And Performers

NEW YORK, June 26—A rank and file trial committee of Seafarers, guided by the growing dissatisfaction within the SIU toward gashounds and performers, cracked down yesterday on six crewmembers who admitted to being drunk and refusing to turn to, thereby throwing the burden of ship's work on their shipmates.

Two of the confessed performers, who are tripcarders, were fined \$50 and warned that their privileges would be revoked in the event the offense is repeated. Fines of \$25 were imposed on the other four—all full book members.

The committee upbraided the full book men for failing in their responsibility to set an example to the newer members of the organization, and admonished that a recurrence would result in more severe penalties.

In addition to imposing the fines, the trial committee made it mandatory that the men report immediately to the Dispatcher and accept the first jobs assigned to them.

NAMES WITHHELD

The committee, which was elected at a special membership meeting, withheld the names of the guilty men from the LOG and the ship in order not to cause them any additional embarrassment.

The situation first came to light when indignant Seafarers, crew members aboard the vessel, reported the actions of the six performers to a boarding Patrolman. Efforts of the union representative to get the men to turn to and to observe their obligations were at first of no avail.

(Continued from Page 4)

Wyandotte Crews Begin NLRB Vote

DETROIT — As a result of the SIU's last meeting with the National Labor Relations Board regarding the Wyandotte Transportation Company election, the seamen of this company's four ships — SS Alpena, Conneaut, Huron and Wyandotte — will be able to vote for the union of their choice after June 30 and prior to July 12.

Overruling the phony, time-stalling objections of the NMU representatives, NLRB Hearing Examiner Miss Ruth Greenberg set the election date and other stipulations of the consent election which were agreed to by the SIU and company representatives.

Based on contentions that the election should not proceed until the NLRB in Washington decided the NMU's appeal of the Local Board's decision to throw out the NMU's unfair labor charges as being without foundation, Acting Detroit NMU Agent Mike Kearns requested a postponement of the election.

This, Miss Greenberg refused to do, stating that it was up to the Regional Director and the Board to decide on the merits of the NMU's appeal.

After a company representative had voiced a query asking on what basis the NMU was intervening, SIU Asst. Organizational Director Paul Warren voiced the SIU position by stating that "The SIU doesn't care whether the NMU appears on the ballot or not. In fact, we welcome them on the ballot. Then, the Wyandotte seamen will have a good chance to show which union they want — the SIU or the NMU."

ELECTION STIPULATIONS

Complete stipulations regarding the Wyandotte election are as follows:

1. **Election Date** — This is set for after June 30 and prior to July 12, but excluding July 4 and 5 (holiday weekend).

2. **Bargaining Unit** — All unlicensed personnel including the Steward, but excluding Radio Operators, Pursers, Conveyor Engineers and all licensed personnel.

3. **Voting Place** — Voting is to take place in the Card Rooms of the company's ships, docked at either the North or South Plants of the Company in Wyandotte, Michigan.

4. **Eligibility Period** — This

is to be the payroll period ending June 15, 1947.

5. **Ballot Position** — The SIU is to be on the right side of the ballot, No Union in the center, and the NMU on the left side.

This should be good news for the Wyandotte seamen who have been anxiously awaiting the setting of the election date. Incidentally, no idle boast to say that the overwhelming majority of Wyandotte seamen prefer the SIU.

SIU Committee Making Headway In Negotiations

NEW YORK — In a telegram sent to all Ports this week, J. P. Shuler, Secretary-Treasurer of the SIU Atlantic and Gulf District, notified the membership that the operators have offered a 5 percent wage increase plus overtime for all holidays at sea.

The Negotiating Committee—consisting of Lindsey Williams and Joe Algina, Deck Department; Paul Hall and Robert Matthews, Engine Department; and J. P. Shuler and Ray Gonzales, Stewards Department—is now studying the shipowners' proposals, and a full report on recommendations will be mailed out as soon as possible.

Members of the Union were requested by the Committee to proceed with their regular duties as per contract.

The Committee foresees no danger of a strike or job action at the present time, and stated that no money will be lost on raises while the negotiations continue, since all salary increases will be retroactive.

PORT MEETINGS

A further recommendation of the Negotiating Committee was for each Port to set-up an informational bulletin and to hold special meetings to report the latest developments.

The Seafarers International Union has for a long time led the maritime industry in regards to wages and conditions. With the full support of the membership behind the Negotiating Committee, there is every reason to believe that the gains made in the present bargaining sessions will also set standards for other seamen's unions to shoot at.

SEAFARERS LOG

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 OF NORTH AMERICA**
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GEORGE K. NOVICK, Editor



Pity The Poor Executive!

At a recent meeting of the stockholders of the United States Lines Incorporated, an irate stockholder got to his feet to protest against the low salaries being paid to the officers of his company. He complained that, according to the Merchant Marine Act of 1936, the executives of all twelve of the lines which hold operating subsidy contracts from the Government are prevented from drawing more than \$25,000 per year in salary.

And not only that, but with taxes the way they are, these men have a take-home pay of approximately \$15,000.

This sort of pity for the salaried employes of a big company is all to the good, but the compassionate stockholder should have used his good words for the shipowners' employes who need it the most—the men who actually sail the ships.

One point in the argument advanced by the stockholder is that if the \$25,000 limit is not raised, many of the ambitious young executives will seek greener fields where they can make more money, and thereby discourage the high class of management which the shipping lines have always enjoyed.

Any seamen reading this is probably already bent over with laughter. The "high class of management" which this mistaken capitalist referred to is the type of management that returns huge profits to investors, at the cost of seamen's lives, their broken bodies, and their wasted years.

Perhaps the executives do deserve more money, but certainly not until the seamen who create the shipowners' wealth have a chance to share in it. What justice is there to high salaries for a few, whose jobs would not exist if it were not for the seamen, while those same seamen by the thousands are forced to live on the crumbs thrown to them by the exploiting shipowners?

We are in favor of higher salaries in the maritime industry. We are even in favor of higher wages being paid the "starving" \$25,000 a year executives. But we firmly believe that increased wages should start where they are needed most, and should be given to the men who are responsible for the vast profits which shipping lines roll up year after year.

Perhaps that stockholder really thought that \$25,000 a year is poor pay. Let him then talk to any working seaman, compare the two levels, and then go home to have a long talk with his conscience.

It will do him a world of good!



Men Now In The Marine Hospitals

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

STATEN ISLAND HOSPITAL

- A. RIOS
- W. JOY
- N. NEILSEN
- J. A. DYKES
- E. J. SIDNEY
- V. PLACEY
- C. CARLSON
- E. E. CASEY
- W. F. STEWART
- R. G. MOSSELLER
- J. HOSTEN
- C. B. O'NEAL
- M. J. DELANEY
- T. J. KURKI
- C. IBRAIN
- A. DUDDE
- E. CHATARD
- A. KELLER
- M. PISKUN
- W. E. STORVIS
- A. FELICIANO

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

BALTIMORE HOSPITAL

- E. L. CAIN JR.
- J. A. TARDELLEO
- M. PLYER
- A. HAYER
- T. O'MALLEY
- M. SAVEAED
- J. OFFSIMIK
- R. MYERS
- H. GREEN
- W. McKAY

ELLIS ISLAND HOSPITAL

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

Hospital Patients

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

Staten Island Hospital

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

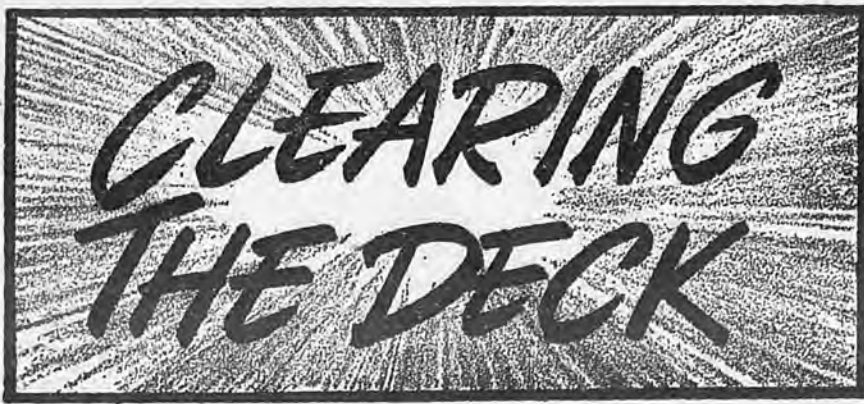
- Tuesday — 1:30 to 3:30 p.m.
(on 5th and 6th floors)
- Thursday — 1:30 to 3:30 p.m.
(on 3rd and 4th floors.)
- Saturday — 1:30 to 3:30 p.m.
(on 1st and 2nd floors.)

NEPONSET HOSPITAL

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

BRIGHTON HOSPITAL

- R. BAASNER
- W. PARIS
- R. LORD
- R. MODIGAN (SUP)
- E. MOFIENE
- E. DELLAMANO
- P. KOGOY
- J. ROY
- R. GRALICKI
- H. WALSH
- J. WHEATON (SUP)
- A. ROUSEO



By PAUL HALL

There has been considerable discussion in the various port meetings recently in regard to the Union's program for economizing.

These discussions—in the main—have been healthy, and they have provided the many members and officials with an opportunity to express their opinions on the subject of economy.

It might be well, at this point, to stress to the membership that when they participate in such meetings, they should see to it that personalities play no part in discussions or actions. Let no official of any port tell members that any port, is "trying to run the Union."

Some of this smear-attack technique was used recently in one or two of the ports. When any official has to stoop to this kind of face-saving instead of dealing squarely with the facts, it can lead to an unhealthy situation, if allowed to continue.

Members Can Serve Union

Seafarers who are interested in seeing the Union continue its advance on a sound, economical basis will be serving their own interests and those of the entire membership by setting straight any member, or official, who smugly states that a particular individual or port is "trying to run the Union." Remarks like these, which are injurious to the Union, are easy to make but have no basis in fact, and if they are set upon right away can be knocked into the cocked hat from which they came.

Members hearing these statements can nail them right away by pointing out to those who make them that our Union Constitution is clear. It emphatically states that our membership must vote on a coastwise basis on all issues affecting the Union, with a majority ruling the policy which is to be followed. **It is the membership, then, which makes the final decision on what SIU policy and program is to be on any issue.**

Ordinarily, when any official takes the particular line in question to "explain" why he is not living up to Union policy, he is doing it for one of two reasons. First, it is because he actually doesn't possess the ability to handle the Union's affairs in the manner which the membership wants. Second reason is that he is deliberately trying to hamstring the Union by creating doubts and casting reflections, insinuations and blasting members and officials who are living up to policy laid down by all hands.

Watch for this at any meeting you attend in the future. While it is true that such an occurrence is a rarity, nevertheless if it ever should happen, it is the membership who can stop it.

Union Financial Condition Sound

While on the subject of the economizing program, it is good to know that in spite of some differences of opinion on the matter, the Union is now running on a sounder economical basis than it has in a number of years.

Our new Secretary-Treasurer, J. P. Shuler, has done an efficient job putting into effect the program adopted at this year's Agent's Conference. A glance at the Headquarter's financial reports shows in black and white that through his efforts the General Fund has been increased by approximately \$60,000 since he assumed office.

Further, the normal operating expenses of the Union have been slashed by \$2,000 per week. This is really cutting the mustard. In view of these remarkable strides, let us all continue to give the Secretary-Treasurer our support in living up to this program. The result will be that we'll have a lot more dollars in our fund, and consequently we'll have more bang if we have to go to bat with the shipowners again.

Gulf Ports Now In Good Shape

The Gulf ports are now operating in Seafarers style. Quite a few members have been asking questions regarding the changes in that area. The record shows that former SIU officials in some of the Gulf ports were not adhering to Union policy, not only in failing to operate an efficient and economical port, but also by allowing phony outfits, such as the Merchant Mariners of America, to solicit membership around SIU halls. When corrected on these issues and shown by the membership that they were dead wrong in their actions, these officials asked for, and received, leaves of absence.

Two of these former officials in the Port of Galveston have not yet accounted to the Union for all of its monies, and approximately \$400 is still owed to the SIU by these former officials. The Union will, of course, be reimbursed by the bonding company by whom all officials are bonded for the security of the Union, and will not lose this dough.

It is just as well that this matter receive an airing. The membership has every right to know what is going on so that it can act accordingly. Furthermore, the rumors and doubts fomented by the rumor mongers cannot survive in clean, open air. They can only thrive in the dark corners where they are conceived.

It will serve notice, too, to any would-be disrupter that he will not be allowed to interpret the Union's actions in any manner other than what it is—the protection and welfare of the Union membership.

(Continued on Page 4)

Both NMU And LSU Try To Freeload On Seafarers' Accomplishments

By PAUL WARREN

DETROIT — Recently, we've had numerous queries concerning what is being done on the Lakes by either the Lake Sailors Union (Independent) or the National Maritime Union (CIO). So, here goes for the umpteenth time with the answer—and it's a loud and emphatic "Nothing!"

Yes, Brothers, absolutely nothing is being done on the Lakes by either of these outfits in the way of organizing or getting constructive gains for the Lakes seamen.

However, every single time that the SIU starts organizing an unorganized company, either or both of these so-called unions jumps in to intervene.

Neither the LSU nor the NMU has had the guts or the program to do any organizing on their own. They mouth a lot of empty promises about what they're going to do some indefinite time in the future, and are trying to ride in on the Seafarers' efforts for free.

LOOK AT RECORD

Let's look at the record, and add up the score. The SIU has already petitioned and won an election on the two Huron ships. In this instance, the NMU intervened and secured the insignificant sum of 2 votes to the 28 amassed by the Seafarers. On Wyandotte, what happen-

Canadian CCF Raps Phony Ship Transfers

OTTAWA — An often suspected practice of American shipowners was brought out into the open this week in the Canadian House of Commons when a charge of operating a "bootlegging" system in ships was leveled at American shipping interests.

The "bootlegging" system, really the underhanded method whereby American ships are being put under the Panamanian flag, was described as being carried out by bringing American vessels into Canadian ports, their registries transferring to the flag of Panama, and the American crews aboard being discharged to be replaced by Chinese crews at much lower wages.

Exposing the shipowners' racket were two Cooperative Commonwealth Federation members of Parliament — H. G. Archibald and Clarie Gillis.

They immediately asked the Canadian Reconstruction Minister whether the proposed Canadian Maritime Commission, would have the power to prohibit such practices.

The Reconstruction Minister, when faced with the question, stated that if there are any infractions it will be the duty of the Maritime Commission to bring them to the attention of the appropriate Minister to see that they do not continue.

The Cooperative Commonwealth Federation, which Mr. Archibald and Gillis represent, is a non-communist organization composed of labor, cooperative and socialist groups.

ed? Not only did the SIU organize the Wyandotte seamen and petition for an election but practically all of the men lined up for the Seafarers.

As usual, the NMU intervened and was given a week in which to prove that they had proof of representation.

The NMU failed to prove any basis for intervention and these phony charges were tossed out by the NLRB and a hearing on a consent election held.

Over the NMU's protests, the NLRB set the Wyandotte election dates. Voting on the four ships begins after June 30 and continues until July 12, or until the ships have finished, if sooner.

MORE INTERVENTION

On both Hanna and Wilson, the SIU filed for elections. In both of these fleets, the LSU and the NMU intervened. Since then, the NMU has tossed in more unfair labor practices charges, alleging that the Mates on the Hanna ships were favoring the SIU.

Hearings on the NMU's phony charges will consume more time before we can have an election on Hanna ships. This is just another stall to hold up an election for the Hanna seamen.

As for the Wilson fleet, this is going to the NLRB in Washington for a decision on the bargaining unit, and an ordered election will be necessary.

The SIU has also filed for elections on the Steinbrenner and Shenango ships, and in both of these companies the NMU intervened. So it's easy to see how these fellows have been riding on the Seafarers coat-tails. And, that's the reason for all of the questions concerning the LSU and NMU.

It's a big laugh for the majority of the Lakes seamen how these two outfits—the bankrupt NMU and the company-dominated LSU—are letting the SIU do all the work, and trying to cash in our efforts.

However, their plans are not succeeding because the unorganized Lakes seamen know who is setting the pace for wages, hours and conditions.

SIU PROGRAM

The Seafarers program on the Lakes is well known to most of the seamen sailing the Lakes. They know that the SIU has a record of setting the pace on the Lakes. We lead and others follow.

Even the powerful shipowners group, the Lake Carriers Association, follows our lead in establishing wages and conditions.

However, where the unorganized seamen lose out is in the working and living conditions aboard their ships. They have no SIU contract to provide SIU Union security, protection and representation for them. So if they don't like the conditions aboard the open shop LCA ships, they are forced to pile off.

Contrast the conditions aboard SIU contracted ships to those prevailing on unorganized Lakes ships.

Do you get paid overtime for work performed outside the hours of 5 p. m. to 8 a. m. which is not necessary to the navigation or safety of your ship?

Are you secure on your job, and free from being fired to

make room for one of the bosses' friends or relatives?

Can you talk to your Skipper or Departmental Head about a legitimate beef without fear of being fired?

Does your ship feed well, or do you have the two pot system on it?

These are just a few of the abuses which the SIU will clean up after we succeed in organizing the unorganized companies into the SIU. All of these conditions are covered in SIU contracts.

As well as providing for the best working and living conditions on the Lakes, competent SIU representation means that you can win your legitimate beefs without fear of intimidation.

An SIU contract is your protection and guarantee that you, too, will enjoy the best wages, hours, working and living conditions on the Lakes.

We don't promise you the moon or any "pie in the sky" program.

We just say, "Don't take less than the best, and that's the SIU!"

No News, Really; NMU Loses Again

BOSTON—Still smarting from their setback in the Isthmian fleet, the NMU took another rap across the knuckles last week when the seamen of the Boston Fuel Transportation Company rejected it in an NLRB election held in Boston.

Voting 19 to 7 for no union, the men of the company's three vessels, the Harold Reinauer, Lucy Reinauer and the Seaboard Reinauer, completely swamped the NMU's efforts to organize the company.

Speaking to SIU men after the election the men of the Boston Fuel fleet made it known that they were not anti-union but anti-NMU and were anxious for the SIU to step in and petition for an election.

The Boston Fuel Transportation Company operates its ships out of Boston covering the New England area with runs to St. Johns and Halifax as well. The ships carry an unlicensed crew of 14 men.

