

# SEAFARERS LOG



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

Vol. VIII.

NEW YORK, N. Y., FRIDAY, OCTOBER 4, 1946

No. 40

## Green Scores US Meddling In Disputes

CHICAGO—Government wage domination is outmoded and should be dropped, and the Wage Stabilization Board should be discontinued, AFL President William Green declared in a militant address before the Brotherhood of Railway Carmen (AFL), in session here.

"Employers and unions should be given full and complete opportunity to reach agreements through free and unfettered collective bargaining," he told the delegates.

The entire subject of the Government's wage policy is now under study, at the request of President Truman, by a committee of which Mr. Green is a member.

The convention, attended by close to 1,000 delegates, an all-time record, represented more than 131,000 members, an increase of more than 40,000 since the last conclave in 1941.

## Licensed Officers' Strike Ties Up All U. S. Shipping

NEW YORK—The long smoldering fight of the Masters, Mates, and Pilots, AFL, for rotary shipping and increased wages to offset the higher costs of living came out in the open October 1, when 12,000 members of the MM&P went on strike for Union hiring and a 30 per cent wage increase.

Also out on strike for the same general benefits are the 15,000 members of the Marine Engineers Beneficial Association, CIO.

After fruitless negotiations with the shipowners which culminated in bargaining sessions in Washington under the watchful eyes of the bureaucrats, the representatives of the MM&P found that they were getting exactly nowhere.

When their contracts ran out on September 30, true to the tradition "No contract, no work," the licensed deck officers walked off their ships and established picketlines at piers along all three coasts of the United States.

### AFL SUPPORT

As soon as the strike of the MM&P started, the AFL Maritime Trades Department held a meeting in New York, at which time the Department's policy of supporting all member unions was reaffirmed. At the same time, it was agreed to respect the picketlines of the MEBA since

## Nominations Still Open

Preparations for the election of union officials who will serve during 1947 in the Atlantic and Gulf District began with nominations of candidates in all ports at the last membership meetings. Members who still wish to announce their candidacy have until Oct. 15, when nominations will be closed.

Any qualified member may nominate himself for office by submitting, in writing, his intention to run for office. Necessary proof of qualifications must accompany the written intention, and the particular office in which the member is interested must be specified. This notification and data should be addressed to the Secretary-Treasurer and must be in his office not later than Oct. 15, 1946.

Qualifications for office in the Atlantic and Gulf District, as provided for by the Constitution and By-laws, will be found on page 5.

NOTE:—Inadvertently left out of last week's story on nominations was the Port of Tampa. The only office open there is that of Port Agent. If you are interested in Ybor City cooking, don't forget to file.

## Operators Drop Stall; Talks Make Progress

NEW YORK—The encouraging sessions of the past few weeks between the SIU Negotiating Committee and the companies almost came to an end on Monday, Sep-

tember 30, when the operators attempted to bring up for further discussion a matter which had already been satisfactorily settled. This matter concerned the Transportation Rider, and had been cleared up in the early days of the meetings.

The Union Negotiating Committee, consisting of John Hawk, Paul Hall, J. P. Shuler, and Robert Matthews, had barely taken off their coats and sat down at the round table when the shipowners tried to reopen this question, without honoring the fact that the subject had been adequately discussed in the past, and a mutual agreement had already been arrived at.

In vain the Committee tried to reason with the operators, but to no avail. Finally, when it appeared that nothing more could be gained by continued attendance at this meeting, the SIU representatives stood up and prepared to walk out.

### BLUFF CALLED

At this point the operators realized that their disruptive attempts were not achieving the results they wanted, and so they agreed to go on to the unfinished business, with the understanding that the discussion on the Transportation Rider would not be reopened by them in the course of bargaining sessions.

Other than this smoke screen device, which only developed at this meeting, the bargaining sessions are progressing very satisfactorily. The subjects still under discussion are the Manning

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## AFL Maritime Unions Answer Bridges' Raiding

NEW YORK—During the past few days, the AFL Maritime Trades Department has taken definite steps to stop further raiding attempts on the part of the communist-dominated Committee for Maritime Unity against AFL-contracted shipowners

## AFL Convenes In Chicago

During the next week or so, Chicago will be the scene of great activity as the delegates of all American Federation of Labor affiliates meet in the Windy City for their annual convention.

Starting on Monday, October 7, when the convention will be opened by AFL President William Green, questions of policy will be discussed, and jurisdictional matters which have arisen will be settled.

### MARITIME COUNCIL

At the same time that the convention is being held, the AFL Maritime Trades Department will also be meeting to draft a constitution and to discuss other matters. Since the organization is young, permanent officers have not yet been chosen and this is one of the tasks that will have to be done.

Also to be decided are questions of future affiliates to the Maritime Trades Department, affiliation fees, and future course and policy of this newest and most vigorous AFL Union group.

Delegates from the Seafarers International Union will include Paul Hall, chairman of the New York Council, John Hawk, Cal Tanner and Earl Sheppard.

action took the form of a telegram sent to President Truman, all shipping associations, and the U. S. Maritime Commission notifying them that in the future any new ship operators starting in business on the Atlantic and Gulf Coasts must negotiate solely with American Federation of Labor Unions.

In the event that these prospective ship operators make any agreements with either the National Maritime Union or the American Communications Association, both CIO affiliates, the AFL Longshoremen have gone on record to support the AFL Maritime Trades Department by refusing to work these ships. This is the kind of solidarity which has characterized the AFL Maritime Trades Department since its inception.

### NOTIFY PRESIDENT

The current action was brought to a head by the continued refusal of Harry Bridges' red-dominated CIO Longshoremen to work ships which are manned by AFL crews and under AFL contracts. Due to this condition, the American Pacific Steamship Company is being forced out of business, and approximately 2500 jobs will be lost to the Sailors Union of the Pacific and other AFL maritime unions.

The text of the telegram follows:

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## SUP Action Wins Same Wage Scale As Seafarers On The East Coast

As a direct result of the SIU-SUP general maritime strike, the Sailors Union of the Pacific has gained the same wage and overtime rates for the West Coast as has been won by the SIU on the East Coast.

After the SIU-SUP strike against the Wage Stabilization Board, the SUP members remained out until September 26 due to the MCS-MFOWW beefs against the ship operators, and also on account of the need for further clarification of a number of disputed points between the Union and shipowners.

Now, with the completion of negotiations carried on between Harry Lundeberg, representing the SUP, along with other committee members, and J. B. Bryan of the Pacific American Steamship Association these points have been clarified, and the SUP has gained an agreement guaranteeing the same wage and overtime rates as the SIU, Atlantic and Gulf District, now enjoys on the East Coast.