Button Gwinnett Ripped Open

With approximately twenty feet of her port side stove in by heavy seas, the SS Button Gwinnett, South Atlantic Steamship Company, steamed into Hampton Roads where she is now undergoing repairs.

The Gwinnett left Norfolk on March 30, bound for Copenhagen with a cargo of coal. After unloading, she headed for home on April 25, and ran into a series of severe storms.

Without cargo, she was an easy prey to the high seas and strong winds. After fighting the storm for several days, open seams were noticed in her port side, and the ship sent out a call for assistance.

Without aid, however, she managed to reach Leith, Scotland.

Suggests Joint SIU-MM&P Panel To Handle Crew-Officer Disputes

By FREDDIE STEWART

Since the seamen's and licensed officer's strike last year, there have been a number of disputes between the crews and the officers aboard ships.

Looking at the thing honestly, many of these disputes can be traced to the fact that a few seamen have waved in the officer's faces the theory that they were greatly instrumental in getting the security, wages and conditions won in the strike.

This attitude on the part of a few men serves to create a feeling of resentment, rather than the appreciation it is intended to inspire.

Of course, we have cases where officers are deliberately resentful of seamen because they cannot execute the flagrant and unjust powers cherished in the past.

There are other cases where frustrations create dissension among some seamen who like to give vent to their disappoint-

ments by making a grab for leadership.

AFFECTS UNION

In all of the cases mentioned, it is disgraceful to see these unnecessary signs of friction involve the conduct of our Union business.

Today we seamen, and the officers of our profession, who are members of a bonafide trade union, are affiliates of the same parent body — the American Federation of Labor.

We Seafarers have for many years practiced a principle set down in our Constitution. It might be well to reproduce it here:

"We will, therefore, try by all just means to promote harmonious relations with those in command by exercising due care and diligence in the performance of the duties of our profession, and by giving all possible assistance to our employers in caring for their gear and property.

"Based upon these principles,

it is among our objects: To use our influence, individually and collectively for the purpose of maintaining and developing skill in seamanship and effecting a change in the Maritime law of the United States so as to render it more equitable and to make it an aid instead of a hindrance to the development of a merchant marine and a body of American seamen."

MARITIME COUNCIL

To aid in the accomplishment of the aims set forth in our Constitution's preamble stated above, we have found a need to bring together all AFL maritime unions.

As a result we have formed the Maritime Trades Department comprised of all maritime workers, teamsters, etc., and equipped to deal with problems of any nature affecting all.

It might be fitting in dealing with the subject of officers and crew to organize what might be known as a grievance panel made up of members of the SIU and the MMP. The panel could have six members — two officials from each union and a rank and file member of each.

PANEL'S FUNCTIONS

This panel would function when expedient, to determine the ties and relationship between the parties involved, violations of contracts, and the reason for any ill-feeling that may exist.

The SIU-MMP panel would have the power to render to each union a report and the decision of the panel to be passed upon by the membership of each in accordance with the respective constitutions.

Thus the problems which might hinder fulfillment of the harmony and peace of the organizations can be weeded out. It is quite likely that the Isthmian ships might keep this panel busy for awhile.

Or would you settle for a Patrolman on officers?

All Departments

When your ship docks, it is a good idea to have a list of necessary repairs to give to the Patrolman. This will help in letting the company know exactly what has to be done to get the ship in tip-top condition.

Seafarers don't have to sail beat-up ships. Do your part to make every ship a clean, well kept vessel.

Four Watch System Will Insure Jobs For All In The Tough Times

By ED LARKIN

At the moment shipping is hitting a postwar high and jobs are plentiful for seamen, but there are signs of a drop in cargo shipping to come in the near future, and that means that jobs will start to slacken off.

When this comes there will be a lot of men on the beach waiting for jobs, while the men who have berths will be making extra money through overtime and paying off with plenty of cash.

To prepare for this day, which isn't too far off, the one sure way of spreading out the jobs is to go all out for the four watch system.

I know a lot of guys will throw up their hands and yell that this is barking at the moon, and that it will only put the shipowners out of business, but I don't think that is the case.

If we had the four watch system, insuring jobs for more Union men, we would be sure of one thing: job security.

Instead of asking for a lot of cabbage when we go into negotiations this fall, let's make the four watch system our big gun. Lets plumb for security.

INCREASES JOBS

When a slump in business comes, it would not hit us too hard if we now create jobs for a fourth of our membership. More jobs will mean greater security for both the members and the Union when the going gets a little tough.

I don't think the shipowner will go out of business nor will the American merchant marine disappear from the sea. According to the newspapers they are doing alright for themselves right now, in spite of all their cries of high Union wages.

The financial pages give the lie to their tale of woe. In the first six months of this year they made more than they made in the last couple of years. U. S. Lines alone made over two mil-

lion dollars, and that ain't hay.

No, Brothers, the four watch system won't drive the American merchant marine from the seas. It will, however, make life a hell of a lot easier for the seaman and it will set the pace for the workers of the country to strive for the six hour day.

UNION INSURANCE

The four watch system will be real life insurance for the Union, also, several hundred men on the beach looking for jobs is not a healthy situation.

After awhile, even the best Union men will start looking for a Panamanian ship just to get a bunk and food.

Who knows, if things get bad enough, a guy might start playing the shipowners' game of strike-breaking — a hungry man does foolish things.

I think four watches should be the spearhead of our drive to insure jobs for all.

Fifty years ago the shipowners wailed that the drive for the three watch system would ruin them, but none of them jumped off buildings.

They will wail again but, if we show them we are solidly behind the drive for the four watch system, we can do what others have called the impossible.

Clearing The Deck

(Continued from Page 3)

The Seafarers is a young and fast growing outfit. It is understandable that we will have occasional growing pains. We must at times expect problems of this nature, and as Union men we must meet them, call them what they are, and answer them.

It is this policy that has made the SIU as strong as it is today. That is what made the large string of tremendous victories possible — in the Isthmian drive, the 1946 General Strike, and the gaining of many off-shore steamship companies. It has helped us double our size in the past 12 months.

We cannot afford to take the position of not recognizing a problem when we see one coming up. Nor can we fail to answer that problem. We will not take the "ostrich-in-the-sand" attitude. By calling a spade a spade, we will continue to grow and expand.

Labor Fights Back

(Continued from Page 1)

supported by the lackeys of Big Business, has not achieved its goal. The labor movement in the United States is not broken and bowed; in fact, it is gaining new strength from the struggle.

In the days to come, the "Kill Labor" Bill supporters will find that they have created a Frankenstein monster. They will come to realize that the law they thought would crush labor has really made it into a fighting, militant weapon.

Looking Ahead

The working people of the United States have long been satisfied with pork chops and decent conditions, and have not taken a serious interest in the men who make laws of this land. But with the passage of the Taft-Tartley Bill, they have learned a lesson.

Not only have strikes followed the passage of the bill, with a threat of more to come, but labor is looking piercingly at both political parties, and responsible labor leaders are talking seriously of a "New Party," controlled by labor and supporting only tried and true friends of the labor movement.

It is certainly about time that labor got a better break. The men who produce the wealth of this country have too long been forced to exist on crumbs. Politicians have conspired to steal away the freedom of the working man, but there is a wind rising—a wind that threatens to blow the traitors out of office and out of public life.

New York Branch Cracks Down On Gashounds And Performers

(Continued from Page 1)

The men were then removed from the ship and charges instituted immediately with the trial committee hearing the case directly after being elected.

In ruling on the charges, the trial committee pointed out to the six men that the SIU is the only organization whose policy calls for job action, when necessary. Nevertheless, the committee stressed, the serious membership will not allow drunks to work hardships on the rest of the crew, as well as jeopardize the hard-won gains of the Union.

HURT ALL MEMBERS

The committee further recalled for the men the fact that the top flight conditions enjoyed by the Seafarers membership are the best in the industry.

If performers are allowed to indiscriminately violate these

conditions, every individual member would suffer as a result, the committee added.

Committee members ruling on the important case were George R. Kosch, Bill Thompson, DeLorant Troy, Victor J. Pelutis and Salvatore Volpe.

In the guilty group were two SIU and two SUP full book members and one tripcarder from each of the sections of the SIU.

When informed by the trial committee of its action in this case, Joe Algina, Acting Agent for the Port of New York, stated that "the committee did a good job. They upheld the policy always followed by this port in cases of this kind. Our Union is too good to tolerate gashounds and the sooner the membership puts a stop to this stuff, the better off we'll all be."

American Tankers Russia Refuses To Return Used To Carry U.S. Oil

WASHINGTON — The groundwork for a full-scale investigation of oil shipments to Russia, being carried in American ships flying the Soviet flag, was laid this week by the House Merchant Marine Committee.

The Committee chairman, Representative Weichel, charged that petroleum products are being transported to Russia in lend-lease tankers that the Russian Government had failed to pay for and refused to return.

As reported in the LOG a few weeks ago, ninety-four American vessels were turned over to the Soviet Government during the war as part of lend-lease.

After the end of hostilities, several notes were sent to Mos-

cow asking for the return of the vessels, or for payment. To date, Russian officials have neglected to reply to the various messages.

SIX SO FAR

Records of the House Merchant Marine Committee disclose that six such tankers sailed from West Coast ports bound for Russia, while as far as the Committee could ascertain no United States tankers are employed conveying petroleum to the Soviet Union.

Mr. Weichel declared that the Committee would seek further information, and if necessary would reopen its investigation of the failure of Russia to return any of the lend-lease ships.

Aboard Mississippi's Newest—The Del Mar



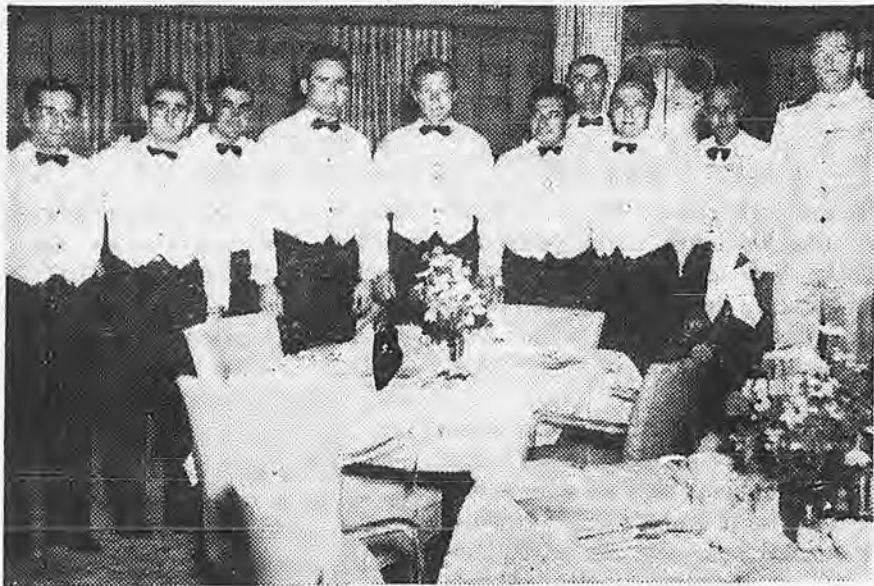
Just before sailing time, members of the crew of the Del Mar pose against a picturesque background. L. to R.: Pop Schaeffer, Mike Der'rits, William Witchen, Ed Gonzales, Red Wessel, Lerry Michel, Butsy Marshall, Jerry Pontiff, John Epton, Sam Marinello, and Tommy Scoper. Second row, Steve Colecchi and Pete Garza. Rear row, H. C. Frierson, Leslie Blanchard, Fred Bowden, and S. Randolph.

Not all members of the crew are present, since even when the ship is not on the open waters some men are necessary on board to attend to their duties. Like all other SIU ships, the Del Mar is crewed by an efficient band of men who have made the sea their career. In all Departments there are experienced Seafarers, some of whom have been sailing for a quarter of a century, and these men help to train newcomers so that the American Merchant Marine always has a flow of good seamen coming up. No need for Training Schools under these circumstances. That's why the SIU has always been in favor of men being trained on the ships rather than in schools where they get no real practical experience.

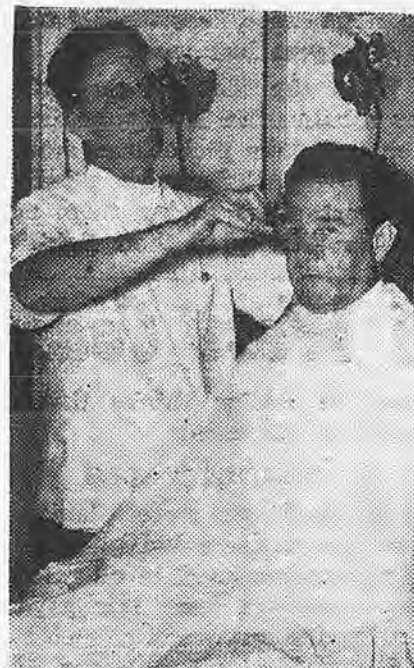
PICTURED on this page are some crewmembers of the SS Del Mar, Mississippi's newest passenger vessel. This luxury liner crewed up in New Orleans and will be on the run from N. O. to the Islands. The Del Mar joins a well-known fleet of other cruise ships operated by the Mississippi Steamship Company; the SS Del Norte, the SS Del Sud, and the SS Del Mundo. All are crewed by Seafarers, and all are famous for the type of service and comfort provided for the passengers. That's the way an SIU crew operates, sailing the ship and carrying out the other duties efficiently.



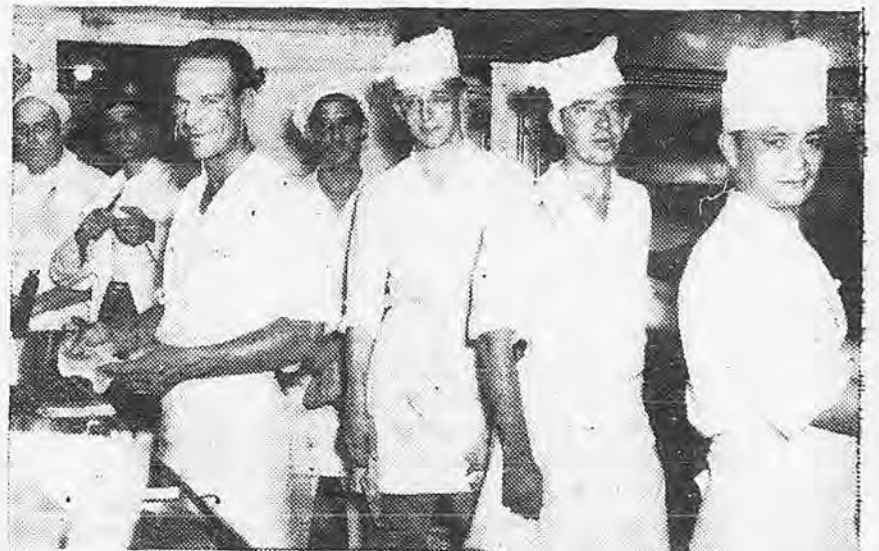
Members of the Deck Department line up on the gangplank for a picture. In the usual order, Felix Curlls, William Worthington, Don Howard, Sam Marinello, Edward Avard, Butsy Marshall, George Levine, and Sam Lemoine.



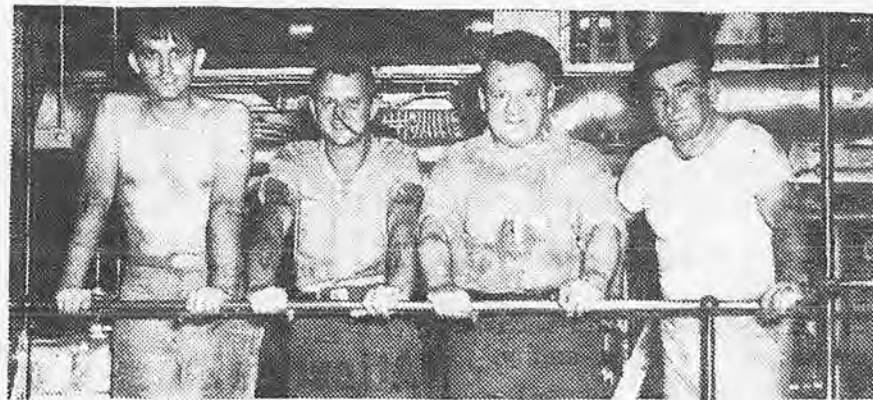
These men are responsible for the excellent service in the Dining Salon of the Del Mar. Starting on the left are Charles Fusilier, Aristides Soriano, Carlos Perez, Al Spaulding, Tad Wrona, Frank Rivero, G. K. Moore, Kjeld Lyngstad, and Louis Gourdon, all Dining Room Waiters. In the white uniform, on the far right, is Claus Anderson, Second Steward.



A once over lightly is being given to Red Jameson by Ernest Guillot, Ship's Barber.



There's good food on board, and here are the men who prepare it. Around the circle, starting on the left, are R. B. Cerrillo, S. Navarro, Henry St. Ann, Tony Santiago, T. R. Robinson, J. C. Randolph, and D. Marte.

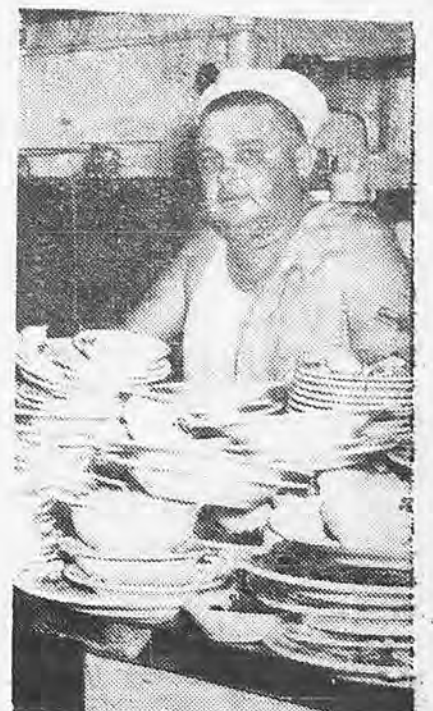
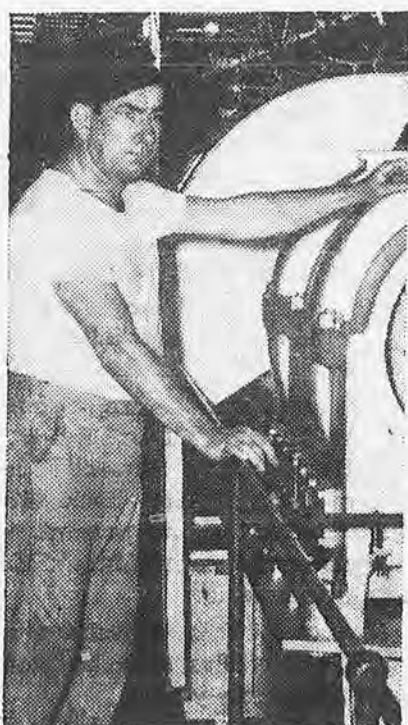


Part of the Black Gang takes time out from its many duties to pose for a picture for the LOG. Above, left to right, Eddie Quiller, Third Engineer; Tommy Scoper, Second Freezer; Charles Kath, Fireman; and Bob Carter, Oiler.

Far left, Bob Carter keeps an eye peeled for trouble as the Del Mar heads down into the open stream from New Orleans on her maiden run.

Left, two experienced Seafarers track down some electrical troubles. George Montesano holds the flashlight while George Ryninger peers over his shoulder.

Up to his arm pits in dishes is W. H. Cook, right. Bet he's wishing the company would use paper dishes on the Del Mar.



New Orleans Is Reorganized In Line With Recommendations

By EARL SHEPPARD

NEW ORLEANS—The Port of New Orleans is in very good shape. Shipping is at its peak, and there are jobs here for every rating.

All beefs have been squared away, with the exception of one on the SS Brazil Victory. This scow is tied up because of the finky Mate, and the crew refuses to sign on, until the company removes him.

The Mate thought he was Captain Blood and threatened some of the crewmembers with a pistol. This is not the first time that character ran afoul of the SIU, but we intend it to be the last time.

The crew has refused to sail the ship with this gun-man on board, and the ship is still hung up. Seems as though some of those operators would get wise to themselves and unload this type of troublemaker before more scows get hung up.

On the SS Mandan Victory, Waterman Steamship Company, the Cooks were going to pile off due to the antics of a drunken permit Steward. We squared this one by pulling the Steward off the ship. Gas hounds like this will not be tolerated, and we will pull the next one off as well.

NEW SET-UP

For those of you who haven't got the new set-up in this port yet, this is the way the Branch shapes up now:

Agent, Earl Sheppard; Doorman, Moon Koons; Dispatcher, Joe Martello; Patrolmen, Graydon "Tex" Suit, Johnny Johnston, and Buck Stephens; Tug-

boat Patrolman, Blackie Trussel; and Organizer, Warren Wyman.

This lineup represents quite a reduction in the staff, in line with the recommendations of the Agents Conference, to cut out all unnecessary expenditures and cut the overall expenses of the A&G District.

Working with less men than formerly requires the fullest cooperation of the membership, but there isn't any worry about that around here, as the Brothers in this Port are the kind who give out with everything for the Seafarers.

ON NEGOTIATIONS

The boys here miss Lindsey Williams who went North with Paul Hall, to help out with the negotiations with our contracted operators to get another wage increase.

This week we were able to show one of the LOG staff what the Gulf is like—Burt Beck, who came down to set up the publicity apparatus for our organizing drives. Last night he was seen eating corn bread and gravy—quite an experience for a yankee.

What, no grits!

There are quite a number of oldtimers in the Hall at this time, and they want to be remembered to their shipmates in the other ports.

Among them are Jake Woods, Al Gatewood, Eddie Parr (not the same one working in Headquarters), Douglas Craddock, C. W. Crawford, T. Noto, G. Stevens, T. Loterch, C. Gray, Charlie Weber, and Danny Burns.

And that's all till next week.



NO NEWS??

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

MOBILE
JACKSONVILLE
BALTIMORE
MARCUS HOOK

The deadline for port reports, monies due, etc., is the Monday preceding 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.

Poor Treatment Of LCA Seamen Brings Lakes Men To Seafarers

By EINAR NORDAAS

DULUTH — We've been hit by a tidal wave up here at the head of the Lakes, and it's not the kind that Mother Nature lets loose at times. Instead it's a rush of Lake Carrier seamen storming into the Hall to join the SIU.

Up until a week or so ago, the turnover on the Lakes ships was rather small. Then the Lake Carriers Association shipped a lot of men aboard their ships.

It didn't take the men long to learn the score, and now the

seeds of discontent sown by LCA skippers and company stiffes are bearing fruit.

Men by the score are turning to the one organization which they know will give them a change from the poor conditions and treatment accorded them on LCA vessels.

The stories told us by the men fresh off these ships are all of the same theme: poor conditions and long hours without over-

AN OLD STORY

Stories of scrubbing and painting on Sunday and holidays are old stuff to men who have sailed the Lakes for the LCA, but with the SIU on the Lakes to put an end to these conditions, the men are quick to hit the SIU Hall in the first port they touch.

Unfortunately, these stories will continue to be told and men will continue to be forced to work under slave labor conditions as long as there is an unorganized Lakes ship afloat.

Elimination of these conditions will come, and come fast. It's a big job to do and no one can do it overnight, but just as the deep sea is solidly union in the dry cargo field, so will the Lakes be solidly union and the Union will be the SIU.

The men on the Huron Transportation Company ships went overwhelmingly for the SIU in the first election on the Lakes this year, demonstrating that the SIU is the choice of the great majority of men in that fleet.

Their feelings are the feelings of most Lakes seamen. The desire to join the SIU and have an SIU contract is the biggest talking point on the Lakes this year.

GET THE SCORE

If you haven't contacted one of the SIU Halls on the Lakes, take a few minutes off the next time you're in Duluth or any of the major ports and pay a visit to the SIU Hall. It's there to serve you and give you the score.

Congratulations are in order for the men of the SS S. T. Crapo and the John W. Boardman who stuck to their ships and registered an eye opening vote in favor of the SIU.

Their vote is the first hole in the LCA dike which will soon break into a flood, drowning the last citadel of anti-labor employers.

Brother John Burke, fireman on the Davin, fell off a ladder boarding her in Superior last Friday injuring his back. Brother Burke is at present recuperating in Saint Mary's Hospital at Superior.

If any of his shipmates are up this way I'm sure he would be glad to see you.

Seafarers Supports Picketlines As ILA Wins Puerto Rico Strike

By SALVADOR COLLS

SAN JUAN—A short strike by the ILA, which ended with their being granted a 15c across the board increase, was the big news in this port last week.

When the ILA hit the bricks for a raise, the SIU immediately honored their picketlines around our ships. All the crews piled off in short order giving them real AFL solidarity in their fight.

The crews of the SIU ships in port, the Jean, Coastal Mariner, J. Hewes and the James Barbour, were well taken care of as the ILA made arrangements for 40 beds in a San Juan hotel so the men would not have to go aboard the ships to sleep.

The strange thing about it all is that, although the men did not go to their ships to sleep, the hotel reported that only six men showed up to use the sacks provided.

TAKEN CARE OF

There is a rumor to the effect that the local populace, predominantly the feminine part, took the boys to heart and sheltered them during the strike, but no one would believe a story like that.

Following the successful conclusion of the strike, there was a big reception held at which all the ILA men and the SIU brothers turned out. It was what the society columnists would report as "a highlight of the social season."

One beef arose out of the strike that was quickly disposed of, namely, the threat by the skippers that they were going to log the men who were ashore during the strike.

I made it clear to the ships' officers that no men were going to be penalized for respecting a picketline in front of their ships, and with that the logs were forgotten.

BACK TO NORMAL

Now that things have come back to normal all is serene and business is fine. I covered the MV Ponce this week and handled the paying of the crew up to the current month.

As for our difficulty with Augusto the Janitor, which I reported to the LOG, it has been rectified to the satisfaction of all. The suggestion of the LOG Editor to paint his feet black, since he has a dislike for shoes, was carefully considered, but Augusto, when he saw us walking around with a can of black paint, quickly capitulated and has worn shoes since.

Seafarers Halts Slick Deal On West Coast

By W. H. SIMMONS

SAN FRANCISCO — Another company tried to pull a fast one on us out here, and like all the rest, it found out mighty quickly that we are always ready for slick tricks. This time it was the Waterman Steamship Company, and the ship was the SS Leland Stanford.

This scow loaded in Baltimore long about March of this year,



bound for Germany. There she reloaded for Yokohama, Japan. Enroute, she came into Frisco.

Her stop in this port was supposedly for emergency repairs, but when she came under the Golden Gate Bridge, instead of going to some repair dock, which would have been okay according to our contract, the Stanford headed for the Oakland Army Base.

When I got over there, they were ready to load airplanes on the deck, and motors into the number three hold.

That was all I had to see, but as this was a three-day Memorial

weekend for the Shipping Commissioner, I had to wait until the following Monday to lodge my complaint.

ELIGIBLE TO PAYOFF

On Monday morning I took the matter up with Mr. Waring, the Chief Commissioner, and he agreed that the men eligible to payoff under mutual consent, since they had made one voyage as stamped on the articles. They had therefore fulfilled their part of the contract.

However, this had to be approved by the Chief Commissioner in Washington, and we had to wait for confirmation from that end.

Later that afternoon we received a call from Washington, telling us that the Chief had concurred. We paid off the ship the next day, with full transportation for all hands, and with all members of the crew happy.

I am still having a little trouble about that transportation rule. Some of the members can't seem to understand that it is a West Coast rule that when a man receives transportation, he must get off the ship.

That is a hard and fast regulation out here, and I was elected by the membership to carry out the rules of the organization.

One of the lads on the Leland Stanford was hurt pretty bad while the ship was at the Army Base waiting to load. He was clearing the lines, standing on the mast table, when he slipped and fell. He landed on the winch

and the doctor thinks that he fractured his back.

INCOME FALLS

Although we have plenty of activity out here, and while shipping remains good in all ratings, we have had very few payoffs during the last week or so.

We understand, however, that Smith and Johnson is going to run in here regular and payoff here, and that is all to the good since we can use a little income in this Branch.

At times we have to sweat due to the fact that income drops off, but we don't like to wire Headquarters for money, which we have only had to do once, quite a while back.

That's about all, except to invite you men with ratings to come out to the Gold Coast for a choice of jobs and ships.

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.

Wants To Know Where LSU Gets All Its Dough

By MAURICE DOLE

ASHTABULA—That LOG article of May 30 regarding Senator Aiken's charges that enemies of labor spent over \$100,000,000 for propaganda against labor has many Lakes seamen wondering.

Their question is, "How much of this dough found its way into the hands of the Lake Carriers Association and their stooge outfits like the LSU?"

Incidentally, this one company outfit, the so-called Lake Seaman's Union, is getting plenty of dough from someone. The only company they have under contract, such as it is, is the Cleveland-Cliffs Iron Company, and they hire their men through the company's offices and the LCA halls.

Yet the LSU has enough cabbage to mail organizational propaganda all over the Lakes, and send their attorney and former president, Meyer Cook, into all NLRB hearings trying to ride in on the SIU's coat-tails.

They didn't secure their dough from dues as practically no one is paying any. Where did they secure their money from?

Baltimore MTC Elects Officers

BALTIMORE — Election of officials and an application for a charter from the national organization highlighted the first official meeting of the AFL Maritime Trades Department's local port council here last week. William (Curly) Rentz, SIU Port Agent, was elected council chairman.

Also elected were August Idzik, international vice president of the International Longshoremen's Association, secretary-treasurer; R. F. Lowe, Agent for Local 14 of the Masters, Mates and Pilots, vice chairman; Pete De Cotte, SUP Port Agent, assistant secretary-treasurer, and Andrew MacDonald, General Chairman of the Radio Officers Union, recording secretary.

Application for the Port Council charter was directed to John R. Owens, Executive Secretary of the MTD.

The Council went on record to "recognize and respect all legitimate and bonafide picket lines around ships under CIO contract," and to follow the same policy adopted during the 1946 strikes. At the time of the meeting the CIO Maritime work stoppage was in effect.

It was recommended at the meeting that steps be taken to set up the Council on a "regular and permanent basis" as a member of the MTD.

The importance of the Council adopting a clear cut and definite policy that would be clear to all member unions, and a means whereby they could be kept informed was urged on the meeting by Jeff Davis, delegate from the ILA.

General discussion was held on by-laws, membership, representation and ways and means of setting up and operating the council.



By JOSEPH VOLPIAN
Special Services Representative

With very few exceptions, the Union membership today is composed of Seafarers who are alert, intelligent and extremely conscious of their responsibilities.

It is becoming increasingly evident that the men are taking their jobs seriously, and that they intend to guard vigilantly the prestige of the Union which has become the waterfront's leading organization.

One major reason for this acute Union consciousness is the fact that the men sailing the ships today are, for the most part, the experienced oldtimers who will continue to go to sea and the youngsters — comparatively speaking—who have decided that shipping will be their careers.

Rapidly dwindling in numbers are those who sailed solely for the period of the war. And while most of these temporary seamen were sensible, well-intentioned Brothers who took their jobs and their Unionism seriously, a number of them felt that since going to sea was only a stop-gap and a temporary lark, there was no reason to go out of their way to accept their share of Union responsibility and contribute to the general welfare of all hands.

The return of this caliber to shore-sided pursuits posed no loss to the Seafarers.

PERFORMER'S UNWANTED

For the men within our ranks today want no truck with foul-ups, performers and parasites who suck from the Union the benefits won only by hard struggle, and who care not a tinker's dam that they impose additional burden on the rest of the membership by flaunting their individuality.

Seafarers today know that shipping is a job—a serious job. More than that, it is a way of life. At sea, the ship becomes a world within itself. And, consequently, there are rules and regulations to govern conduct aboard a vessel just as there are ashore.

As has been pointed out, most Seafarers act in a manner becoming Union men and show consideration for the welfare of their shipmates.

As in every instance, however, where there are a large body of men, there are the inevitable few for whom the rules and regulations were made.

In this respect, therefore, it might be wise to quote the various types of conduct which are considered offenses and the penalties for their commitment. The following sections are statutory United States law:

THE LAW SAYS

Section 701. Various offenses; penalties.

Whenever any seamen who has been lawfully engaged or any apprentice to the sea service commits any of the following offenses, he shall be punished as follows:

1. For desertion, by forfeiture of all or any part of the clothes or effects he leaves on board and of all or any part of the wages or emoluments which he has earned.

2. For neglecting or refusing without reasonable cause to

join his vessel or to proceed to sea in his vessel, or for absence without leave at any time within 24 hours of the vessel's sailing from any port, either at the commencement or during the progress of the voyage, or for absence at any time without leave and without sufficient reason from his vessel and from his duty, not amounting to desertion, by forfeiture from his wages of not more than two days' pay or sufficient to defray any expenses which shall have been properly incurred in hiring a substitute.

3. For quitting the vessel without leave, after her arrival at the port of delivery and before she is placed in security, by forfeiture from his wages of not more than one month's pay.

4. For wilful disobedience to any lawful command at sea, by being at the option of the master, placed in irons until such disobedience shall cease, and upon arrival in port by forfeiture from his wages of not more than four days' pay, or, at the discretion of the court, by imprisonment for not more than one month.

5. For continued wilful disobedience to lawful command or continued wilful neglect of duty at sea, by being, at the option of the master, placed in irons, on bread and water, with full rations every fifth day, until such disobedience shall

(Continued on Page 14)

Ships And Gas Hounds Are Hitting Port Tampa On Regular Schedule

By C. SIMMONS

TAMPA — With from two to four ships hitting this port every day, and most of them calling for replacements, seamen are becoming as rare as California oranges around this busy Florida port.

There is no sign of the situation letting up, as Bull Line will start her regular coastwise runs again on June 27th and that will mean more men than ever.

What makes the situation so tough in this port is that ships are never here long enough for me to call outports for replacements.

When a ship comes in here shorthanded, we usually have to let her continue that way unless we have the men in the Hall at the moment.

A real boom to shipping will be the new P&O passenger ship that is supposed to begin operations this season. Our only chance for her is to get one full crew aboard and hope they homestead her like the crew on the Florida has done.

BOTTLED MILITANCY

Another one of those super militants — 80 proof variety — gave us our weekly gashound headache. They're becoming as regular as clockwork now. This time it occurred on the Alcoa Partner which was loading here for Canada.

The Purser of the ship had been fired for being gassed up several days running and for general incompetency. So the super militant aboard immediately called the Hall asking for a Patrolman to hit the ship at once.

Well, out went a Patrolman and he finally found the ship over in Port Tampa.

The gashound informed the Patrolman that he had told the

Skipper that the ship would not sail until he had rehired the Purser.

The Purser, who was the cause of all the ruckus, was not a member of any union. It was damned silly for a bunch of men to jeopardize their papers for such a character.

After things were straightened out, the real reason for the militancy was found: The Purser was a drinking companion of the super-militant gashound.

The super-militant, being the Chief Electrician, never thought



of doing a thing for the Union or his fellow Union brothers until his non-union drinking buddy was canned.

BROTHERS LET DOWN

Proof of that was that he had been stewed for over thirty days and the fans in the messroom were out of order and the blower in the galley likewise.

When this was pointed out to him he informed all hands that he was going to get them fixed as soon as he got around to it.

Before the Patrolman left the ship, he had gotten around to it, but fast. The Electrician is now strictly on his good behavior and if he continues performing he is to be bought up on charges.

To top off the whole affair, the performer has an old book in the Union and the men who had to straighten him out were for the most part trip-carders and new bookmen.

Guys like this are definitely not a good advertisement for the Union and should be slapped down when they pull the cork on their "militancy."

Brother Tony Sosa was by the Hall this morning. He is just back from Italy where he was in the hospital several months following his being wounded by a drunken performer.

Brother Sosa is able to get around a little now, and will be ready to take a ship in a few months.

Late Deliveries

Agents and Seafarers have been inquiring as to the reason for late deliveries of the SEAFARERS LOG to their homes and the outports.

The delay is due to the terrific shortage of newsprint that has hit most newspapers, which sometimes makes it necessary for the printer to halt printing the LOG until he gets additional paper.

Once the LOGS come off the press they are immediately mailed out. The only bottleneck is the difficulty in securing sufficient newsprint for the thousands of LOGS printed each week.

Fight Against Taft-Hartley Bill Is Big Topic With Chicago SIU

By HERB JANSEN

CHICAGO — Shipping has been a little slow in this Port during the past couple of weeks with very few turnovers. Most of the boys are holding on to their jobs, and enjoying the conditions which have been won by the SIU on the Lakes.