The agreement which the SUP membership ratified incorporates

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# SEAFARERS LOG

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OF NORTH AMERICA  
Atlantic and Gulf District

Affiliated with the American Federation of Labor

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

HAnover 2-2784

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HARRY LUNDEBERG - - - - - President  
105 Market Street, San Francisco, Calif.

JOHN HAWK - - - - - Secy-Treas.  
P. O. Box 25, Station P., New York City

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## Waterfront Communists

It is now a matter of record that the communists in the American labor movement constitute a threat to free labor, and their actions are never dictated by true trade union motives but by the communist party line—whatever it may be at the moment. We say that it is a matter of record because we have seen how the unions that are communist-dominated have gone counter to the best interests of the American workers, whenever Russian foreign policy necessitated such actions.

Their present actions follow out the same general pattern. In union after union they have infiltrated a small, though mouthy core, to disrupt the normal activities of the union and to make it easier for the red fascists to gain control.

The unions which have already suffered this fate are too numerous to mention here. If you think a while, you can easily bring to mind at least a score that are now totally under communist influence.

Now, once again, these parasites on the labor movement are up to their old tricks. Once more they have sneaked a few of their number into honest trade unions such as the MEBA, the MFOWW, the MM&P, and the ILA, in an attempt to cause disruption and split the ranks of these workers.

Once this has been accomplished, they feel that they can seize power. It is only when chaos reigns that these vultures are able to thrive.

However, the easy road they traveled to power in the NMU, the ILWU, and the MCS, to name a few, has not been prepared for them in MEBA, MFOWW, MM&P, and ILA. Here they are being opposed by men who know the dangers of being controlled by Joe Stalin's agents, and as a consequence they are facing a battle at every turn.

In the ILA they took a beating which drove them permanently from the New York and East Coast waterfront. Their sellout of the MFOWW is bringing them the same reward in that union, and the MM&P has rejected them.

Their only hope for expansion on the waterfront now lies in the MEBA. Here they have massed their forces; in this union they have poured their key people and have expended a lot of money in a try to wrest power from the anti-communist leaders and rank-and-file.

Even in the MEBA strike for higher wages and improved conditions, they are trying to make capital. If they had their way this legitimate action would be turned into a political rally, and the communists would be the only gainers.

Only the vigilance of the honest members of the MEBA has stopped this from happening so far. And only the knowledge that the other honest trade unions along the waterfront are with them in this fight has given the members of the MEBA the courage to go on with this campaign.

To them and to all other trade unionist who fight the anti-labor communists, we say that when you have won, you will find that the battle was worth the reward. And to them we say that we will help to the limit in any fight to keep American labor free—free from Government control, and free from communist domination.



## 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

- C. G. SMITH
- PAUL DEADY
- L. A. CORNWALL
- W. B. MUIR
- R. G. MOSSELLER
- C. W. SMITH
- C. R. POTTER
- H. P. HARRIS
- H. P. HARRIS
- J. FAIRCLOTH
- J. DE ABREU
- L. L. MOODY
- T. WADSWORTH
- F. GEMBICKI
- W. G. H. BAUSE
- G. KITCHEN
- J. N. RAYMOND
- H. BELCHER
- J. FIGUEROA
- F. MARTENS

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### BALTIMORE HOSPITAL

- ERNEST TILLEY
- RALPH BINGHAM
- GEORGE WHITE
- HENRY WHILLET
- CHARLES DUNN
- LEONARD MARSH
- PETER LOPEZ
- MOSES MORRIS
- ROY McCANNON

### SAN JUAN HOSPITAL

- R. GAUTIER
- P. PAGAN
- B. DEL VALLE
- P. PEDROSA
- J. VANDESSPOOL

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### NEW ORLEANS HOSPITAL

- JOSEPH WALSH
- GLEN DOWELL
- F. V. VIGO
- GEORGE CONNOR
- ROBERT PEEL
- EDWARD CUSTER
- W. BROCE JR.
- W. OATIS
- LEROY CULBERTSON
- JOHN KROSCYNSKI
- R. M. NOLAN
- W. H. OSBORNE
- E. MAXWELL
- J. SEELEY JR.
- L. MELANSON
- THOMAS MORGAN
- ALVIN BALLARD
- OLAF JENSEN
- J. W. DENNIS
- NORMAN PALLME
- JOE WAGNER
- A. P. MORGAN
- W. B. ADDISON
- JOHN GOOLDY
- PHILIP McCANN

## Hospital Patients

When entering the hospital notify the delegate 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.)

### BOSTON HOSPITAL

- H. STONE
- P. KOGOY
- P. CASALINUOVO
- A. CHASE
- E. JOHNSTON
- T. DINEEN
- E. DORMADY
- E. DACEY
- K. HOOPER
- S. GILLIS

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### NORFOLK HOSPITAL

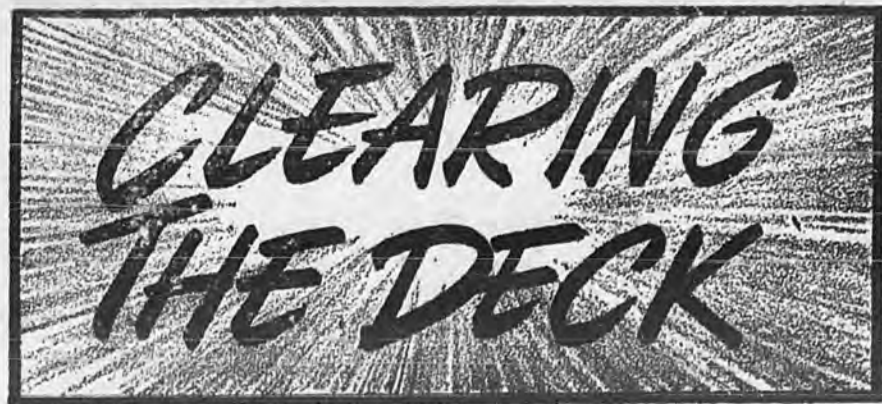
- J. E. HARRISON
- J. W. ALLSTATT
- J. KELLER
- C. F. YANCEY
- E. L. McCOSKEY
- W. RAUT
- W. SMITH
- D. L. ASSAID
- R. L. ANDERSON
- RAY COLE

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### GALVESTON HOSPITAL

- LONGCHAMPS
- IRELAND
- TILMAN
- HKE
- RINGO
- DUPREE





By PAUL HALL

Many of us thought that we would never live to see the day when licensed officers would hit the bricks, but the day has come and they are doing a damn good job. Their picketlines are just the same as any other with the exception of a liberal sprinkling of uniforms and brass. Four-stripe Masters with scrambled eggs on the visors of their caps are walking side by side with young thirds who have licenses so new the ink hasn't dried on the signatures.

### Real Strike Committees

The New York Hall of Local 88 of the Masters, Mates and Pilots is a scene of furious activities. Two and three-strippers are running around doing everything from watching the door to sweeping the deck. The Committees are all democratically elected rank and file committees with all ratings serving with equal authority.