During the past week, the SS Sultana and the SS Wescoat were in Port. The Sultana came in with a load of newsprint for the daily tabloids and loaded up with grain for a Canadian port. As for the Wescoat, she loaded crude oil at Indiana Harbor.

This week, the SS City of Grand Rapids makes her first trip on June 20 on her regular run. Part of the crew for the SS Michigan, sandboat, scheduled to work on the airport fill in, has been hired.

After she comes out of the shipyard, where a new deckhouse is being added to furnish quarters for the crew demanded by the SIU, she'll start on her job around July 15.

Last Monday, Milwaukee sent for their AFL Maritime Trades Department charter for the Port Council which has already been set up. This will add to the solidarity and strength of the AFL in Lakes ports.

Around here, the main topic of conversation is the Taft-Hartley anti-labor law.

Under the guise of being the will of the people, an unholy coalition of Republicans and Democrats, who have had their hearts and souls bought and paid for, have crammed this rotten legislation down the throats of the workers.

We seamen are proud of being Americans, and that's no idle flag waving. We intend to see that a rightful share of the profits from our labor comes back to us in the form of wages, and all the phony politicians and Taft-Hartley Laws in the world are not going to take away our rights to organize and join unions to protect our gains.

We're willing to work and take our share of the risks, but we want a fair wage and decent conditions in return. We fought hard for these conditions and we won't stand idly by and see any money-hungry politicians and operators take them away.

This is fair warning that the SIU will fight, and fight like hell, to preserve our contracts and conditions. All of our strength and resources is dedicated to the battle for freedom and security.

Weather Nice, Shipping Smooth: New York Is Enjoying Happy Days

By JOE ALGINA

NEW YORK — Every once in awhile, in this hectic business of shipping, there comes a quiet spell when everything is going along smoothly with no great amount of beefs, the performers stay on their good behavior and there are jobs enough for all. Such is the situation at the moment in the Port of New York.

Ships are hitting this port in a steady stream and they are all fine examples of the ideal SIU ship. The Patrolmen have gone quite a few days now without any big beefs to worry them, and the members have been very cooperative at the payoffs and sign ons.

Maybe its the weather or something, but we're glad to see it and hope it continues for some time. The Patrolmen are naturally glad to see the great deal of cooperation and lack of companies giving out with their hard timing.

With the tremendous number of ships in port at the moment, the Patrolmen have been more than busy hitting the many payoffs and sign ons. Sometimes it is humanly impossible for the Patrolmen to contact all the ships in port.

NO CAN DO

When this happens we usually get a quick phone call asking for a Patrolman to come down to the ship.

In these cases, we usually tell the caller that we can't get one down at the moment but there will be a Patrolman aboard early the next morning.

There is no sense blowing your top in this situation. It is very seldom that we miss a ship and as a rule most ships are in here for four or five days, and we can hit the ship the next day if we don't get to it the first day.

If there is a big sweat to get things straightened out, the thing to do is to get all the beefs together and send at least two of the delegates to the Hall. At times we can do more for the crew right here in the Hall than we can do aboard the ship.

We're still working on the fourth floor baggage room and at last some of the old baggage is beginning to be claimed. The baggage that has been here for a long time — some for over two years — has been donated to charitable organizations.

If you see your fancy pre-war sport jacket on the back of a native in some foreign port you'll know that the boys on the fourth floor finally got around to your gear. Don't feel bad — it went to a good cause.

NOSING AROUND

Of course, it would be too much to expect everyone to be in a happy frame of mind these nice days. I've been getting reports that the Coast Guard boys are snooping around again. Business must be slowing up for the boys as they are digging for business.

Once in awhile a Skipper will have a lapse of memory and call down the Coast Guard to make life miserable for the crew, but in short order we refresh his memory concerning our position and the boys are back chasing icebergs. It is too bad some Skip-

pers have to learn the hard way.

We've been cautioning the companies and the Skippers to



have a sailing board posted aboard the ships announcing the time of departure.

So far we've had good results, with most companies anxious to cooperate and see that all men are aboard at sailing time, but it is still a good idea to check the sailing board when you go aboard ship so there won't be any chance of your being left on the beach.

No Whitewash

Add one more soap sud swindle to the lengthening list of laundries working the popular racket of taking seamen's laundry but failing to return it.

The latest is Style Cleaners of 110 Government Street, Mobile, Alabama, which has been picking up crews' laundry and dry cleaning but failing to return the clothing before the ships sail.

The latest to experience this racket is the crew of the Hawaiian Citizen who found that the Style Cleaners did not return the laundry on time and even reneged on its promise to forward their clothing to the next port.

Although their advertisements specify "We specialize in fast seamen's service," their only speed seems to be in quickly getting away from the ships and staying away.

Importance Of Following Union Policy Is Proved

By L. N. "BLONDY" JOHNSON

Recent actions in the Gulf ports show the absolute necessity for all officials to follow Union policy.

A quick study of the recent happenings in the Gulf area will show that the Union, in closing several branches in Texas, has taken a step that will save the Union thousands of dollars.

The writer is convinced that, although we have closed these Halls and have only the one Hall in Galveston, it should not in any manner interfere with the Union handling the membership's problems and shipping along the Texas Coast.

True, once Isthmian is under contract and the Bloomfield SS Co. has expanded to its full time operations, we may have to then consider the re-opening of the Hall once more in Houston.

Until that time, however, we can get along well with the Hall in Galveston.

VALUE OF PROGRAM

The value of the Union's economy program is easily shown in a casual study of headquarter's financial report.

This report shows that, since the Secretary-Treasurer, J. P. Shuler, started rigidly enforcing the program, the General Fund of the Union has increased over sixty thousand dollars.

This in itself should be a lesson to the Union.

Some of the officials, and quite a few of the members, do not watch these reports closely enough, else they would squawk like hell, when heavy expenditures are shown.

Unless they do start to taking more of an interest, then some day they may wake up with no dough.

Whenever members are attending meetings at various ports and hear any official hit the deck and beef because Headquarters is trying to have them reduce expenses, and say it can't be done — then look around and see if the officials in that port who are squaking really do hit the ball.

See what time they get to work at the Hall.

See how many ships they make. The results and findings may be surprising.

TALK IS CHEAP

It must be remembered by the members that it is easy for some official to tell them that to continue good representation it is necessary to maintain a heavy staff.

Invariably, however, when an official takes this attitude he is not only abusing the privilege of being an SIU official, but is misrepresenting facts as well.

There are tough times ahead for all unions. Now is the time to prepare the Union for those struggles which we know will come.

We must reduce expenses whenever and however possible. The Secretary, fortunately, by action of the last Agents Conference, has the power to enforce Union policy on this matter.

We as good Union men must support him, when he is carrying out this policy.

Keith Alsop New Galveston Agent; Tex Suit Goes To New Orleans

GALVESTON, June 19 — At the recommendation of Secretary-Treasurer J. P. Shuler, former New Orleans Patrolman Keith Alsop took office today as Galveston Agent. He succeeds Charles Haymond who was temporarily appointed to the office a few weeks ago. Haymond requested that he be relieved so that he could ship out.

Assisting him will be Leon "Blondy" Johnson, former Agent in Port Arthur, and Ray Sweeney, as Patrolmen; Mickey Wiburn as Dispatcher, and John Ward as organizer.

Brother Alsop is a veteran Seafarer, who started his seagoing career in Norfolk. He has held many elective offices in the SIU, serving as Patrolman in New York, Norfolk, and New Orleans.

This carrying out of union policy does not apply only to the economy program, but to all of the Union's business.

For instance, although the Union has gone on record not to allow former members, over 12 months in arrears, to be reinstated, some of these fellows have been reinstated against Union policy.

This, too, must be stopped and the Secretary-Treasurer must recommend some plan of action so that the officials guilty of this are reprimanded.

All members should remember that, when the membership in all our meetings goes on record to put into practice various programs and policies, it is the duty of all members and officials alike to see to it that those policies and programs are carried out.

Unless we do this we are surely not going to get to be a hell of a lot bigger than we are — as a matter of fact, unless we do, we may not even have a Union for too much longer.

He was also Charleston Agent twice.

Graydon "Tex" Suit, has been transferred to New Orleans where he will act as Patrolman, and from N. O. Brother Johnson has been sent to assist the new Agent.

Activities in this Port continue at a high level. Jobs on the board are far more numerous than the men to take them. This situation prevails throughout the Gulf Ports, and with Isthmian ships soon to be calling for crews, shipping promises to remain good for some time to come. Rated men in particular are at a premium.

The bad conditions created in the Texas area by the "wobblers" and other racketeers have been halted, and the Galveston Hall, which services all the area, is functioning at a speedy clip.

SIU In Montreal Goes To Aid Of AFL Laundry Workers' Beef

By GENE MARKEY

MONTREAL—Shipping in this the newest of SIU branches is assuming boom proportions. The men are going out of here in droves to take the ships and in the last month we figure we've sent over 200 men out on jobs.

The next month promises to be even better so we are not complaining of a ship shortage here. Our hope is that the men will continue to flow in here to take the large number of jobs available.

Of the men coming into the Hall, a large number of them are former CSU men who realize that the SIU is here to stay and they want to get out of the CSU which has nothing to offer them.

These men are not coming in to freeloader, but are putting themselves squarely behind our drive to gain SIU conditions on all Canadian ships.

Most of the men of the CSU have offered themselves as volunteer organizers to go out and spread the word of the SIU to the rank and file of the CSU.

The feeling here is that all

that is necessary is to get the word to the CSU men and they will swarm into our ranks.

None of them, it seems, is happy under the CSU set-up of poor conditions and low wages, and is constantly casting an eye about for a real democratic Union that is going places.

The SIU is the Union for them, but they have to be shown that we are here and here to stay.

When we first hung out the shingle here and set-up for business we had our hands full with a bumper crop of performers. It seems that all the performers in the Union had converged on Montreal, but the situation is different now.

They've cleared out of this port, and all performers coming in here on the ships are being pulled off and sent on their merry way.

The commies up here are having a hard time of it since their boy Pat Sullivan turned on them and gave them a blasting.

Now the AFL Montreal Trades and Labour Council has followed up with another body blow to their grip on the unions here by expelling 14 communists from that body. Among those expelled were delegates from the CSU.

CLOSE COOPERATION

The laundry situation in this port has been one real headache to the crews that hit this port. Not only to the crews, but also it has been a headache to the AFL Laundry Workers Union, which is having a tough time of it, as only a half dozen laundries are organized.

The Laundry Workers Union decided to put an end to the practice of the non-union laundries grabbing the laundry off the ships as they came in, and asked us for our cooperation in handling the matter.

As brother AFL members, we immediately promised them our aid in seeing to it that the ships' laundry was done in a union plant.

The test came when the Alcoa Pennant and the SUP Thomas Stone came into port. The non-union boys were there ready to grab the laundry, but the crews had been notified and refused to let it go until they were shown a clearance card from the Union.

WASH LINE

The vultures immediately tried to come aboard and take the laundry off, but the crew threw a picketline around the linen and stopped them cold.

In the meantime one laundry got clearance with the Union and the ships' wash was put ashore.

The approved laundry agreed to do a first rate job and we are now waiting to see what the results will be both for cleaner linen and the Laundry Workers organizational efforts. At the moment the only recognized laundry here is Rene Laundry.

Real credit goes to the crewmembers of these ships for the fine job they did. In addition to the SIU men aboard, members of the MCS, MFOWW and NMU aided in the disposing of these phony characters who were taught a real lesson in union solidarity.

Our pledge to support all clean AFL (that's no pun) unions has been shown again and it would be well for anti-union outfits in this area to take note.

TAKING THE OATH



New members of the SIU being obligated at the last New York Branch meeting. It's a serious matter, and these Brothers seem to realize it.

Improvements Are Scheduled For Philadelphia

By E. S. HIGDON

PHILADELPHIA — Two bills affecting improvements to the Port of Philadelphia were acted on favorably in the Pennsylvania State Legislature last Wednesday. One of the measures, setting up the Delaware River Joint Commission as the agency to develop this port and the upper Delaware River, was passed finally by the Senate.

It has already passed the House and now goes to Governor Duff, who has indicated that he will sign it. Provisions in the bill were accepted as an alternative to the creation of a Port of Philadelphia Authority.

The other measure, reported out by the Senate Committee on Highways, rips out the Delaware County Tunnel Authority and creates a Delaware Tunnel Board to enter into negotiations with a commission created by New Jersey for the construction of one or more tunnels under the Delaware River. Yep, we, here, are catching up to New York with their Holland and Lincoln tunnels. We may be slow but it looks like it will be sure.

I see by the papers that the City is going to spend \$2,000,000 to fix the old broken down Pier 3 South, so this should wake up the waterfront a little and maybe it might bring us a new shipping company.

ON REINSTATEMENTS

We would like to enlighten a few brothers regarding tripcard men. When a tripcard man is eight to twelve months in arrears he can be reinstated by calling a committee of five men to square him away.

In most instances, the trip card man in question is a friend of a bookmember, and the bookmember is the one who insists that the trip card man be squared away.

Well, for the benefit of these Brothers, who find themselves backing up a tripcarder who is in arrears, there is a resolution stating that after the tripcard men are three months in arrears they shall no longer be entitled to hold said tripcard, and they are strictly out and not entitled to any consideration whatsoever.

If you book members will give us a little consideration on the

matter, we will appreciate it very much.

By the way, while we are on this subject, any full bookmember who is a year or so in arrears, can't be helped by a committee either, since, according to the rules, he is out.

Those six months or so in arrears are required to come before a regular body at the Branch meeting and apply for reinstatement.

The John Burgess, South Atlantic scow, hit port this week for a payoff. Brother Tilley, who covered the ship, stated that for a ship that had been out for two months she was the cleanest payoff he had handled in many a month.

Not so pleasant was the SS Burnet of the Pacific Atlantic SS Company. At her payoff she was strictly from hunger and the crew found that the company didn't intend to do anything about it for her next voyage.

When it came time to take her out, the crew refused to sign on until she was properly stored. For some reason it always has to be this way. The company thinks that the men are bluffing and will take the ship out anyway. Even after all these years some companies haven't learned that we mean business when we ask for sufficient stores.

NO BLUFF

As soon as the men made known that it wasn't a bluff, they got busy placing orders for stores and within two hours the ship was properly stored and ready for her trip.

Another similar case was aboard the SS Frelinghuysen, American Liberty Line. She had supplies for 45 days and was leaving on a seven month trip.

When we heard the story we rattled down to the ship where our troubles were immediately doubled when we found that the boys from the Coast Guard had been aboard and had taken testimony from some of the crew and had told them to report to the Philadelphia Coast guard unit.

I immediately called the crew together and told them to have nothing whatsoever to do with the Coast Guard as the Hearing Units were taken from them on

June 10, and the Coast Guard no longer has the authority to pick up or revoke seamen's papers.

I advised all members of this fact and urged them not to talk to, or give information to, this outfit which is fighting to stay in control of the merchant marine.

Although they have no power over merchant seamen, they will take information given them and keep it until such time as a Civil Service Board is appointed and then turn all testimony over to them for trial.

The wisest thing is to completely disregard the Coast Guard when it comes aboard and there will be no possibility of them pulling a fast one at a later date.

Patrolman Turns Dick Tracy, Foils Phony Charge

By RAY WHITE

NORFOLK—SIU officials in Norfolk say that you don't have to be a private investigator or district attorney to pay off ships and settle beefs, but the crew of the SS Grover Hutchinson of Newtux Steamship Company is of the opinion that sometimes it helps a hell of a lot.

Although at times the Patrolmen are expected to do the impossible, Ben Rees, Norfolk Patrolman, had to open up his bag and pull all nine cats out in order to maneuver the crew out of this one.

It makes good news and it also should make some of our members much the wiser.

Here is the situation: The crew was in when the Hutchinson pulled in for voyage payoff. The pay of the entire crew was impounded and the charges were, violation of the Anti-Smuggling Act. There was also Coast Guard charges.

The Patrolman and delegates were informed by the Company that there would be no dough but to sign off articles. This was promptly done, much to the surprise of the Company officials.

The Company thought they had plenty of time to make a thorough case against the unlicensed personnel, but after the last man had signed off, Rees immediately told the Company that

NMU Puts Disguises On Its Men And Tries To Raid SIU Company

By JOHN MOGAN

BOSTON — Things have been humming around the port for the past couple of weeks, to such an extent that the usual weekly article for the LOG was overlooked last week. But, then, on the day the article is usually written, a more important matter engaged our time and efforts.

We had NMU trouble for a couple of days; then very suddenly it ceased. Here's the story:

The Mass. Steamship Line (an excursion outfit which used to run the SS Steel Pier from Boston to Provincetown daily) reorganized with new capital and became officially known as the Boston-Provincetown Steamship Line, Inc.

On learning of the formation of a new company early this spring, I requested a contract with the Seafarers and received same.

While the ship was being fitted out, however, and painters were required to work at the scab wages of a dollar an hour, it turned out that the smart organizers for the NMU had quite a few of their men working as \$1.00-an-hour painters.

NMU JOKERS

Then, with the ship ready to go into operation, the painters threw off their disguises and represented themselves as NMU seamen who should have something to say about which union was to represent them.

Of course, when the ship was ready to sail, we were asked to provide a full crew, as per contract. In the meantime, the phony painters had set up a line around the ship.

Well, we were faced with the old story; whether an illegitimate NMU picketline around one of our ships would suffice to "bull" us away from our own vessel.

The decision of the membership was quick and unanimous—warn them to break it up, and if they refused, to pile right through.

Their Agent was notified of this decision and told to take off the picketline. He refused to do so; therefore, on Friday June 6, a full SIU crew marched through the line and aboard the vessel.

Later that night, an SIU fireman was attacked by about 10 NMU goons and thrown into the harbor, and early Saturday the threat was made that 500 NMU pickets would be on the line over the weekend.

FADED AWAY

With the incident regarding the fireman in mind, plus the threat of mass picketing, made our plans to conduct a fight-to-the-finish reminiscent of the old days on the Avenue here.

The NMU Agent was duly notified that we intend to disperse his 500-man picket line the moment he put it out. At 11:00 a. m. Saturday morning all pickets were withdrawn mysteriously, and the SS Steel Pier makes her daily run in peaceful SIU fashion.