About the only excuse that is accepted to avoid picketing is death, paralysis or two wooden legs and, at that, several one-legged members are reported to be doing their turn on the line. Not many are trying to avoid any duty, however, and these few are about as popular as a thief in a foc'sle.

### Commies Not Wanted

The few commies who have managed to acquire enough seetime to get a license and sneak into the MM&P started out right away to spread dissention and try to sell the strikers on the CMU-CIO ideas.

The MM&P has tolerated these birds for a long time, regarding them chiefly as screwballs and nuisances; but a strike is a serious thing, so the commies have had a brief, albeit disastrous, fling. They no sooner open their mouths than it is closed for them—in fact rumor has it that several mouths were closed so rapidly that swelling set in.

### AFL Gives Full Support

The AFL Maritime Trades Department was on hand with pledges of full and unqualified support even before the strike started. They made it plain that they did not intend to usurp or interfere with the MM&P management of the strike in anyway, but that they placed themselves, both individual members and unions, at the full disposal of the strike committee for any job.

### Engineers Repudiate CMU

The Engineers, members of the MEBA, are on the picketlines also, and they too are doing an excellent job. At the mass meeting held the night before the strike, the CMU came out in full force backed by a few commies on the strike committee and a few more in the membership.

Laudatory speeches were made by CMU representatives who promised the MEBA the moon. The pay-off came when Comrade Selly, president of the ACA-CIO, spoke and said he was bringing the meeting the greetings of Harry Bridges. These greetings received another greeting from the assembled Engineers, who booted the name.

The Chairman of the strike committee then announced that the MEBA was not, and never had been, a part of the CMU and that their attendance at meetings had been in the nature of observers only. He further stated that the MEBA would run its own strike and man its own picketlines although they needed and would accept support from both the CIO and AFL.

### AFL Supports Engineers

The AFL then announced that they would support the Engineers, but would have nothing to do with Harry Bridges' union-raiding CMU or the union-smashing communists.

They further stated that the Seafarers and other AFL Unions had always supported legitimate strikes, and quoted many instances where this support had been given to the tune of thousands of dollars and any other support that was needed, in addition to always respecting the picket lines.

It was pointed out that the Seafarers and the ILA were not quarreling with the CIO but the "organization within an organization," the communist controlled CMU which in the end had the one aim to rule or ruin every union it came in contact with whether it was CIO or AFL.

These remarks and the pledge of support were received with cheers, and it was very evident that the communists in the MEBA are there on borrowed time, and will soon be back on Union Square where they belong.

### The Strike Goes On

In the meantime the strike goes on, with AFL Masters and Mates picketing the same docks as the CIO Engineers. The communists stand by on the sidelines with watering mouths thoroughly discredited by both groups. The Seafarers are in there pitching with both and victory isn't far away.

From now on the Master, Mate, Engineer, Purser, Radio Officer and unlicensed man will all sport picket cards, and work together closer than ever before to prove that a solid union merchant marine is the most efficient and best that has ever been known.

## DEAD HARBOR



Pictures about the strike action continue to flood the Log. Sometimes we can't print the picture the same week we receive it, but we intend to print all the good ones we get so as to give our readers an idea of how the strike went in other ports. This picture shows a picketline in Baltimore when Seafarers militancy won for seamen the highest wages and finest conditions in maritime history. That ain't hay, Brother.



By JOE VOLPIAN

Almost every day of the week your Special Services Department is visited by a Brother who tells us that he was hurt on the SS Rustbucket on such and such a date. He states that his injuries were severe and that he should receive a large sum of money in repayment as it was the ship's fault that he was injured.

We ask him what, if anything, was done about it. He usually tells us that after he was discharged from the hospital he went down to the company Claim Agent to look into the matter.

The first thing he was told was that before any money would be paid he would have to tell what happened to him and would he please make out a statement which he would be required to sign. If he didn't want to make out the statement he could just tell the Claim Agent how it happened. This the seamen usually does.

### SMART COOKIES

After the interview the seaman is told to come back in a few days and as the seaman closes the door the Claim Agent sits down and writes out his own version of what he thinks the seaman told him. When the seaman returns he is usually told that the accident was not the fault of the company and he can't get a nickel outside of maintenance and cure.

For proof they may show him the statement he signed or the Claim Agent's version of what he had said. It is a clever stunt, and employed often. These Claim Agents are smart cookies who aren't kept around by the companies just as ornaments. These birds know all the answers.

When the case comes to court the company really goes to work on the poor unsuspecting seaman. They know all the legalities of such cases and they do not hesitate to employ them. Out comes the statement he made and they start chopping away.

If the statement the seaman made favors him he cannot use the statement, because the courts claim it is a self-serving declara-

tion and it can't be introduced as evidence by the man himself.

If the statement has been so written that it can be used against the seaman they will use it against him, because the court holds that the statement is an admission that he himself made and can properly be used in evidence.

The Claim Agent can testify as to the supposed conversation and his testimony will be allowed, as he is supposed to be an uninterested party and has nothing to win or lose by the testimony. In other words it is heads he wins, tails you lose. Therefore, you should be cautious as to what you sign or say to a Claim Agent.

### COME TO HALL

If you want to protect yourself against such pitfalls this is my advice:

Before going up to see the Claim Agent consult your Union Agent, or if you are in New York discuss your case with your Special Services Department. We will try to advise you on the proper procedure to follow.

If the case involves an illness not due to your own misconduct, it is all right to go up to the Claim Agent to collect the maintenance, cure, wages and transportation due you. However, if it is more serious think twice before doing anything that is liable to kick back at you at some later date.

## GET THE LOG

The Seafarers Log is your Union paper. Every member has the right to have it mailed to his house, where he and his family can read it at their leisure.

If you haven't already done so, send your name and home address to the Log office, 51 Beaver Street, New York City, and have yourself added to the mailing list.

# Ship Officers Tie Up All Of U. S. Shipping

(Continued from Page 1)

his master, Harry Bridges, in a bad light with the members of the MEBA.

### NO SHIPS MOVE

Within a few hours after the strike started, the entire New York waterfront was closed. Pickets moved briskly in the chill winds, and although there were not as many as there had been when the SIU-SUP successfully went on strike against the WSB ruling last month, it was easily seen that all shipping had been effectively tied up.

The action taken by the MM&P is one unprecedented in the history of the American Merchant Marine. Never before have ship officers walked off the bridge to enforce their demands. This history making move marks a new milestone in the progress of organized labor.

In Washington the talks continued, and there was every reason to believe that the ship operators would be unable to hold out any longer in the face of union solidarity which has so completely paralyzed the nation's shipping. Every indication pointed to a victory by the two striking unions.

## Shipyard Union Bars Commies

SARATOGA SPRINGS, N. Y.—Faced with sharply curtailed employment in the nation's shipyards, the Industrial Union of Marine & Shipbuilding Workers-CIO at its annual convention here voted to tighten its organization to give continued leadership to the nation's shipyard workers.

Communist sympathizers in the union were soundly beaten on several votes, including passage of an amendment to the union's constitution that "Communists, Nazis, Fascists, or members of the Ku Klux Klan, or anyone adhering to these philosophies, shall be barred from holding positions of responsibility or authority in this union or any of its subdivisions, and any person advocating the overthrow of the Constitution of the U. S. shall be barred from office in this union."

### HITS CP

The amendment was passed by a voice vote on the day following a speech to delegates by CIO Secretary-Treasurer James Carey in which he asserted "There are in this country a number of forces actuated by differing motives. For example, the Communist Party has appointed itself advance agent for a certain formula for world government and the establishment of a certain type of economy. It is vastly different from the American type of economy. It is vastly different from the American type of economy which the CIO favors."

A proposal from the floor to congratulate former Commerce Secretary Henry Wallace on his pro-Soviet stand on foreign policy was not acted on by the convention.



# AFL Maritime Council Answers Bridges - CMU Raiding Tactics

(Continued from Page 1)

"Meeting in New York on September 28, the AFL Maritime Trades Department went on unanimous record to notify all shipowners or prospective shipowners, the U. S. Maritime Commission, and the President of the United States that in the future when and if any new shipping companies start up on the Atlantic and Gulf Coasts that they must negotiate with the AFL all the way through.

"If any new shipping operators make labor agreements with the National Maritime Union or the American Communications Association, then the AFL Longshoremen will refuse to work these ships.

"This action was necessitated by the situation now existing on the Pacific Coast where the CIO communist-dominated Longshoremen refused to work ships belonging to the American Pacific Steamship Company and which are not only manned by AFL unlicensed personnel but are under contract to AFL Unions.

"In our opinion, this refusal is part of the CIO-CMU plan to force AFL seamen off these ships and substitute them with CIO-CMU seamen. It is an outright attempt by the CIO-CMU to force this company to do business solely with them, or drive the American Pacific Steamship Company out of business.

"We of the AFL Maritime Trades Department do not intend to sit idly by while the CIO-CMU succeeds in their attempt to abrogate an AFL contract with this company, or force them into bankruptcy, thus losing many jobs for AFL members. We fully intend to protect all AFL Maritime contracts with any and all means at our disposal, and this is fair warning to any individual or group of individuals that we mean business."

(signed)

John Owens, Executive Secy  
AFL Maritime Trades Dept.

## COOS BAY STORY

This action by the AFL was the latest in the series of events which originated back on June 30, and to which the SIU-SUP refer to as the "Coos Bay Beef." On Sunday, June 30, SIU President Harry Lundeberg was notified by the SUP Agent at Coos Bay (Marshfield), Oregon that Bridges' ILWU Longshoremen were refusing to work the SS Mello Franco, which was chartered to and operated by the American Pacific Steamship Company. This company was, and still is, under contract to the SUP as the sole bargaining agent for the unlicensed personnel in all three departments.

On July 3, President Lundeberg dispatched a letter to Harry Bridges, President of the ILWU-CIO. In this letter, Bridges was challenger to submit any possible grievance he might fancifully have to President Murray of the CIO and President William Green of the AFL. Bridges was also notified that both Murray and Green were being informed by wire of the SUP proposal.

The Lundeberg letter was never answered by Bridges. How-

ever, numerous authentic reports reach the SUP headquarters that Bridges had openly stated that the Coos Bay incident was merely the opening gun on all vessels operated by this company, no matter in what port they might try to load or discharge cargo.

## WORK DEMONSTRATION

Finally, on July 10 a joint SIU-SUP Stop Work meeting took place in New York, and the day following the meeting pickets commenced picketing piers where NMU-contracted ships were docked. Picketing took place on the Staten Island docks and the Chelsea docks on the North River extending from Pier 56 to 62.

As a direct result of the SIU-SUP action, Secretary of Labor Schwollenbach appointed a special representative to arbitrate all differences between the Bridges' outfit and the SIU-SUP. Despite the findings of this Labor Department representative, which were in favor of the Sailors Union of the Pacific, the commy-controlled CIO Longshoremen continued their refusal to work the Mello Franco.

Coos Bay Harbor was declared a closed port by the SUP, and the AFL State Federation of Labor concurred in the declaration. Members of the Masters, Mates and Pilots of America, an AFL affiliate belonging to the Maritime Trades Department, also respected the SUP declaration, and refused to sail any ships into Coos Bay.

The combined action of the AFL Unions in closing this port caused much discontent among the local CIO longshoremen who

were forced to go without pay on account of Harry Bridges' whims. Locally, the AFL Lumber workers refused to do any more shipping of lumber to the docks in full support of the SUP.

## LOSE MANY JOBS

Recently, SIU President Lundeberg notified SUP New York Port Agent Morris Weisberger that the American Pacific Steamship Company was being forced out of business due to the West Coast action. Not being a rich company, they were finding the high cost of idle ships too much for their nearly drained pocketbooks. With a desire to save this company from bankruptcy so that AFL seamen might keep the jobs, the entire problem was presented by Agent Weisberger to the AFL Maritime Trades Department as one meriting their serious consideration.

It was in answer to this problem that the AFL Maritime Trades Department decided to send the telegram to President Truman, the Maritime Commission and the various shipping associations, notifying them that the AFL was retaliating on the Atlantic and Gulf Coast for Bridges' communist-inspired move on the West Coast.

A further drastic follow-up is contemplated by the SIU-SUP in conjunction with the AFL Maritime Trades Department in the event that the Coos Bay Beef is not settled shortly. SIU-SUP members have never taken any raiding attempts or other forms of disruption lying down, and they fully intend to fight this beef out to a successful victory.\*



## PHILADELPHIA

### INDIVIDUAL DONATIONS

Crew of SS El Morro—\$14.00.  
SS Madaket—\$14.00.  
R. DaFerno, \$2.00; Jos. Fysella, \$1.00; M. A. McBroom, \$1.00; Mahoo, \$6.00; E. Tabocjar, \$1.00.

## NEW YORK

### SS R. CHOATE

T. Kiiski, \$4.00; T. P. O'Sullivan, \$2.00; J. Dixon, \$4.00; M. Seged, \$2.00; L. J. McLean, \$2.00; D. J. Taylor, \$2.00; E. Kelly, \$2.00; J. C. Van Demark, \$2.00; A. Garcia, \$2.00; A. P. Power, \$1.50; R. A. Duhkopp, \$1.00; R. F. Wilma, \$4.00; A. Siles, \$2.00; R. Edmondson, \$1.00; Al Stevenson, \$1.00; G. Pecchiaro, \$1.00; P. F. Hunzinger, \$1.00.