Shipping has been excellent around the port, with nearly all kinds of rated jobs on the board at all times. Business hasn't matched the shipping, but has been pretty fair nevertheless.

Presently, Pat McHugh's fishermen have been getting a bad time from the Attorney-General (author of the Barnes Bill, which forces unions to submit to his office itemized statements of union income and expenditures.)

The SIU Fishermen's Union is being tried for creating a monopoly. Needless to say, the fishermen have our complete support in the fight against the anti-labor Attorney-General.

after 24 hours the crew was putting in for ten bucks a day because their overtime had not been paid as per agreement.

This put things in a different light, and the Company had to move fast or pay off.

GETS THE STORY

All of this time Rees was gathering facts and piecing the whole story together. Here are some of the facts. The Customs in Italy had found enough cigarettes

aboard to fine the ship \$22,000. A nice hunk of lettuce and, of course, they wanted the crew to help pay the freight.

Both sides wheeled in their guns and cleared the deck for action, and the battle was on, the first part of which took place at the Coast Guard Hearing Unit under Lt. J. C. Saussy, as Examining Officer.

As the trial got under way, it did not take Lt. Saussy long to see that the crew was small fry, being used to cover up tracks made by much bigger game. The finger not only pointed at the Captain and Chief Engineer, but it might have included some shoreside company officials.

After a thorough hearing Lt. Saussy gave the unlicensed personnel their papers back, but the Captain did not get by so easy. His papers were revoked.

This did not clear the case though, because the Company still had the crew's pay. After the company's lawyer had heard the evidence produced in the hearing, he came around to the Hall for a peace talk with Rees and the ship's delegates.

They, being in very high spirits at this time, were in no hurry, but were finally persuaded to let the Company officials come around to the "Union Hall and pay them off in full," which they did.

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."

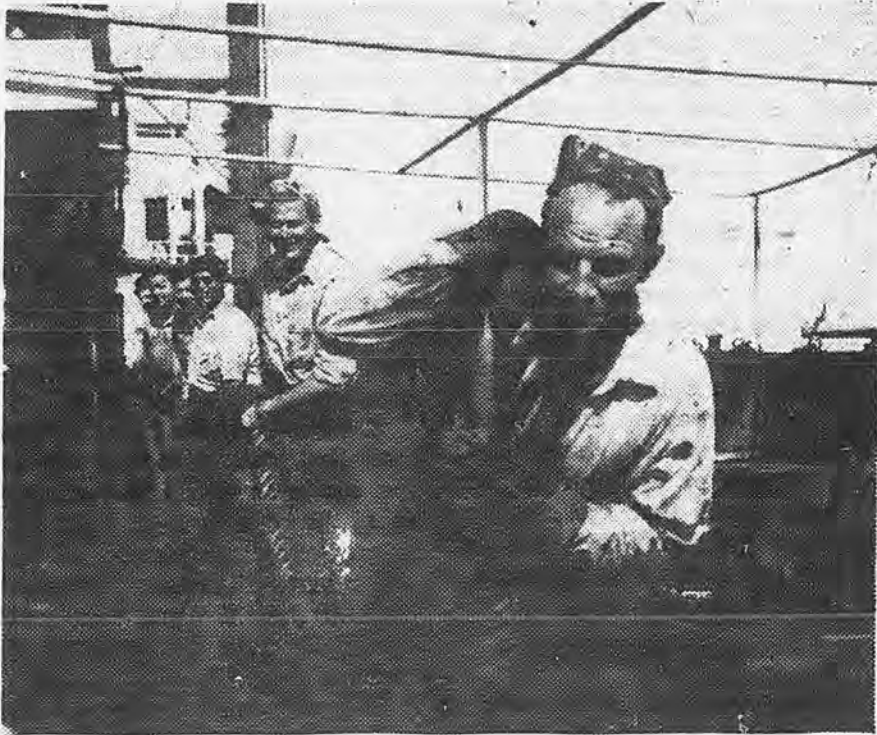
Roland Velasco of the SS Arch Hopkins reports that Ungar's Laundry of St. John, N. B., picks up laundry aboard ships in that port, with the promise that it will be returned by the weekend. The promise is never lived up to.

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



SHIPS' MINUTES AND NEWS

CG's Whitewash Job Fails To Make Arizpa Seaworthy; Crew Overhauls Her At Sea



Smiling, but only for the cameraman, the Deck Department men haul lines aboard the snafued SS Arizpa, whose broken down condition was neatly ignored in farcical Coast Guard inspection. Gene Dauber, Bosun, got this picture.

Down the line, from front to rear, are: Karl Uri, AB; John Elliot, AB; Teddy Cipriano, AB; Russ (last name not given), OS; Sam McFarlane, AB, and Carl Senarighi, OS.

The slick coat of whitewash applied by the Coast Guard during inspection of the SS Arizpa may have brightened things for the Waterman Steamship Corporation but it didn't render the rickety tub seaworthy.

According to crewmembers aboard the ship, which returned to New York this week after a trip to German ports, the run-down bucket practically had to be rebuilt at sea. Gene Dauber, Bosun; and George Lass, Oiler and Engine Delegate, told of the Coast Guard's investigative farce in clearing the company, which the crew scathingly condemned at a shipboard meeting.

DISREGARDS SAFETY

The crew scored the company's money-grubbing and utter disregard of the crew's welfare in permitting the Arizpa to depart in such poor condition.

The Coast Guard investigation, the crewmembers related, was hastily conducted, with the boiler safety valves and fire pump relief valves being overlooked. The CG inspectors also by passed the sanitary pumps, which were reported out of commission, the Seafarers said. Bilges were full of fuel oil, but it was of no consequence to the guardians of safety at sea.

That the ship came back for the payoff in "pretty good condition," despite its horrible shape at the outset of the voyage, was due to the hard work of her Seafarers crew, Dauber and Lass said.

Conditions on deck were similarly condemned. Only one boom could be raised at one time, owing to the lack of juice. Lines up forward and back aft were handled by the Norwegian steam method. If steam had been used on deck, Dauber explained, the plant would have closed down.

Machinery was of a mongrel variety. The Arizpa had 14

winches representing six different types. Deck hands practically had to be Chief Engineers.

But the crew's indignation over the physical state of affairs on board was mild compared to their fury over squawks registered by the skipper in regard to the overtime involved in making the scow seaworthy.

The two Seafarers said that the skipper regarded the payment of overtime as a form of company bonus.

Contributing in no small measure to the lack of order and constant difficulty aboard the Arizpa was the Chief Mate, who believed that supplies could be carried in his back pocket. Ma-

(Continued on Page 11)

Don't Bite A Dog!

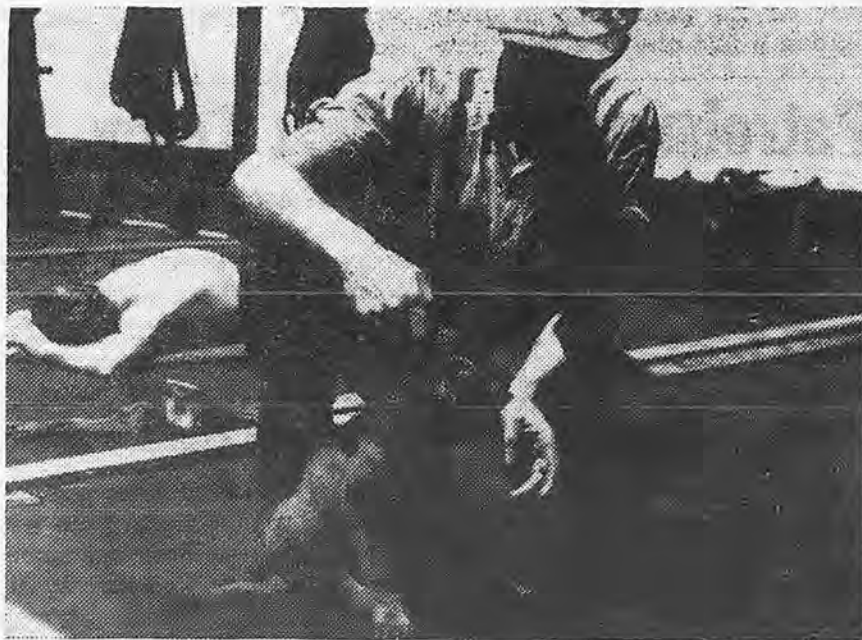
What happens to Seafarers while taking the ships to the far flung ports of the world makes interesting reading to the rest of the membership.

There is an old saying that if a dog bites a man, that's not news but if a man bites a dog, that's news. Were not suggesting that you go out and bite a dog; however, if you've had an interesting experience on your trip that was a little out of the ordinary, share it with your fellow Seafarers through the pages of the SEAFARERS LOG.

You don't have to be a Jack London to knock out the details of the experience. Just give us the facts and we'll do the rest.

Pictures, too make a story more interesting. If you, or a fellow crewmember, are lucky enough to have a camera along — send your snapshots to the LOG. We'll take care of the developing and printing and the returning of the negatives and prints to you.

Send your bits of news and snaps to: SEAFARERS LOG, 51 Beaver Street, New York, N. Y.



George Lass, Oiler on the Arizpa, roughs it up with "Humphrey Bogart," ship's mascot, whose snarls show he has definite acting ability.

Manrope Knot Crew Finds Bauxite Trail Tough Going

(Editor's note: The following story was submitted to the LOG by the Delegates of the MV Manrope Knot. Their experiences with the Skipper and the Company Agent should be of special interest to Seafarers who regularly take the Bauxite Trail.)

The night we sailed from Tampa we ran in to hell and high water with the Skipper. He wanted us to take the ship out but we found her unseaworthy with the deck cargo of lumber improperly secured. He gave us a hard time and ranted and raved, but we won a victory. The Skipper finally had the deck cargo and gear secured but he kept a chip on his shoulder for the rest of the trip.

Our troubles were many on the way down. Slopchest prices out of this world, no radio for the crew and the Skipper muttering "yep, yep, yep," but doing nothing.

MONEY? WHAT'S THAT?

In every port we hit the draw was small and put out only once. We had begun to think that he was giving it to us out of his own pockets. If he was asked for a few dollars he would reply, "money? Why I have no money. I have only twelve Dutch coins that I'm going to send my wife."

After a few weeks on the ship we found bugs, weevils, cockroaches and worms in our food and all over the ship. We held a meeting and notified the Captain of our complaint. He said he would refer the matter to the Alcoa agent in Trinidad. When we hit the port we went to the Agent and he professed ignorance of any request for fumigation.

We were getting the run-around until we told them we weren't shifting the ship until all the vermin was removed.

The Agent's attitude was: "I don't give a damn about the condition of the ship or the crew. All I care about is the cargo." To that we hung up the hook and waited for days and days for them to delouse the ship. They finally came aboard and gave the ship a going over with sulphur, which only made the bugs fatter.

We told the agent that our

contract calls for gas, but again they used sulphur. This did no good so we went into a huddle with the Skipper, the Agent and the American Consul. They agreed to go to work on the ship again and after two weeks of jockeying around the matter was settled.

During all this time we had been living on subsistence and the few dollars the Skipper gave us didn't make for an enlargement of the waistline.

HAS NO FRIENDS

After this beef the Skipper started some phony business with his log book by logging the crew for Saturday and Sunday in port. This was the last straw. We went to the Agent again and told him the ship would not shift until we had a new Skipper. The Consul was called in again and he asked us to make a list of our grievances against the Skipper.

We drew up the list and every man on the ship, including the officers, signed the complaint.

We wanted to get rid of the Skipper right there, but a telegram from the New York Hall stated: "Bring the ship to the States. Captain will be taken care of here."

We couldn't very well do that as Alcoa wanted the ship to go on the shuttle run, or so we thought.

GOT THE DOPE

A few days later we got another telegram stating, "Bring the ship back to Mobile." We figured something had gone wrong somewhere so we called Mobile to get the score. The story was that we were to proceed to Paramaribo, load bauxite, return to Trinidad, top off and return to Mobile.

The Agent in Trinidad had not given us these orders, however, so you can see how they tried to hang us with our own ropes after we refused to move the ship.

For you, brothers, who take the bauxite run, watch your step when you hit this area or you might get in the same predicament as we were in.

We are on our way to Paramaribo now on the first leg of our return round. The Captain is still aboard and up to his old tricks but his days are numbered. Mobile,—Open your arms to your poor sons of the sea.

SIU Releases New Form For Ship's Minutes

A new, official form, which is to be used in recording proceedings of shipboard meetings has been set up and run off on the Union's multilith machine. Copies for the use of recording secretaries will be available shortly in all ports.

Printed on 8½ by 14-inch sheets of paper, the new forms may be used on both sides, containing headings and spaces for all pertinent data which meeting secretaries have to supply.

The new form was designed to provide uniformity in the reporting of shipboard proceedings, and will considerable expedite

matters for the men handling this detail.

Patrolman in all ports will shortly have sufficient quantities of this new form to distribute to the ships they visit. Delegates are urged to see that their ships are given an adequate supply to last for the duration of their trips.

Printed on each form is the following:

NOTE:—This is the official form to be used in recording all shipboard meetings. All important details should be recorded. Send one copy to the nearest branch hall and one

copy to Headquarters in New York. Along with the Headquarters copy, send any additional stories about your trip and photographs for publication in the LOG.

The importance of the shipboard meeting cannot be overestimated. Success of the Union depends upon the wholehearted participation of all hands. At sea, the ship's meeting is your means of participating.

It is highly important that the subject of Education be treated thoroughly at the meetings.

(Continued on Page 13)

SIU Ship's Minutes In Brief

BENJAMIN BOURN, April 12—Chairman C. B. Langley; Secretary L. A. Finger. Delegates reported minor beefs in their departments. **New Business:** Motion carried to remove old wormy flour from ship. Motion carried to check slopchest as to prices before signing off ship. Motion carried that the three delegates see N. O. Agent on the union activities of Henry C. King, night cook and baker. Motion carried that the three department delegates be paid off first. One minute of silence for departed brothers.

~ ~ ~
CAPE ROMAIN, June 8 — Chairman McNally; Secretary Horn. **New Business:** Motion carried that all cots, dirty linen, etc. be cleared off decks before arrival in port. **Good and Welfare:** Suggestion that the ship be fumigated upon arrival in port. Motion carried that better brand of face soap be put aboard. Motion carried to have ship's water tested by Department of Health when ship hits port.



~ ~ ~
HENRY M. RICE, May 21—Chairman Joseph Kaplan; Secretary Dishman Mullins. **New Business:** Motion carried that each crewmember keep a copy of his overtime in accordance with Deck Delegate's request. Deck Delegate submitted resignation due to lack of cooperation regarding the handling of overtime. Resignation not accepted. **Good and Welfare:** Suggestion made that anyone washing clothes in heads or shelter deck remove same in less than 24 hours. Suggestion made that library be built in recreation room by deck maintenance at carpenter's rate of overtime upon approval of Skipper. Suggestion made that the laundry now used in Maracaibo by the SIU and SUP be checked for prices, promptness and competence. One minute of silence observed for lost brothers.



~ ~ ~
MV ANACAPA, June 3 — Chairman Pete Kordakis; Secretary J. McConeghey. Deck and Stewards Department's delegates reported all in order. Engine Delegate reported a need for flashlights. Motion carried that two crewmembers be reported to Patrolman in Mobile for paying off without giving 24 hours notice and thus making vessel sail shorthanded. **Good and Welfare:** List of recommendations for the conduct of the crew in the mess-room and recreation room drawn up and approved.

~ ~ ~
HORACE GREELEY, June 14 —Chairman C. A. Hitchcock; Secretary V. A. Gillegan. **New Business:** Letter to N. O. Port Agent read to crew and approved. Repair list made up by the delegates and read to crew. Delegates reports accepted. **Good and Welfare:** Chief Cook reported that bad hams were brought aboard on previous trip and asked that they be exchanged for canned ham. The delegates to see the



Captain on the matter. Steward informed crew that supply of fresh vegetables is very low and asked delegates to see Captain about replenishing supply in Port-Of-Spain.

~ ~ ~
MANROPE KNOT, May 26—Chairman W. Tracy; Secretary R. J. Wells. Discussion of the Stewards Department. No disputed overtime in any departments of any importance. Motion carried to have Ship's Delegate speak to the Captain about having a draw waiting when ship gets to the docks in Mobile. Motion carried to have all cots on afterdeck put away by the men that use them so the crew that comes aboard will have cots. Motion carried for letter regarding our phony Skipper to be sent to the LOG for publication. One minute of silent prayer in memory of Brothers lost at sea.



~ ~ ~
BILLINGS VICTORY, May 11—Chairman Red McKenzie; Secretary H. Hankee. Delegates reported books and cards in good order and no beefs in their departments. Motion carried that the ship won't sail until more face towels, bath towels and two percolators are supplied. **Good and Welfare:** Suggestion that one man in each foc'sle check to see what needs repairing and turn list into delegates. One minute of silence observed for brothers lost at sea.

~ ~ ~
CHARLES A. WARFIELD, May 15—Chairman R. N. White; Secretary E. L. DeParlier. **Old Business:** Statement made by Steward that he was putting in for complete fumigation of vessel upon arrival in port. Situation concerning Purser discussed lightly. No statements made due to suspicion of a

stool in crew. **New Business:** Motion carried that all bauxite ships be stowed for a 90-day voyage instead of the 60-day stores at present, and it should be put in the new agreement when negotiated. Motion carried that library be placed aboard ship.

~ ~ ~
THOMAS NUTTALL, May 25 —Chairman M. J. Danzey; Secretary P. Deady. **Good and Welfare:** Motion carried to have all fans and ventilators inspected in preparation for trip to tropics. Soap shortage and shortage of bed spreads brought into plain view because ship was not properly supplied with these items. Motion carried to accept the condition and work for some of laundry compensation when ship hits the States.



~ ~ ~
SEATRAN TEXAS, June 10—Chairman D. J. Peurala; Secretary William Pepper. Motion carried that the crewmembers of the SS Seatrain Texas go on record calling for and supporting any 24-hour strike called by organized labor to protest the Taft-Hartley Anti-Labor Bill. **Good and Welfare:** Discussion concerning third cook's having to sleep in the same foc'sle with the 8-12 watch. Steward requested to order salt tablets and dispensers for the water coolers.