### SS PORT CHARLOTTE

J. W. Gibson, \$1.00; J. W. Calhoun, \$1.00; J. New, \$1.00; J. B. Johnson, \$1.00; C. O. Myers, \$1.00; H. D. Nash, \$1.00; D. A. Robinson, \$1.00; W. T. Redmond, \$1.00.

### SS LADREO VICTORY

James G. Walsh, \$2.00; M. Evandich, \$1.00; Donald C. Smith, \$1.00; G. W. Reid, Jr., \$1.00; Jan Ball, \$2.00; F. J. Korngeld, \$3.00; L. Linthicum, \$2.00; H. Wykosky, \$2.00; H. Lawson, \$2.00; I. Perez, \$1.00; E. Molina, \$1.00.

### SS ALCOA PILOT

C. Sofounias, \$5.00; Crew of SS Alcoa Pilot, \$20.00.

## SS WM. MC LENNAN

Harry H. Green, \$6.00; Thomas Appewite, \$2.00; M. J. Tassin, \$1.00; R. Davis, \$2.00; R. S. Bright, \$2.00; L. R. Guertin, \$2.00; E. L. Schommer, \$2.00; W. W. Westbrook, \$2.00; Harry Gebbie, \$1.00; C. Smith, \$2.00; H. Erickson, \$1.00; A. Ballard, \$1.00; R. Eisengraeber, \$2.00; E. McBride, \$1.00; W. Blanchard, \$1.00; R. Croto, \$5.00.

## SS HIBBIN VICTORY

E. H. Cinnamon, \$1.00; A. T. Kerr, \$3.00; C. L. Jacques, \$5.00; S. Miskow, \$4.00; M. Dodge, \$5.00; E. H. Cinnamon, \$2.00; P. L. Ames, \$2.00; J. Novak, \$2.00; R. H. Culbertson, \$1.00; K. M. Johnson, \$1.00; J. J. Hillier, \$1.00; P. J. Godfrey, \$2.00; W. West, \$2.00; T. R. Holt, \$1.00; H. Beckman, \$3.00; A. Yance, \$1.00; G. Brown, \$1.00; A. Winnick, Jr., \$1.00; R. G. Gold, \$2.00; F. DeSmet, \$2.00; R. Viscegalia, \$2.00; T. R. Benson, \$3.00; S. Hotček, \$2.00; S. Ross, \$2.00; M. E. Flynn, \$3.00; A. Otte, \$2.00; C. L. Graham, \$4.00; J. Hopkins, \$2.00; P. W. Drawes, \$1.00; H. S. Magney, \$2.00; C. J. Hawley, \$2.00; C. Fischer, \$2.00.

## SS HILTON

T. H. Geyer, \$2.00; C. E. Dinger, \$2.00; W. R. Goodie, \$3.00; C. J. Adams, \$2.00; J. M. Soto, \$2.00.

### INDIVIDUAL DONATIONS

H. E. Himkamp, \$1.00; N. Creel, \$1.00; R. H. Bryan, \$1.00; Boyd Noble, \$2.00; D. Albright, \$2.00; A. F. Bradshaw, \$2.00; R. D. Brewer, \$2.00; E. I. Cozier, \$1.00; U. Quamis, \$1.00; F. Leacock, \$1.00.



**QUESTION:**—Now that you have seen the AFL Maritime Trades Department in action, what do you think about it?

ALVIN STEBERG, FOW:

I was out at sea during the strike, but I heard how the Department worked. From all reports, it did a wonderful job and laid the groundwork for an even stronger Department. Even now, with the Council only in existence a short time, great gains have been made. Seamen everywhere are glad that the AFL set up such a Department so as to counteract the double-dealing of the commie Committee for Maritime Unity. We have a good start, and from here on we can grow bigger and stronger.



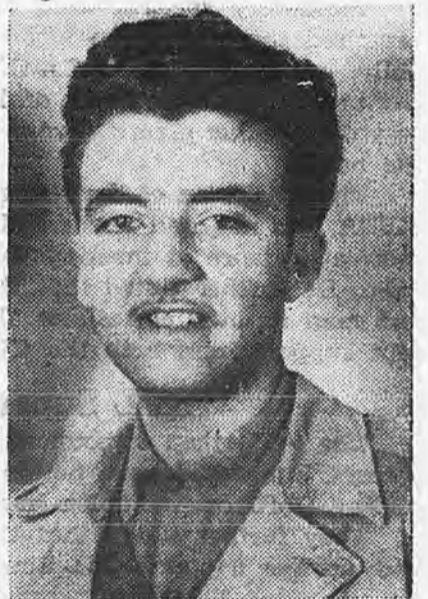
JIMMY HIGHTOWER, Cook:

This organization is tops and deserves the support of all men who are maritime workers. Only when labor bands together in unions and when unions get together, as in this case, can the workingman ever get a decent break. In our strike, the AFL Maritime Trades Department showed how something like this can develop. The Government knew that they were not just dealing with the SIU and the SUP, but with over half a million waterfront workers, and they also knew that they could never break that kind of a strike.



PETE YAMPIERI, FOW:

It sure worked smoothly. I saw the way things were handled, and I know that without the Department it would have been more difficult for us to win our strike. But the way things shaped up, with the ILA, the Teamsters, and the licensed officers going all the way with us, we beat the WSB in short order. With the same amount of cooperation and enthusiasm in the future, the AFL Maritime Trades Department will become the strongest group of unions along the waterfront. And that's good.



ROBERT WALTHER, OS:

The creation of the AFL Maritime Trades Department was a definite step toward waterfront unity. Unity of the honest trade union type, and not the kind that leads toward political domination. We most likely could have won our beef by ourselves, but this new organization made it a lot easier and created a good feeling of brotherhood and union solidarity. With sort of cooperation, we have set in motion machinery that will be available for any future action. We can pull together for a common cause.







They go to the picketlines in style in Baltimore. This truck was used to transport men to and from the picketlines, and maybe it wasn't welcome at the end of a long day of marching, marching, marching.

## Everything Shaping Up Well For Seafarers In Midland Vote

By HENRY W. CHAPPELL

DULUTH—Things here in Duluth are beginning to shape up in favor of the SIU, not only on the Midland ships which will be voted on Oct. 1, but on the Great Lakes as a whole.

The slanderous campaign started by the NMU on Aug. 15 is beginning to tell. In some instances it has created a feeling of hatred toward all unions, but with the majority of Lake seamen who are union-minded it has benefited the SIU.

The thinking seamen who weigh the merits of both the SIU and the NMU realize that the SIU is run on a democratic basis where the entire membership votes on vital issues, and does not depend upon a few officials to do their thinking for them.