~ ~ ~
SS SUNSET, May 21—Chairman Neil Harrington; Secretary Walter Hackett. Reason for meeting: A 12-point complaint headed: "Officers complaints against Stewards Department." Much debate as to whether or not to concur on the complaints. Each complaint taken up and decisions made whether to ignore the charge or to work out an improvement for the department. Complaints of rusty water for drinking purposes. Water has been bad for over a month and Chief Engineer has not taken any steps to have the tanks cleaned.

CG Whitewashes SS Arizpa; Crewmen Say She's A Wreck

(Continued from Page 10)
 terials he requisitioned for the entire voyage were as follows: one wrench, three turks heads to sougee the whole ship, three cans of metal polish.

BUT, HOW?

Other than the wrench no tools were ordered. Nevertheless, the Mate wanted the work done and done fast. In Bremen all observances of security regulations were dispensed with. No gangway watches were established by order of the Chief Mate. Nor was there any gangway. The ladder that was used had no line to secure it. It was pointed out by Dauber and Lass that the crew of the

Arizpa, which was scheduled to leave New York June 20, would not permit conditions prevailing



on the recently concluded voyage to get by again without action on their part.

CUT and RUN

By HANK

Well, we're back again in our own little corner, punching out another bag of Logworthy news—a week after VI Day (Victory Isthmian) was deservingly honored through all the LOGS' pages. This week our mysteriously popular column has a few retroactive news items as well as fresh stuff from the weekly turnover in this Seafaring life . . . Well, oldtimer and Steward, Brother John Jellette, citizen of the country of Brooklyn, who came in with his dark mustache from a voyage on the SS Cavalier—had his doggone agonizing wish come true. John wanted to see who this Cut and Run Hank was and what he looked like—and darn it if he didn't see the enigma, right there and then, while he was asking a few other guys. We don't know if his reaction was sympathetic or pathetic but Brother Jellette was sure glad his curiosity was quickly rewarded. Otherwise it might have lasted years, or longer, or something. Well, John said that his shipmate, Paddy McCann went down to Jacksonville to be near his son who is ill. Quick recovery to him Paddy.

~ ~ ~
 Brother Mitchell Mileski, the cook with a personality, just came in fresh from the cactus country, namely Phoenix, Arizona, where he had a swell time, called it real nice country, went to a wedding, etc. Mitchell enjoyed meeting his old shipmate, Hugh Eatherton, and talking about other shipmates, too. Well, Brother "Heavy" Mitchell Mileski, happy birthday greetings and congratulations on your wedding anniversary which you no doubt celebrated last week on June 18, 1947. And enjoy yourself up there in your home town in Connecticut. In a week or so, another shipmate of ours, Clifton Wilson, should be due in New York from his trip to Europe.

~ ~ ~
 Brother Eddie Kelley, a fisherman at heart, just came smilingly in from a trip to South Africa on the Robin ship, Moline Victory. Eddie spouted a proud opinion that the trip was good, there was a perfect crew aboard and a swell skipper bridged the voyage . . . Here's a message to Brother Nick Calzia: Scotty shipped to the Far East on the SS Warrior . . . A few oldtimers who are in our town: Robert High, Paddy Nash, Theodore "The Terrible" Babkowski, Joe Di George, S. Larsen, S. Sisti, D. Vasquez, V. Capitano, J. Germano, J. Sharp, L. Clarkson, A. Lorenzo, F. Palume, J. Russell, and M. Riechelson.

~ ~ ~
 To Bosun Robert Hillman: Stop your conversation, drop your cigar and do the best you can to see us. We found your Merchant Marine medal. No cigar, please—but is there any reward? . . . If it's better late than never than we'll say that about a month and a half ago, Brother William Hanold, the Steward, dropped into the hall in his business suit to say his occasional hullo. Brother Hanold launched himself last year into some landlubbering business and seems to be doing very well, thanks . . . Our News Item Dept. has two items dated June 13th: "A drastic slash in the Maritime Commissions' administrative and ship subsidy funds was recommended to Congress today by the House Committee on Appropriations." . . . Funds for maritime training at Kings Point and State Marine schools were increased from \$5,470,000 to \$8,320,000 . . . Pointing to the "very satisfactory profits" of ship operators, the committee expressed the hope that it will be found unnecessary to pay any operating subsidies at all in 1948."

Notice To All SIU Members

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

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

PLEASE PRINT INFORMATION

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

Name

Street Address

City State.....

Signed

Book No.

THE MEMBERSHIP SPEAKS



EMERGENCY RIGGING



Photo taken aboard Pacific Tanker's SS McKittrick Hills by Bosun William Hope, shows sail rigged during emergency. According to information, which was forwarded from the Mobile Hall, the tanker was en route to Cherbourg, France, from Lake Charles, La., when a sail which had been rigged broke down and was pounded to pieces in heavy seas between Bermuda and Azores.

"The sail was sewn," the account continues, "then rigged on the foremast, later changed to the stack. This held up her head until emergency repairs were made and the ship was able to proceed to Cherbourg."

Performing the sewing and rigging operation were Tom McCormick, Chief Mate; Glen Row, Maintenance; Herman Borenberg, Quartermaster, and Nick Nickells.

'Beachcomber' Mobile-bound For Some Shoreside Combing

To the Editor:

Shall try to write a few lines to let you and my buddies know that I decided to visit some of my old beachcombing haunts. But sometimes I wonder if this is the life I used to know.

Let's take a look at the ship, which is not bad. We left Mobile April 27, bound for New Orleans. After changing Stewards about three times, we left for Bremen. Then the skipper found out the sextant wasn't any good.

By good luck and speed, we overtook the good ship SS Benjamin Goodhue one week out. We asked them if they could spare a sextant and we put out the boat to get the sextant they said we could have.

GYRO OUT

Then the gyro went out, and the fathometer was off the beam, so when we neared the English coast, the radio direction finder would not work. This was finally straightened out after we arrived in Bremen.

On leaving that port we found three men of the Stewards Department were missing. If you could have seen them work, you'd be ashamed to hear that they call themselves SIU men.

I think topside is always in arms. Th old man gets cussed from all sides. The mates here are tops so far as I can see, and the engines are as good as you can find.

BOSUN IS LIKED

The Bosun is the ex-doorman from the Union Hall in Mobile and he is okay in the books of most of the men aboard. Some of the crew are performers, so there will be some reckoning when we arrive in port.

I was kidding the Mate when two of his men came aboard late.

Off hand I asked him what their excuse was, and he replied: "We left word to be called, but no one called us." He added that this is happening too often.

Well, Ed, I guess that will be all for this time, so off to Mobile to my old pastime—beachcombing.

The Beachcomber

LOG BIG FAVORITE IN ARMY CAMP ABROAD, HE SAYS

To the Editor:

Just a few lines about a legitimate beef. It is six weeks now and no SEAFARERS LOG. It was getting to be a regular part of the army camp here in Darmstadt, Germany, and then it stops.

There are quite a few ex-seamen over here and they have a regular waiting list to read the LOG. Even the mailclerk is an ex-Seafarer and I have to beg him to give me my copy.

I was wondering about the strike the Union conducted last year. I've been on the retirement list for over a year now and was wondering what I'm supposed to do for a strike card

Sgt. Charlie Bauer
APO, 175
c/o Postmaster, N. Y. C.

(Ed. Note: Are you sure that mail clerk is not waylaying your copy of the LOG? Seriously, though, we are checking into the matter and you should be again receiving the paper very soon. On the strike clearance, if you were in the army during the strike and your book was retired, you will be given clearance when you get out. Simply bring your discharge papers to the Hall along with your book at that time.)

Congress' Labor Smashers Seen Following Hitler Line

To the Editor:

Not long after Adolph Hitler's rise to power he legislated trade unions out of existence in Germany, backed by the wealth and power of great industrialists. The fact that Adolph eventually turned on his backers, confiscated their properties, ran them out of the country or reduced them to jittery caricatures of their former proud selves is of no consequence here.

That he did reduce the workers of Germany to robots slaving for a pittance and later to ruthless military automations, dealing torture and death to countless millions is to the point, to wit: Not long after the present Republican congress acquired power, they took immediate action to legislate trade unions out of existence in America, backed by the wealth and power of great industrialists.

SEES PARALLEL

The parallel is not far-fetched. Tatf, Ball, Wherry and their short-sighted cohorts are following Hitler's line of reasoning and his actions, too closely for anyone to ignore. That they, all born to wealth, should imitate a common laborer in their concentrated efforts to down labor, would be laughable if it were not such a serious matter.

Fortunately, the people of America are not suited to fit the role they hope to assign to us. Can anyone in his right mind conceive of this free nation of men and women of diversified origins, free and equal, according to the glorious constitution we revere, being turned into slavish automations under a congressionally-devised system of regimentation. If so, than I must confess to being far more obtuse than the average citizen.

The Republican congress ac-

quired power because of their promise to reduce excessive taxes. They changed their tune in short order, when the industrialist bosses' told them to give countless billions of public funds to an, and all foreign nations in order to provide more market and wealth for said industrialists.

In short, the money we hand over for taxes is sent abroad so that a comparatively few favored individuals and corporations may wax wealthier. If we, the taxpayers could hand over our money directly to said favored persons, it would save time, money and endless red tape.

LABOR SCAPEGOAT

Public discontent with the Republican failure to carry out pre-election promises became so insistent that the usual political trick of obscuring issues was resorted to. A victim was needed in a hurry, and John L. Lewis was selected. The move was relished by the coal barons and their praise caused the present Congress to believe they were leading the way in a popular movement. Overreaching themselves, they decided to include all trade unionism in their crusade.

As a result they will go down in history as the most destructive Congress, and of course, down to defeat in the next election.

Meanwhile, the damage they have done and are doing not only to labor but to the nation as a whole, will have incalculably disastrous results. No man can foretell the future with any degree of accuracy, yet it can be said without fear of contradiction that the present Congress has made a blunder that will have unhappy repercussions for years to come.

Bill Gray
SS Seatrain New Jersey
At Sea

Log-A-Rhythms

It's No Use

By DENNIS SAUNDERS

They called him Mr. Shanghai Pete,

He was SUP agent on the Balto beat,

From early bright, till five at night,

Shanghaiing seamen was his one delight,

Bosun, OS, AB, whatever your rate,

Get in his way and he'd seal your fate.

A kid came in from the Caroline, I knew him, he was a good friend of mine,

He got there for the one o'clock call,

At two Pete shanghai'd him out of the hall.

Don't try to pick a special ship, Or try to get a special trip,

For once he lays his eyes on you, I'm sure you'll be shanghai'd too.

Wants To Hear From Ex-Shipmates

To the Editor:

I retired my book about a year ago, and made it my aim to live a shoreside life for awhile, and I would be very happy to hear from any of my former shipmates.

I have secured a job in a local power plant, firing a couple of high pressure boilers. It's not such a bad job but we could really stand some good union men here.

I have been receiving every issue of the LOG, which I very much appreciate. I really can't wait between issues, and I certainly would like to continue receiving it. So long for now.

Paul E. Jacks
RR No. 3, Box 125
Marion, Indiana

Mate Does One For Books - 'Logs' Patrolman

To the Editor:

Here's a few lines that can be added to the tales that appear in the LOG concerning sea characters and incidents that happen aboard these rustbuckets.

During the past trip, our ship, the SS Billings Victory, came into Montreal. After a short stop for a few beers, we went to the Hall and asked for a patrolman. Well, who comes on board but none other than "Spud" Murphy, Canadian District representative.

Immediately the Chief Mate admits to Brother Murphy that he is a company "stiff" and then proceeds to give Brother Murphy a hard time. Well, as usual, matters go from bad to worse, and the Mate takes Murphy up to his room and has him sign the log book—two days pay for one.

The charges were "boarding the ship without proper authority from the Mate." So now the \$65 question Murphy is asking is: "Who in hell is the Mate going to collect from?" So much for that.

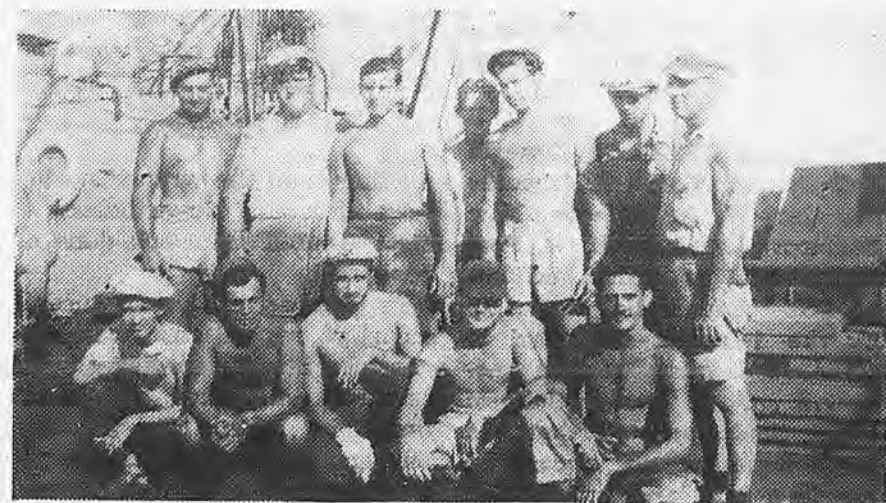
At this time I would like to thank Brothers Gene Markey, Mike Quiske and Murphy for their cooperation here in Montreal. I advise all Brothers, when they hit this port, to stop into the Hall—it's at 1440 Bleury Street. Brother Quiske, by the

way, is doing a fine job of organizing Canadian seamen up there.

Tell all the pie-cards at the New York Hall, I said hello and also any of the rest of my shipmates around there.

Ralph (Red) McKenzie

TAKING THE MAIL AROUND THE WORLD



"Fine sailing up to now," is how the Deck Gang of the SS India Mail describe the first leg of their round-the-world trip. This photo was forwarded from Manila by E. Vallina, AB.

THROWING THE BULL—IN REVERSE



Like a bull seeing red, bull in photo above charges violently on heels of horse bearing his tormentor, while enthusiastic crowds shout approvingly and consume Portuguese equivalent of hot dogs and pop. The horse, who is in the middle in the encounter mused that there must be an easier way to make hay.

Scene is Lisbon, Portugal, bull ring on Easter Sunday, when Ray Durbin, Deck Maintenance formerly on SS James Duncan, took photo.

Bause, Out After Year In Hospital, Warns Brothers To Shun Shysters, Seek SIU Aid

To the Editor:

Greetings to the splendid staff of the LOG and all the Brothers that have been responsible for making the LOG the outstanding publication it is today. Many thanks for publishing some of my letters while I was confined in the Staten Island Marine Hospital. All of them brought the desired results.

Having been in the hospital for over a year, I would like to say a few words of thanks to that institution. I am deeply grateful to the leadership as well as to the medical staff, nurses, orderlies and maids. During my long confinement as a bed patient, I was treated well and many was the time staff members went out of their way to be helpful.

This may be the time to say a word of thanks to Navy Mothers

of Staten Island and the DAR, who are doing fine work among our hospitalized Brothers. The DAR maintains a shop on the 5th floor. Mr. Hunnewell is in charge, forever trying to teach patients handicraft, keep them occupied and give them new hope when all appears lost.

WORD OF WARNING

I would like to say a few words of warning to Brothers who are in the hospital. When you are hurt, either aboard ship, or, as in my case ashore by a car or taxi, you will find that you'll be approached by certain gentlemen claiming to represent lawyers. In my case I came to the hospital with two badly broken legs and on my first day was approached by a "runner," who wished me to sign a paper giving him the sole right to represent me legally. Since I was in great pain, I just chased him away.

I may mention the officials of the hospital are doing their best to keep these "ambulance chasers" away from you, but it is impossible. Some of these gentlemen are not above using anti-union propaganda to win their point. I know of at least two cases where SIU Brothers were instructed by these "runners" not to talk to their hospital delegate until they had signed up with their respective lawyers.

NOTIFY SIU

That is all wrong. When you enter the hospital, your first move

should be to contact your hospital delegate, who in Staten Island is Brother Joe Volpian, whose record needs no introduction. He is there to help you and advise you, and believe me, Brothers, he is well-versed and unusually capable in aiding you while you're in the hospital. You'll do well to follow his advice.

The SIU is to be congratulated in placing such a capable man in a key spot. It surely speaks well for the Union.

In a few days I expect to have my case settled and take my place once more as an active member of the SIU.

In signing off, I wish to thank Brother Joe Volpian for the many fine services he rendered while I was confined. Thank you Joe, the LOG, and the able leadership of the SIU. Carry on and steady as she goes!

Bill Bause

Sign-ons, Payoffs Can Be Made Smoother By Absence Of Performers, Brother Says

To the Editor:

This is my first contribution to the LOG and as you read on you will see that I am no Runyon or Pearson. Anyway Brothers, here it is from the City of Brotherly Love and pretty gals, where I have spent the last six weeks.

Now, don't get me wrong. I am not a habitual beachcomber but due to the housing situation and having to move, I have been forced to stick around. But you can bet your next draw that I'll be on my way soon. The Port of Philadelphia, fellas, is humming for rated men so if you have a rating, come on down and see Brother (Rose Bush) Collins, our very able Dispatcher, and I am sure you'll get shipped or shanghai'd fast.

Brothers, I have something on my chest that I'd like to get off, and I believe that every good

Seafarer will agree with me it is in regard to drunken performers on sign-on and pay-off days. Now, I am sure no Brother really intends to give anyone a hard time at those times. I know that a good cold beer, especially in the good ole summertime, while you are waiting, a boilermaker and helper really helps to pass the time but by doing that we are doing ourselves a real injustice.

By not doing it we are helping not only ourselves but the Patrolman who comes aboard to take care of our interest. The membership here is pretty well pleased with the way the Philadelphia branch officers are taking care of and eliminating the practice in this port.

NOT PREACHING

No Brothers, I am not a teetotaler and very far from it; I'm

no preacher either but one who likes his lush too.

I hear that June 7th was Brother Eddie Higdon's birthday and there's a rumor that he was born so long ago that they could not pass out cigars as it was before they were being made. Anyway he's doing a bang up job here in Philly and good luck to him.

Walt Gardner

MEETING IN MASINLOC



Tony Kubiska (left) and Harry Grimes, Wipers aboard the SS Iberville, make friends with a tiny inhabitant of the Philippine isle when their vessel called there recently.