When the Midland ships are voted and the SIU has contracts with the company, won in a fair and impartial election, we can expect a verbal attack from the NMU.

### OLD TACTICS

The old commie tactics will come out into the open. We will be called scabs and finks, and be accused of accepting back door and yellow dog contracts from the company. I'm calling the shots for the NMU in this instance as I know their procedure and can predict what the Pilot will have to say when the returns are in from the election.

I imagine the NMU officials feel like a man who tried to run a bluff in a poker game and was caught. They thought it would be easy sailing to disguise their organizational drive as a strike, tie up all Great Lakes and get the SIU to help them organize the non-union ships for the benefit of the NMU.

They showed their true hand when they established a picketline around ships that were under contract to the SIU at Detroit on August 15.

### THEY WERE TOLD

They were told of the SIU stand in advance of their so-called strike. We told them we would not respect any picketlines around unorganized ships as we were attempting to organize them into the SIU and we did not intend to stand idly by and watch them force these ships into the NMU.

Also we would not tolerate their pickets around our contract ships, but we would respect their lines around contract ships of the NMU. Their picketing of our contract ships was a declaration of war and we went on from there.

The loss of prestige by the NMU was brought on by their leaders who, when they saw that the majority of Great Lakes seamen refused to act like trained dogs jumping through hoops, started a campaign of slander, calling our men finks, scabs, etc. as they did at Detroit, when Jack Lawrenson and a few other commies went out to the Cadillac plant and tried to force the commie line down the throats of UAW-CIO local 174.

### COMMIE-CONTROLLED

They cannot deny the fact that the NMU is communist controlled. When the Hitler-Stalin pact was in effect before this country was in the war the NMU slogan was, "The Yanks are not coming."

They did every thing in their power to hinder production and transportation of lend-lease materials. However, when the Hitler-Stalin pact of 1939 was ended and the Russians were at war, their slogan became, "We'll keep them sailing."

This sudden display of patriotism and reversal of policy was not due to a change of heart by the NMU leaders, but because when any country agrees with Russia, the NMU will go along 100 per cent with them. That's the set-up in the NMU.

In the SIU the membership dictates the policies of the Union and the officials of the Union carry these out.

When vital issues are voted upon it is the majority that rules, and not a few officials, as with the NMU.

When the SIU fights for and gets better conditions more money etc., the NMU devotes a complete page of the Pilot telling what great victories they have won on the Lakes. I wonder what they will tell the boys when they see the Midland ships under the banner of the SIU. This fact will prove that threats, name calling and force will not work when it comes to organizing seamen.

As we go to press, word comes to us that voting has commenced on the Midland ships, and that the NMU has withdrawn, in the face of almost certain defeat, with their favorite cry of "collusion."

The fact that the ballot is secret and under the supervision of the National Labor Relations Board should effectively answer that charge.

As for the Midland seamen, they now have a chance to get under the protection of an honest, militant maritime union. We feel certain they won't muff it.

# Add More Threats To Freedom Of The Merchant Seamen: The MPs

**SUBJECT:** Summary Court of Merchant Seamen.

**TO:** Masters of all Ships entering the Port.

With this heading another gesticapo method of regimenting the lives of free merchant seamen is introduced to the readers of the Log who have not already run afoul of the U. S. Military Police in the ports of Europe. To the seamen who have, there is not much that can be added.

A report dated 16 August 1946, has recently been placed in the hands of the SIU by the crew members of the SS Iberville, Waterman Steamship Company. This report, in black and white, proves the truth of the many stories that have been brought back about the petty tyrannies being practiced by the American Military Police in occupied European countries.

These dictatorial actions have been carried so far in some cases, that American merchant seamen have sometimes had to stop and ask themselves this question: "Are the MPs in Europe to police soldiers and keep order, or are they here to pay the national debt of the United States by fin-



ing U. S. merchant seamen as much as possible?"

### POWER ABUSED

If this question seems outlandish, take the total fines collected in a port which cannot be named, for the period dating from July 29, 1946, to August 16, 1946. During this period, \$1870.00 was collected in fines from merchant seamen for crimes ranging from bringing in some extra candy bars to possession of a few packs of cigarettes over the limit.

Here are some of the fines and the reasons for them. It should be remembered that all these cases come before a Summary Court, where the accused has not the privilege of jury trial; nor can he be defended by counsel of his own choosing.

**29 July 1946:**—Merchant seaman of Andrew Furuseth, four packs of cigarettes fined—\$75.00.

**7 August 1946:**—Merchant seaman of Texarkana Victory, 11 packs of cigarettes fine—\$75.00. Confined to hard labor until fine paid. Was in stockade one day and fine was paid.

**12 August 1946:**—Merchant seaman of Marine Robin with two candy bars fined—\$10.00.

**16 August 1946:**—Merchant seaman of Golden Eagle, riding on step of streetcar, fined—\$5.00.

### NO LAUGHING MATTER

This pattern is carried on throughout the entire report. In every paragraph there are more and more instances of the misuse of military power against civilian workers. It is very hard for a man who sailed the seas in the

face of the most terrific attacks from the Nazi undersea wolves to take lightly being sent to the stockade for having in his possession a few packs of cigarettes.

Neither can a man be expected to laugh when he is fined \$5 for riding on the steps of an overcrowded streetcar. Especially if he is in a hurry to get back to his ship.

It is high time that the various military arms of the United States Government stopped looking upon merchant seamen as fair game to be put upon by all who want to exercise or abuse the power given to them.

The Coast Guard has a long

priving them of their papers for record of fining seamen and de-



the most trivial offenses. And the Military Police are following right in the footsteps of the CG.

## SUP Action Wins Same Wage Scale As Seafarers On The East Coast

(Continued from Page 1)

the following provisions among others

### OVERTIME PAY

The overtime pay shall be \$1.00 per hour for all unlicensed personnel receiving less than \$200.00 per month, and \$1.25 per hour for all unlicensed personnel receiving \$200.00 per month or more, effective as of September 19, 1946.

There shall be no duplicating or pyramiding of overtime.

### HOURS OF WORK—IN PORT AND AT SEA

In port the hours of work shall be 40 hours per week, and eight hours per day, between the hours of 8:00 a. m. and 5:00 p. m. Monday through Friday, and all work performed after 5:00 p. m. and before 8:00 a. m. and on Saturdays, Sundays and all holidays shall be paid for at the overtime rate, except as hereinafter otherwise provided.

All unlicensed personnel whose basic work week is 56 hours shall be paid overtime for hours worked in excess of 48 hours per week for the purpose of this paragraph. All work performed on Sunday at sea shall be paid for at the overtime rate.

The provisions of this agree-

ment, with respect to hours at work at sea and in port shall be retroactive as of June 15, 1946.

### MARCH OF PROGRESS

Yes, the SIU-SUP successfully concluded maritime strike against the WSB was a definite indication of the march of progress attained by both Unions. This general strike not only defeated the arbitrary attempts of the Wage Stabilization Board to interfere in free collective bargaining between the Unions and the ship operators, but it also made it possible for all seamen's Unions to gain the same wages and overtime rates which the SIU-SUP had already won. That's a record for any Union or group of Unions to shoot at.

A good part of the credit for the SIU-SUP victory and gains is due to the solidarity and support of the AFL Maritime Trades Department. Since the inception of this powerful group of waterfront Unions into the Maritime Trades Department and its component Port Councils, the entire country has become aware of the fact that the commie-dominated Committee for Maritime Unity does a lot of shouting, but the AFL Maritime Trades Department is the only maritime group which really acts.

## Qualifications For Office

Qualifications for office in the Seafarers International Union, as provided for by the Constitution and By-laws, are as follows:

- That he be a citizen of the United States.
- That he be a full member of the Seafarers International Union of North America, Atlantic and Gulf District, in continuous good standing for a period of two (2) years immediately prior to date of nomination.
- Any candidate for Agent or joint patrolman must have three years of sea service in any one of three departments. Any candidate for departmental patrolman must have three years sea service, as specified in this article, shall mean on merchant vessels in unlicensed capacity.
- That he has not misconducted himself previously while employed as an officer of the Union.
- That he be an active and full book member and show four months discharges for the current year in an unlicensed rating, prior to date of nomination, this provision shall not apply to officials and other office holders working for the Union during current year for period of four months or longer.

Any member who can qualify may nominate himself for office by submitting, in writing, his intention to run for office, naming the particular office and submitting the necessary proof of qualification as listed above.

The notice of intention addressed to the Secretary-Treasurer must be in his office not later than Oct. 15, 1946, when nominations will be closed.



# AROUND THE PORTS



## Port Savannah Had High Time In General Strike; All-Out Cooperation Made This Beef A Success

By ARTHUR THOMPSON

SAVANNAH—Now that it's all over and I've caught up a little on my sleep again and got the hall to functioning more or less normally, I can give you the story of how it went off in Savannah during the strike. We started off with two SIU ships and one SUP ship. The companies agreed to pay off the crews although they were on foreign articles and on the SUP ship we got cooperation from the MFOWW and from the MCS as well.

We had less than a 100 men available at the start and needed help. The MFOWW asked us if they could join us on the picket

meant any ship in the port of Savannah.

Picketing this area was no cinch, but we managed. We had nine different places to cover and with only 25 men on watch at a time it wasn't exactly a cinch at the start.

### MORE REPORT

As word of the strike spread around, however, our register began to swell. Some of our members were working on shore jobs, but they quit to hit the picket lines. Every man who had a car turned it over for transportation and for the first few days damn few of us got any sleep.

Getting enough places to sleep was not too hard. We managed to get a place for everyone who needed a place and the prices were very reasonable. This town is predominantly AFL anyway and I believe most of the people in town were behind us. We made a deal with one of the restaurants in town to feed the gang since we had no facilities for feeding in the hall.

Brother Jack Creed worked hard and long to make arrangements to get meals at a reasonable price, but after a day this fell through because of a couple of guys who couldn't stay sober and who were causing the restaurant owner a good deal of trouble. As a consequence he closed his doors on us and no one ate very good that first Sunday. However, we made a deal with another place and warned everyone to conduct himself as a Union man should and from then on the feeding was taken care of.

Of course there was also the matter of bringing coffee and sandwiches to the pickets, but we managed that also without too much trouble. The weather was also kind. Only a few light showers occurred and nobody got wet. The only inconveniences were the scorching sun by day and the hungry mosquitos by night. In spite of this there was very little complaining and no violence of any kind.

The police and the people of the city were all cooperative with the exception of a few who were too big in their own estimation to regard a mere picket line. There were, however, a couple of hitches. The SS Terry E. Stephenson is an NMU ship and she was tied up with a gang of others at the docks. We had already been aboard to see the crew and they agreed to respect our picket line.

### NMU SCABS

But one day one of our transportation committee, Donald Medlock, was bringing coffee to the picketers in that area and he heard a very familiar sound. At first he hardly noticed it, but suddenly it struck him with force. He heard chipping hammers. It couldn't be so, but after all, what seamen wouldn't recognize that sound. He reported to the hall immediately and two men were sent to investigate.

Sure enough when they got

## NO NEWS??

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

- SAN FRANCISCO
- HOUSTON
- CHARLESTON
- NORFOLK
- PORT ARTHUR
- PHILADELPHIA
- JACKSONVILLE
- BALTIMORE
- MOBILE
- TAMPA
- SAN JUAN

aboard there was the deck gang busy as a flock of woodpeckers. When the men were asked, "How come?" they said their Agent told them it was okay since they weren't on strike. After a talk from our men they quit.

One other incident gave us a little trouble. The SS Liberty Glo, another NMU ship was in dry dock. We asked the crew to pay off under mutual consent if possible. They agreed, but the company did not. The owner is the American Foreign SS Corporation. We approached the Old Man and laid the matter before him. Being a member of the MM&P himself he was very cooperative. He agreed to give his crew a leave of absence until the strike was over.

This made everything fine for us. We put pickets in front of the shipyard. Immediately all the workers in the shipyard stopped. They are all AFL men and so



there was no fooling. But this was not exactly what we planned on. We had a meeting with the officials of the Unions involved and told them it was okay to go back to work. We only wanted that one ship stopped. There were navy ships in the yard and we had no beef against the navy.

Aside from that we did not want any of the workers in the yard to be prevented from earning a living. Under the circumstances we gave them passes to enter the yards and they in turn agreed to work only on the navy vessels there. Now here's the pay off. The port agent for the NMU in Savannah, James McDonald, started screaming about the Liberty Glo being hung up in the dry dock. He thought we were going too far costing the company hundreds of dollars every day while their ship was out of the water. He asked us if

(Continued on Page 10)

## New York Reconversion Model, But Members Ready For Anything

By JOE ALGINA

NEW YORK—After the hectic days of the strike, it is a pleasure to see how fast the New York Hall reconverted to normal. If Mr. Truman wants lessons on how to reconvert, he should come up here and watch us. From an emergency apparatus, ready for anything that might take place on the strike front, within a few short days the apparatus has been changed

to suit the needs of seamen in ordinary situations.

However, the fact that we are functioning smoothly does not mean that we are asleep at the switch. The apparatus that made us so powerful during the strike has been built on a solid foundation, and that means that we are ready at any time to move into action, and fast action, if we have to fight for our rights.

All the pots and pans, all the cots, all the picket signs have been put away where they can be got without losing a minute's time. And the men who made this the most successful action in the history of the United States maritime industry are also ready for hell or high weather.