Seafarers Must Be Geared To Continue Forward Drive

To the Editor:

I attended the meeting the other day, when Bull Sheppard was voted in as Agent in Galveston, Texas. I believe that Sheppard—if he has the cooperation of the Union members—will go a long way in getting the Gulf in the same good shape as are the other sections of the Union.

This does not mean any reflection on the rest of our officials but simply that from all appearances the whole place needed a good overhauling.

Sheppard's previous record as an SIU man and official has been proven by the part he played in the Isthmian drive, as well as

what he did on the Lakes. The time has come when the SIU must be in good shape at all times in all places.

What progress the Union has made is due to its hard-hitting tactics with everything in gear. Unfortunately, some of the Gulf ports in the recent past have not been up to that mark.

The membership has noticed this and is not of the opinion that we can keep this up. In this business you can never tell who you may have to fight, and it's a wise old proverb that says, "A stitch in times saves nine."

Your's for a stronger Seafarers.

Joe Faulkner

Seafarer Sounds 'All's Well' As Newlands Departs

To the Editor:

Just a few lines before we start on our slow trip around the world. If you don't think it's going to be slow, come along.

This one of Waterman's good old Liberties, the SS Francis G. Newlands, bound for India, Ceylon and only God knows where else, but she is expected to go right around straight east.

We have several cameras aboard, so you may be flooded with pictures from time to time, if and when we can get them developed.

I saw old Sweeney down here and he's getting grayer by the day. I can't figure whether it's the heat or the work he's doing. It could be the brand of snake juice they pass out down here.

We have a damn swell skipper on this scow; wish Waterman had more like him. Everything is being cared for nicely here in Galveston. We came here from Mobile to load and both the Agent and a couple of Patrolmen have been aboard a couple of times to see if all was ship-shape. They are really on the ball down here.

Well, I guess I had better close before I bore you all to death. So long for now. You'll hear from us again soon as we have anything to write about.

C. W. Field
SS Francis G. Newlands

New Minutes Form Issued For Ships

(Continued from Page 10)

This is essential in order that the newer members can learn the score, become fully informed as to the make-up and functions of the Seafarers, and thus become good Union men, who are the backbone of the organization.

Among the subjects to which it is advisable to devote discussion time are: 1—History of the Seafarers, and its structure. 2—Shipping Rules. 3—How To Conduct A Meeting. 4—Union Constitution, etc.

The form contains a complete listing of all SIU Branch Halls and their addresses.

UNTIL THE NEXT TIME?

JUSTICE



A Seafarer's pen and ink interpretation of the deal meted out to alien seamen who served this nation in its wartime hours of need.

Savannah Seafarers Files Strike Notice On Atlantic Towing Co.

By CHARLES STARLING

SAVANNAH — Things have picked up in the Port of Savannah in the last three weeks, keeping Brother Smith and myself on the go between Savannah and Charleston handling four pay-offs and sign-ons in Charleston and five payoffs and seven sign-ons here.

We are looking for this Port to stay like this for some time, so if any of you Brothers would like an eight week trip to France, England, or Holland come on down to Savannah, and that is what you will get.

We have been trying to get men from ports south to Tampa and up to New York, and yet we still have to put out trip cards.

So, Brothers, don't forget that each new man we take in now will mean one less job later. Let's think it over and take these jobs now, so we all will have them later.

BEEFS SETTLED

We have had three beefs pending here, and at this time two of them are settled. This means the FWT from the Jefferson City Victory and the Oilers from the Southland can now get their money by getting in touch with the company here.

The deck time from the Southland is still pending, as the company says that old Mother Nature and the ocean can't flood the decks with fuel oil.

(I wonder what they think flooded the decks of all the ships that went down during the war. I know of one that was so flooded, and I think a lot of you Brothers know of many more.)

I don't see how they can keep from paying on this beef.

I have filed a strike notice against the Atlantic Towing Company for the 23rd of this month. It looks like this is the only way we will ever get a contract and living wages out of this outfit, as they are so used to paying wages with our tax money that they can't bear the thought of paying their own wages.

At the moment this outfit has seven GI veteran trainees on their payroll at \$100 per month. We, through the government, pay them \$90 giving them a total of \$190 monthly.

The men who have been working for the Atlantic Towing Company for up to 20 years are paid \$135 to \$145 per month. So it's obvious that the company is milking us and the government to pay the veteran's wages.

I'm not moaning because the

vets are getting the extra dough as the jobs they are doing should pay that much, it's just that the company is underpaying their regular employes, and the work done by the veterans costs them even less out of their own pockets.

Personally, I'm getting a little tired of having my taxes go toward the payroll of the Atlantic Towing Company.

The following members donated money for the purpose of sending the Morning News to Brother T. J. Wickham who is in "Snug Harbor": Pat Towns, \$3.00; Ray Kitchens, \$2.00; H. C. Chan- cey, \$2.00; Charlie Lee, \$1.25; Shorty Atkins, \$1.00; Nollie Towns, \$1.00; Beam, \$1.00; Neid- linger, \$1.00; Chiffin, \$1.00; and Harry Carey, \$1.00.

Look At The Law

(Continued from Page 7)

cease, and upon arrival in port by forfeiture, for every 24 hours continuance of such disobedience or neglect, of a sum of not more than 12 days pay, or by imprisonment for not more than three months, at the discretion of the court.

6. For assaulting any master, mate, pilot, engineer, or staff officer, by imprisonment for not more than two years.

7. For willfully damaging the vessel, or embezzling or willfully damaging any of the stores or cargo, by forfeiture out of his wages of a sum equal in amount to the loss thereby sustained, and also, at the discretion of the court, by imprisonment for not more than 12 months.

8. For any act of smuggling for which he is convicted and whereby loss or damage is occasioned to the master or owner, he shall be liable to pay such master or owner a sum as is sufficient to reimburse the master or owner for such loss or damage, and the whole or any account of such liability, and he shall be liable to imprisonment for a period of not more than 12 months.

The guy who keeps his nose clean needn't bother to read the aforementioned laws twice. But the guy who finds that has an inclination occasionally to get into scrapes might do well to pay some attention to them.

The simplest way to keep clear of any penalties obviously is to avoid committing offenses.

The Patrolmen Say...

Good As New

NEW YORK—It is with apprehension that I usually go out to sign on a ship that has just come out of the shipyard or has been acquired from another company and union, but the Frank Norris, recently added to the Waterman fleet, proved not to be the usual type of ship.

The Norris, a former NMU ship fresh out of the shipyard, really opened my eyes. She had just received a fresh paint job all the way through and she looked as good as new. The quarters had been redecorated with each bunk getting a new inner spring mattress.

Every possible repair had been made. She was well stored, and from the slopchest list that I saw there won't be any complaints on that score.

BLANK CHECK

She needed a few items such as wind scoops which the company hadn't been able to get here, but they gave the crew a letter calling for anything they needed in Philly.

If the items can't be secured there, the crew can payoff under mutual consent. Nothing could be any better than that.

The Skipper, Captain Clark, turned out to be a good egg and his crew rates equally as well. With everything the way it shaped up at the sign on, there should be an easy payoff when she return from Europe.

She left New York for Philly where she is loading coal for Europe. I hated to hear that she was taking coal aboard, for there goes that nice paint job.

It's too bad they have to take the girl out and get her all dirty just after she got a nice paint job, but that's the way it goes.

One ship that won't have to worry about getting dirtied up if she keeps the present crew aboard is the Walter E. Ranger, Eastern Steamship Company. She paid off here in New York this week with everything sparkling. No beefs, no performers, no drunks—nothing but praise for a clean ship and a fine crew.

Jim Drawdy

Ship-Shape Ship

NEW YORK—Ship-shape was the word for the SS Fort Frederica, a Los Angeles Tanker, that paid off in New York last week. All departments contributed to the first-rate payoff by coming in without beefs, which had been squared away by the three delegates before the ship arrived in port.

Partially responsible for the

satisfactory state of affairs aboard the Frederica was the reported excellence of the Stewards Department.

Special mention for whipping things into true Union shape must go to Bosun Brown, a Seafarer who takes his Union responsibilities seriously and who works hard at getting all hands to do likewise.

Brother Brown set a commendable example aboard ship for the youngsters in the Union and in keeping the men straight. His activities pay off in the form of greater Union prestige.

Howard Guinier

Patrolman's Headaches

We have been successful in our attempts to have the Stewards Department manning scale increased along with other favorable contractual conditions. In particular, a binding contract is now in effect covering wages, routine work, and so forth.

It was agreed that some work beyond the scheduled working hours could be eliminated by increasing the manning scale.

This was done in the Stewards Department, in order to prevent such extra work, over and above routine work, being forced on the few members who formerly comprised the Stewards Department.

Routine work is outlined in our general agreement, and is specified under Stewards Department Working Rules.

If something develops that is foreign to the agreement, and which would throw the working



schedule out of kilter and cause more work to be done outside of the prescribed hours, overtime is collectible.

For routine work at sea, when the ship sails without full complement for any reason, the wages of the missing men are to be divided among the members of the crew who perform the work.

SHORT HANDED

In port, when a shortage of personnel exists in the Stewards Department, overtime is only paid for work in excess of eight hours.

In this respect, it is wise to note that subsistence is paid to the entire crew when meals are not provided.

Routine work in the Stewards Department was a must 365 days a year when the ship was feeding. In view of the fact that holidays and Saturdays were as other days for the Stewards Department, this was unjust, since other Departments worked less time for a set base pay.

This condition has been rectified, and today men in the Stewards Department collect the overtime rate for work done on holidays and Saturdays in port.

Today we consider this an advance. But there is nothing more disgusting than to see an overtime sheet for the Stewards De-

partment with painting, sougeeing, and other extra work marked up for holidays.

When this is seen, it shows the Patrolman that the man is either an insatiable painter or an overtime hound.

Maybe in the future we should ask that Stewards Department men get a painters endorsement, otherwise we are liable to find red lead in the soup.

Legitimate overtime beefs are always welcome—in this port and in all other SIU ports—but doing work that belongs to another Department cannot be called "legitimate overtime."

Freddie Stewart

Skin You Love

NEW YORK—A situation has come up concerning the slopchest that would be rather humorous—that is if some of the members weren't so serious about it.

The slopchest, the oldtimers will remember, was originally put on the ship for the purpose of obtaining working gear during the days when a seaman's wages were so low that a man had to buy his gear aboard ship, as he generally didn't have the money while he was ashore.

Today the situation is much different. We have a well supplied slopchest which includes candy, gum, cigarettes, working gear, shaving equipment and all the necessary items that a man is liable to need on a long trip.

Now I find that some of the fellows want sun tan oil, cold cream, sun glasses and such similar items that they sound like a crew of Broadway chorus girls instead of seamen.

If a guy wants to take that kind of stuff to sea with him that's his business. But he can get it at any drug store, so please, boys, don't bother the Patrolman with beefs like that.

Instead of fooling around with such things, we could be squaring away good beefs. We want every ship to sail with a well-stocked slopchest—but enough is enough.

Another beef at the sign-on has been the cigarettes. The usual practice is to divide the full amount of the ration among the crew and officers, the minimum being two cartons a week.

If there is more than this all well and good, but if the ration is only two cartons there is no reason to beef.

By this I don't mean that the crew should be limited to two and the officers the rest, as anything above two cartons should be divided equally.

The way to straighten out the slopchest is to put the matter in the hands of the Delegates and let them check the list and mark down all the shortages for the Patrolman but, please, leave Jergens Lotion to Walter Winchell.

Jack Parker

ATTENTION!

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

Every Seafarer Should Be A Log Correspondent

By JOE SHIMA

TOLEDO—SIU Port Agents are often hauled over the coals for not writing port news or news of interest regarding the members and non-members sailing out of their ports. So I'm going to pass the buck right back to the fellows where it originated—right back to you.

How about all SIU members and those who are interested in becoming SIU members writing an occasional letter or item for the LOG?

Get it to the Port Agent where you may drop anchor, or send it in to the SEAFARERS LOG, 51 Beaver Street, New York 4, N. Y. It's not necessary to give your

life's history or write any fancy articles. Just give the plain facts or details, and include your name and book number, if you have one. If you're on an unorganized ship, we won't print your name. That will be held in confidence.

If you're in Toledo, drop in and see me, and I'll bend a listening ear in your direction. Maybe, you won't have to do any writing at all. In that case, the Port Agent will act as your literary emissary.

GHOST SHIP

In reviewing the wanderings of the NMU's modern ghost ship, the SS Jupiter, it is rather interesting to note that this ship

was loaded on her last trip by CIO ore punchers or dockmen.

Yet the NMU had the nerve to request the ILA dockmen at Toledo to not handle her, after their own affiliates in the CIO loaded her up!

That's one for the book! CIO dockmen loaded the Jupiter in Ashland, and AFL docks were picketed in Toledo to stop her unloading!

Certainly, no SIU members or AFL affiliates will touch a hot ship, whether she's AFL or CIO. But this whole business on the SS Jupiter was badly managed from start to finish. She should have been tied up in the shipyard when she had a number of plates off, being repaired.

BULLETIN BOARD

Retroactive Wages

SS Colabee, Voyage 18

(Money may be claimed at paymasters' office, American-Hawaiian SS Co., 2nd floor, 90 Broad St., New York.)

Deck Department	
Name	Voucher No.
Kristian Korneliusen	7
Harry Vendrwaardn	8
Peter Blanco	9
John Livanos	10
Alfred Larsen	11
Hans Nettelblatt	12
Thomas J. Malone	13
Augustine P. Lazzaro	14
Henry A. Adamowicz	15
Robert E. Lansdell	16
George R. Brown	17
John C. Munden	43 & 53
Vittorio M. Caravello	52
Engine Department	
Name	Voucher No.
Ernesto Rubio	2
Joseph A. Sarockta	3
James W. Brake	4
Luis Gonzales	5
Henry C. Tresvant	6
William A. Craven	18
Donald J. Sconyers	19
James Dand	20
Mario Starace	21
Frank Kopersky	22
Alfonso Alaguibel	23
Konstant M. Kain	24

Bruce Scheiblaue	25
Roger Foster	26
Edgar F. Benson	27
Hermanus J. Out	28
Eugenio Swabech	44
Amalio Martinez	45
Abraham Vegas	46

Stewards Department	
Name	Voucher No.
Andrew P. Smurda	1
William E. Pepper	29
Edward Kaznowsky	30
Ignatius P. Gomes	31
Benjamin H. Balcer	32
Thomas A. Byrne	33
Joseph E. Lavigne	34
Felix Miranda	35
Pedro J. Garcia	36
Wendell R. Coats	37
Christopher Biniaris	38
George W. Thyer	39
Eugene M. Medford	40
Earl W. Ebbert	41
William Gonzales	42
Wilbur Hunt	47
Walter Marcus	48
Louie Caloca	49
Ricardo C. Canedo	50
Ramon R. Sierra	51

NOTICE!

Any men due money for unclaimed wages or overtime from Pacific Tankers should apply to Mr. James Dwyer, Pacific Tankers, 423 Sampson Street, San Francisco, Calif.

ANDREW GEORGE

Please communicate with attorney Benjamin B. Sterling, 42 Broadway, New York City, regarding settlement of your case involving injury aboard the SS Frederick W. Galbraith, in Savannah, Georgia, on September 27, 1946.

GEORGE FINN

Book Number 49342. See Freddie Stewart, New York Patrolman, the next time you are in the New York Hall.

MICKEY HYNDS

Your gear, which you left on board the SS Pierre Laclède, is now being held for you in the New Orleans Hall. Get in touch with the Baggage Room there.

MONEY DUE

GEORGE DANIELS JR.

Money due you for 25 hours work aboard the James Duncan can be collected at the offices of Waterman Steamship Company, 19 Rector Street, New York, N. Y.

Crewmembers of the SS Coyote Hills, Pacific Tankers, can collect overtime money for standing watch at Sabine Bar, Texas. The money is being held at the Company office, 115 Broadway, New York. Other overtime has been referred to the West Coast for settlement.



NEW YORK

INDIVIDUAL DONATIONS

F. Polves, \$1.00; Ernest Barlow, \$1.00; J. C. Rizzo, \$1.00; W. E. Jackson, \$1.00; R. J. Henneken, \$1.00; J. Arras, \$2.00; W. Bause, \$10.00; E. V. Phillips, \$5.00; C. R. Haun, \$1.00; F. Vargas, \$1.00; H. C. Duncan, \$1.00; P. Bite, \$1.00; C. S. Hammen, \$1.00; L. G. McNair, \$5.00; J. J. Perera, \$1.00; S. Mangold, \$2.00; R. Morgan, \$2.00; L. Fedine, \$2.00; A. D. Guida, \$1.00; R. D. Vandervoost, \$10.00; E. Schippan, \$1.00; P. Cuccurullo, \$1.00; Wm. Throop, \$5.00; C. J. Frye, \$1.00; J. Tabarrini, \$1.00; Norbert Rogan, \$1.00; J. Swolanski, \$1.00; Mrs. Agnes E. Humphries, \$2.00; G. G. McNeice, \$5.00; John Horton, \$2.50; E. E. Milanese, \$2.00; G. J. Bullock, \$2.00; F. Cario, \$3.00; P. Lupo, \$3.00; W. Perednia, \$1.00; F. Muchelot, \$5.00.

SS R. INGERSOLL

R. Savior, \$1.00; Grady Halty, \$1.00; J. T. Lassiter, \$2.00; A. Henderson, \$1.00; L. Gilmore, \$1.00; B. Woturski, \$5.00; T. Radclif, \$1.00; V. A. Focco, \$1.00; B. Smoljan, \$2.00.

SS FRANK DALE

A. R. Tonon, \$1.00; J. E. Oliver, \$1.00.

SS J. MORTON

K. E. Begley, \$5.00; J. Kirkland, \$1.00; A. Tompol, \$1.00; R. T. Land, \$1.00; A. K. Miles, \$1.00; D. R. Cornell, \$1.00; R. McKay, \$1.00.

SS HUNTER

E. Higgins, \$1.00; R. E. Simmons, \$10.00; R. Layko, \$58.00; H. Bloodworth, \$1.00; R. Dellepelle, \$2.00; S. Musco, \$1.00; J. Soto, \$2.00; I. Perez, \$1.00; J. Petrof, \$1.00; S. Vosdogames, \$10.00; F. Sintich, \$1.00; M. J. Fields, \$5.00; R. Wilhite, \$2.00; G. B. Gundersen, \$2.00; H. Halligan, \$1.00.

SS SEATRAN TEXAS

P. E. Tassin, \$2.00.

SS BILLINGS VICTORY

S. E. Jansson, \$2.00; P. G. Nearhas, \$1.00; G. Englehard, \$2.00; R. H. Morris, \$2.00; A. Dorgzio, \$2.00; H. M. Methiev, \$1.00; A. E. Rosado, \$1.00; P. L. Shauger, \$1.00; R. L. McKenzie, \$2.00; A. Wasstrom, \$1.00; A. R. Kavel, \$1.00; F. E. Serra, \$1.00.

SS T. JAY

J. W. Szkodinski, \$5.00; W. R. Simpson, \$2.00; C. Starke, \$5.00.

SS R. N. McNEELEY

A. W. Thompson and Crew, \$20.00.

SS POINT CARBRILLO

J. R. Parsons, \$5.00; N. Lyons, \$2.00; C. O'Connell, \$2.00; R. Carstens, \$2.00.

SS MADAKET

W. Przylomski, \$2.00; A. Kubacki, \$1.00; J. Viga, \$1.00; J. Sanlonzans, \$2.00; J. LaRocco, \$2.00; S. P. Gondzar, \$1.00.

SS BEAUREGARD

H. W. Clemens, \$1.00; H. J. Swartjes, \$1.00; J. Toledo, \$2.00; M. P. Perez, \$1.00; E. W. Geter, \$2.00; F. Szweska, \$1.00; R. R. Carlson, \$1.00.

SS CELLO

H. C. Smallwood, \$6.00; M. R. Norris, \$2.00; L. Campbell, \$2.00; R. W. Morrison & Crew, \$6.00.

SS CALDWELL

Wm. Raae, \$10.00; H. H. Oldeide, \$10.00; N. A. Ohlsson, \$10.00; E. Mikkelsen, \$10.00; A. Gentes, \$2.00; A. P. Stearns, \$2.00; J. Blanchard, R. Gomez, \$2.00; C. Ryals, \$5.00; H. H. Matson, \$10.00; H. C. Boone, \$10.00; B. W. Bynum, \$10.00; F. Knight, \$10.00; J. C. Mosle, \$10.00; Ira Boone, \$10.00; J. F. Smith, \$2.00.

H. G. Browning, \$2.00; W. V. Arledge, \$2.00; J. Lee, \$2.00; G. A. Arnim, \$10.00; J. Owen, Jr., \$2.00.

SEATRAN N. Y.

C. Goldstein, \$1.00; Marvin Dickson, \$1.00.

SS FORT FEDERICA

M. A. Doucette, \$1.00; P. S. Harrington, \$1.00; N. V. Reitti, \$1.00; W. D. Jones, \$1.00; E. McConnell, \$1.00; A. Carrand, \$1.00; F. Alexander, \$1.00; R. K. Lee, \$1.00; P. J. Gradozzi, \$1.00; G. W. Berthold, \$1.00; C. F. Brown, \$1.00; C. Kinsel, \$1.00; M. Travagini, \$1.00; J. P. Dickoso, \$1.00; P. DePietro, \$1.00; G. E. O'Rourke, \$1.00; J. Pisa, \$1.00; R. M. Koenig, \$1.00; G. C. Altrif, \$1.00.

SS MALLORY

R. A. Singer, \$1.00; A. Plaza, \$3.00; J. E. Tambling, \$1.00; C. Robinson, \$2.00; J. Milokas, \$2.00; A. Skrzypski, \$2.00; W. M. Rozinski, \$2.00; J. J. Juscius, \$2.00; H. Wm. Willett, \$1.00; D. J. Stille, \$2.00; N. F. Engelsen, \$1.00; S. Rothschild, \$1.00; J. Rolf, \$4.00; J. Czaplak, \$1.00.

SS EMILIA

P. O. Cirelli, \$2.00; M. L. Phipp, \$2.00; T. W. Styron, \$2.00; R. Vazquez, \$2.00; P. Navitsky, \$2.00; R. L. Wingate, \$2.00; E. Zaniewski, \$2.00; J. C. Laseter, \$2.00; Otis Howell, \$2.00; J. Schoell, \$2.00; A. D. Lehtola, \$2.00; D. G. Averill, \$2.00; E. Goodman, \$5.00; J. R. McPhaul, \$2.00; J. Wingate, \$2.00; E. Gorum, \$2.00; J. Georges, \$2.00; Z. Williams, \$2.00; J. Foust, \$2.00.

SS CURRIER

P. Richter, \$1.00; F. Weeks, \$2.00; M. Ramin, \$2.00; A. Hadad, \$1.00; J. F. Gamblich, \$5.00; C. Ayala, \$1.00; W. Lobel, \$35.00.

SS COASTAL STEVEDORE

W. J. Wade, \$2.00; W. Snoeik, \$2.00; J. Murphy, \$2.00; L. W. Ritch, \$2.00; V. Pitts, \$2.00; F. Pawel, Jr., \$2.00.

SS SPENCER

J. D. Lowery, \$2.00; W. Lowery, \$2.00; C. L. Pottel, \$3.00; D. B. Jordan, \$2.00; M. H. Phillips, \$2.00; A. J. Langan, \$2.00; J. M. Ratey, \$2.00; C. Thompson, \$2.00; M. Roberts, \$2.00; K. G. O'Briant, \$1.00; O. P. Smith, \$2.00; D. R. Leary, \$2.00.

SS CAVALIER

DuBois, \$1.00; John Rosato, \$2.00; C. A. Fletcher, \$2.00; P. Morrison, \$2.00; C. Burgio, \$2.00; W. Dunham, \$2.00; J. Heitzenroeder & Crew, \$13.00.

SS ARIZPA

J. Nash, \$1.00; J. D. Powell, \$1.00; W. W. Reid, \$3.00; F. H. Mabe, \$2.00; B. G. Bautista, \$2.00; M. Kussmaul, \$2.00; George Lass, \$1.00; P. P. Guimond, \$1.00; Karl E. Uri, \$1.00; F. E. Cizewski, \$1.00; J. V. Russell, \$2.00; M. A. Kiker, \$1.00; W. B. Smith, \$1.00; A. C. Fivek, \$1.00; G. Keszpryk, \$1.00; R. M. Mann, \$1.00; A. Horvath, \$1.00; R. B. Branney, \$1.00.

SS LA FARGE

Z. Wydra, \$2.00; H. W. Girard, \$2.00; J. L. Probst, \$2.00; Glatthorn, \$1.00; Henry Childs, \$3.00; Joseph Morelli, \$2.00; W. P. Smith, \$1.00; R. Silvester, \$2.00; R. P. Sasseville, \$1.00.

SS D. HITCH

R. G. Roales, \$2.00; J. Ally, \$2.00; E. Trotman, \$2.00; E. Lord, \$2.00; C. Duff, \$2.00; W. R. Carroll, \$2.00; J. H. Bethea, \$2.00; C. Archer, \$2.00; W. Hare, \$2.00; G. Kubic, \$2.00; W. Robinson, \$2.00.

SS INGERSOLL

J. Van Sant, \$1.00.

BOSTON

INDIVIDUAL DONATIONS
J. Adams, \$1.00.

NORFOLK

INDIVIDUAL DONATIONS

C. W. Pauls, \$3.00; N. Drayur, \$1.00; A. R. Arsenault, \$3.00; W. G. Jarvis, \$3.00; S. H. Williams, \$5.00; J. L. Sanders, Jr., \$2.00; A. E. Underwood, \$2.00; H. Hanes, \$2.00; F. S. Mitchell, \$1.00; E. J. Kelly, \$2.00; G. Aban, \$3.00; J. A. Dailey, \$3.00; L. G. Ange, \$3.00; H. L. Dukas, \$2.00; L. M. Melvin, \$3.00; P. C. Powell, \$1.00; E. Duxbury, \$1.00; H. E. Dennis, \$1.00; R. J. Barrus, \$1.00; R. L. Tillet, \$1.00; E. A. Crocker, \$3.00; L. A. Greico, \$3.00; H. Hayaski, \$3.00; D. H. Kerwin, \$2.00; J. K. Presnell, \$2.00; H. W. Lamm, Jr., \$3.00; R. T. Leland, \$3.00; L. J. Barker, \$3.00; B. B. Powell, \$3.00; F. J. Jordan, \$3.00; G. M. Patterson, \$3.00; I. C. Williams, \$3.00; D. T. Hurdle, \$3.00; J. W. Whitfield, \$3.00; N. L. Mark, \$5.00; C. W. Foltz, \$3.00; W. Peterson, \$2.00; W. T. Mathews, \$2.00; A. P. Alerante, \$2.00.

PERSONALS

JUSTO R. VELOZQUEZ

Your wife is anxious to hear from you immediately.

PAUL R. SMITH

Your father is very ill in Mayo Clinic. Your family wishes you to return to LaSalle, Ill. immediately.

JULIUS TAYLOR, Deck Del. SS JOHN JAY

Your gear which you gave to Curt Starke can be had by calling at the 4th floor baggage room of the New York Hall, 51 Beaver Street. Get in touch with the LOG office for Starke's address.

ARTHUR E. GIBSON

Get in touch with Ben Sterling, 42 Broadway, New York, in regards to the voyage of the Robin Locksley which paid off in January, 1947.

JACK GILLER

A communication from Mrs. H. H. Meador requests that you get in touch with her.

ROSBY T. SLUCKLAND

Your father is very anxious to hear from you.

STEVE A. WEISS

Your daughter, Theresa, wants to hear from you very soon.

WHELDON J. BILLINGTON

Contact Myrtle Billington immediately. She is anxious to hear from you.

THOMAS F. HENDRICKS

A letter from Mrs. Margaret M. Craig asks you to write to your mother immediately.

Canadian Seamen Are Now Ready For A Real International Union

By WILLIAM McLAUGHLIN

The endurance of the organized Canadian seaman today is fast reaching the explosion point, as is evidenced by the feverish activity of the commies in the past month or so.

For years, seamen in Canada have fought to bring about changes overdue in Canadian maritime.

It has been a discouraging experience, but not a disheartening one. On every side we have been hemmed in by antagonisms and fakery of every imaginable hue. Despite this we have patiently and persistently tried to stick together fighting the main issues that confronted us.

Let no one have any doubts that we will continue to give battle to any and all who choose to defend the status quo of Canadian maritime enslavement, as we find it in this year of 1947.

The Canada Shipping Act still remains as the choice example of the impoverished intelligence of the lawmakers at Ottawa. The "good intentions" of the lawmakers, demonstrated by this legislative persecution are an odious national disgrace.

BELOW STANDARD

Wages, working and living conditions still lag far behind the various standards established in other countries, notably by our Brothers of the Seafarers International Union of N. A., in the United States.

We Canadians are citizens of one of the earth's richest countries, the second largest producer in the world of materials for World War II. We operated a merchant fleet which, prior to the war, was practically non-existent by comparison.

We learned very early during the war years that the one million and a half dollars it cost to build one Victory type ship earned double this amount in one voyage.

The lonely swells of the oceans voice mute testimony to the memory of our Brothers who went to their last watch below as they courageously kept open the sea lanes so vital to our conduct of the war.

Canada's seamen delivered the goods, Canadian taxpayers paid for and built the ships, and many of our members sealed the bargain with their lives.

What more should the people of Canada expect of their merchant marine?

In spite of this record as members of a large section of the Canadian working class, we find ourselves having to struggle and fight for the minimums that other sections of our people have been enjoying through Union contracts for a long time.

DOLLAR HAPPY

One thing we know for sure is that the Canadian shipowner is as profit-hungry today as he was at anytime during the war years and before.

We know that the dignity of Canada's be-wigged, well-fed legal-hierarchy can only be maintained as long as Canadian taxpayers can see some sort of activity to be able to justify their

existence at the taxpayers' expense.

Last, but by no means least, are the communists, who of necessity must have some sort of sensationalism to smokescreen the bankruptcy of their Moscow masters.

Of what value are so-called leaders, whose principal obsession is to martyr themselves as victims of a "police terror," as they have been doing in Canada?

Where does the issue of the shorter work week and increased pay fit into the picture? One of the necessary props to Communist existence is police terror.

And while the judiciary and the police have a happy time fighting the communist menace, which can be traced to the leadership of the CSU, the shipowner obviously doesn't have to worry a great deal about demands for a better standard of living from the union membership.

PROGRESS MADE

In the short time since the new Canadian District of the SIU has been formed — four months to be exact—it has established two closed shop contracts, embodying the highest wages in Canadian maritime, plus the 40-hour week in port and 44-hour week at sea for all three departments, not the 48-40 as proposed by the clap-trap happy commies.

We might add for the record that, long before our Canadian District was formed, the CSU had been appealed to by the men presently covered by these contracts.

Furthermore, these conditions have been brought about by genuine trade union methods, the clean cut issue between the Union and the companies being improved wages and working conditions.

Increases of 100 per cent in wages, 40 and 44 hour work weeks, 90 cents and \$1.05 an hour overtime for all work performed over eight hours, all day Saturdays, Sundays and holidays in port; and all Saturday afternoons, Sundays and holidays at sea are results that speak for themselves.

SINKING THE SEAMEN

All Canadian seamen should now be enjoying these same conditions, and it isn't that the need for them hasn't existed for a long time.

Who was it that went down the line in support of the Dominion government program for regimentation and the herding of Canadian seaman into the pools during the war, making them chattels of the war program?

The communists of course.

Then they disguised themselves behind the curtain of national unity for an all-out war effort, as if the union hiring hall would have been the biggest blow to it.

We are proud to state here that the membership of the SIU of N.A. has always fought for and retained its rights to ship out of their own union hiring halls, and the war effort didn't suffer one iota.

On the contrary, it benefited thereby because our members shipped as free men, confident that their voice was equal to

that of the government bureaucrats and the shipowners.

Under the pseudonym of "national unity," during the war years, the communists were able to conceal their ineffectiveness as seamen were forced to accept arbitrarily whatever conditions and wages Ottawa decided on.

COMMIE GOONS

As this is being written, we learn that one of our Patrolmen in the Port of Montreal has been given a going-over by the usual type of commie thugs.

We say to those misguided thugs—and the majority of the membership of the CSU will agree with us—that these tactics may be okay in Moscow, but that here in the Dominion of Canada they are held in contempt.

As free Canadians we refute the mental depravity that spawns such actions, regardless from which section of the CSU it springs.

The Canadian District of the SIU is in Canada to stay. Its policies and program has the support of its entire international membership.

It is a genuine rank and file program, shorn of all political trivia, ifs, ands and buts.

NO DIVISION

Already we have cracked the crust of decades and established the 40 and 44 hour weeks on board Canadian ships.

This has only been possible because the membership of this Union is not burdened with a dual responsibility, as in others, where the shipowner or the communist rules the roost.

There is no division of loyalties to be contended with. We are not shackled by any false sentiment to the policies of the political glamor boys.

We say again that it will only be by a genuine form of rank and file international organization that seamen in Canada will be able to bring to a successful conclusion their efforts to establish civilized wage and working conditions.

ATTENTION!

Wages paid the following listed members, who were employed by Calmar Steamship Corporation during 1945, have not been credited to their Social Security accounts due to the lack of Social Security numbers.

The men listed below should send their social security numbers to: Federal Security Agency, Social Security Administration, Field Office, 42 Broadway, New York 4, N. Y. to insure credit for the wages they earned.

M. Wilson, J. Parham, Nicano Martinez, R. Rhea, Neal C. McIntyre, Dean T. Rollins, Joseph F. Potenski, Warren O'Brien.

Fred Sweden, Edward Stavko, Pror Wigg, John Wanchek, R. Cavanau, Robert Anderson, Jose Dêhesa, Al Daines, A. Curtis.

Fred Fernand, William Dysart, Michael Jacobin, William Harrison, P. Golnik, B. W. Howard, Ralph H. Hornech, Earnest W. Jones, Alexander J. Hutton, Peter Kozulic, Alfred Labowitz, Earl B. Marshbu.

SIU Certified On Huron Ships

DETROIT — SIU Headquarters recently received notice from the NLRB that the SIU had been certified as the winner in the recently conducted election aboard the Huron Transportation Company ships.

These two ships — the SS Crapo and SS Boardman — voted overwhelmingly for the SIU on June 4 and 6, when the NLRB conducted an election aboard them.

This victory climaxed an organizational drive which had begun some ten weeks earlier, and marked the SIU's first election victory of the 1947 sailing season on the Lakes.

As a direct result of the SIU win over the NMU — 28 to 2 — with No Union receiving 18 votes and of this certification, contract negotiations will be opened with the Huron management just as soon as a meeting can be arranged. This should be within the next couple of weeks or so.

Ship Surgeons Will Vote On Pursers Union

NEW YORK—An NLRB election among surgeons aboard Grace Line vessels, the first such in history, will take place within two weeks to determine whether they want to be represented by the American Merchant Marine Staff Officers Association, AFL.

The exact date for the election will be determined this week when Tom Hill, East Coast Representative for AMMSOA, will meet with the National Labor Relations Board.

The balloting will be between the AFL Pursers Union and No Union, since the NMU, for reasons unknown, stated that it did not desire to appear on the ballot in any election held for surgeons in a separate unit.

NLRB RULING

The decision for the election came in a ruling from the NLRB which ruled that surgeons employed by Grace Line constitute an appropriate bargaining unit. For the first time now they will have the opportunity to be represented by a bargaining agent if they so wish.

Coincidentally, this week AMMSOA is conducting an election among Grace Line Pursers, thus two elections are being held on Grace Line ships by the AFL Pursers.

A regular bargaining election is now in progress on the ships of American-Export Company, the results of which are expected to be announced August 15. In addition AMMSOA has petitioned Alcoa Steamship Company for an election.

The latest company to be brought into the Pursers fold is the Ponchelet Marine Corporation, which has just signed a full contract.

The Pursers Union, victorious in its last eleven elections, is continuing its organizational drive in companies that cannot be named at the moment. According to Tom Hill, a solid return for the AMMSOA is expected in all elections when petitions are filed.

LOOKS LIKE IT'S UNANIMOUS



A crowded New York membership meeting heard Paul Hall, Director of Organization, report on his trip to the Gulf Area. He told of the reorganization of the Gulf Ports, all of which has been reported in the LOG, and Brother Hall also gave the details on the great strides being made by the Marine Allied Workers, part of the SIU, with the fishermen and other allied trades along the Gulf. The membership voted unanimously to accept the report.