### GOOD COMMITTEES

It was a source of pleasure to the men who were elected to coordinate the strike apparatus to hear the rank-and-file members of the SIU were entirely pleased with the way things were handled. Lots of credit goes to

## Lakes AFL Wins In Barge Vote

By HERBERT JANSEN

CHICAGO—This week an election was held on the Mechling Barge Line which operates here around Chicago, and the results are indicative of the AFL strength being gained here. The NLRB results were: The LTPA (Masters and Pilots), 17; NMU, 0.

The Engineers of LTPA pulled down 11, the MEBA, 4. This is a smashing victory over the NMU which has been bragging about their hold on this area. The agent for the LTPA states that this is just the beginning and the men aboard these boats are waking up to the fact that the AFL is the best of the two.

In the port of Chicago, shipping is fair with not many men on the beach. Most of the boys off the passenger ships that are laid up for the winter are sailing unorganized ships, helping to bring those ships under the SIU banner.

On these ships sailing is very good. The conditions are not so good, but they will be improved considerably when they are under a Union contract, so come on, boys and, give us a hand and let's make the Lakes 100 per cent SIU.

All of the passenger ships that ply the Lakes out of Chicago are in their winter berths. They are using the SS City of Grand Rapids as a hotel due to the room shortage. She is laying at the Michigan Avenue bridge, so if any of you are traveling across the country you can be right at home with a room aboard this ship.

A strong AFL Maritime Council has been set up, in Milwaukee, of all waterfront Unions in this area. A delegate will be sent from here when the National Department meets in Chicago, October 8.

At the present time, here in the Marine Hospital are Louis Johnson, Pat Wyne, Joe Smith and Paul Kinstout.



all the men who laid the plans and set up the machinery that made our action possible.

Right now shipping is practically at a standstill due to the strike of the MM&P and the MEBA. As far as we are concerned, we will definitely respect their picketlines, and so there just won't be any shipping until the demands of these two unions can be satisfied.

The shipping companies expected the two licensed officers' unions to go out on strike, and so practically all possible ships are already on the high seas. However, the ships that remain in New York Harbor will stay right here until the strike is over.

Even after everything settles down, it will be a long time before all the runs are straightened out. Don't come to this port with the idea that you will be able to pick your run. The way things look right now, it will be a question of taking the first thing on the board, or waiting for quite a while for something that you really want.

### HANDLE WITH CARE

As of October 1, the Draft Regulations changed, and now men who have 18 months of substantially continuous sea time are eligible for discharge. But this does not mean that you can just leave the sea and forget all about the committee of your friends and neighbors—otherwise known as the Draft Board.

If you do, you are liable to get greetings from the President, and the next thing you know, you will be standing in line for chow at some army camp.

When you get your discharge get in touch with your Draft Board and have them reclassify you. Then you are a free man, and you won't have to worry every time the postman comes to your door.



line. They were accepted by the Strike Committee and they also agreed to pay their own way—which they did.

We had a little trouble convincing some of the NMU members that this was a strike for their benefit as well as for ours, but in the company of Ed Cetti, the Agent for the MM&P here in Savannah, and one of our own committee we visited every ship in port and gave the men the story. The men were all willing to pay off if the operators would let them and all of the Captains, Mates and Engineers cooperated 100 per cent.

All the foreign ships with the possible exception of one of Joe Stalin's scows, the SS Davydov, were in accord with us and some of the foreign seamen in port came to the hall offering their services and money. We thanked them, but told them we only wanted their moral support and their respect for our picket lines.

### ILA BACKING

The ILA was naturally with us all the way. These ILA boys in Savannah don't have to be told. As soon as we give the word a strike is going on they stop as one man.

The set up could not have been better in any port in the whole country.

Ships were docked up and down the river from the ACL docks up to the Gypsum Company. The only tow boat company in Savannah is the Atlantic Towing Co. This company is now in the process of organization, but the MM&P already have the deck officers organized and while they would bring ships in they refused to take any ship out. They also refused to shift any ship that was behind a picketline and that





# Port Boston's Strike Committees Functioned In High Gear When General Strike Call Came

By JOHN MOGAN

BOSTON—At a special meeting on September 4th, when it was considered a certainty that the SIU-SUP would have to strike in order to win their just



demands, Committees were elected to conduct the strike in the Greater Boston and New England area.

To begin with, the Committees were as follows: Strike, Food, Housing, and Transportation. It was understood that sub-committees could be elected as the need arose.

Immediately the committees as elected began to function. The Strike Committee supervised the registration and detailing of pickets; the Food Committee hustled the street floor of the Hall into shape as a kitchen, with rented equipment and utensils.

The Housing Committee purchased and installed on the 3rd and 4th floors, cots and blankets, laid in supplies and toilet facilities to care for hundreds of members, arranged to rent rooms for any surplus that might develop, and otherwise lived up to its name. And the Transportation Committee organized a fleet of automobiles and drivers from among the membership for the quick and efficient transportation of pickets to their stations.

This was a very important committee in this port, as several picket stations were 15 and 18 miles away, not to mention that we covered areas such as Providence, New Bedford, and Fall River—in one instance 72 miles from the Boston Hall.

## GOOD FACILITIES

The purchase of the Boston building was certainly justified during the strike. The peak registration was 843 pickets, and an average of 600 members were fed three meals a day for 11 days, as



the food kitchen remained in operation for the weekend following the ending of the strike.

An average of 100 members were housed nightly during this period, and then the facilities of the Union were extended to the MFOWW for feeding and housing until their beef was settled.

A high point of efficiency was reached and maintained after the first day of the strike, with much praise coming from all hands for the kitchen staff and their chow. They served not only stew, but also roast beef dinners, New England boiled dinners, frankfurters and beans (strictly a Boston dish for Saturday night), corn chowder, etc. And 24 hours a day, hot silex-made coffee was on tap, with heaping trays of sandwiches of every description.

## REAL UNITY

What a treat it would be to get just a half-pound of those cold cuts this week! It was conceded

by everybody, including police details and reporters who dropped around periodically, that the food couldn't be bettered anywhere.

Speaking of police details, they had little work to do in connection with the strike, and expressed surprise at the exemplary conduct of our picketlines and the behavior of the hundreds of reserves in and near the building. No SIU man was observed drunk or drinking on the line.

Truly, it was a marvelous example of unity in a just cause, with members coming in from all parts of the country to serve their Union—several coming down from Nova Scotia and one from Wichita, Kansas, and apologizing because they couldn't get plane reservations to get here that much earlier!

New England ports were tied up almost completely. It is necessary to use the word "almost" only because a couple of colliers got away the first couple of days. But when they returned with their cargo they stayed here! Otherwise nothing moved from Searsport, Maine, to Providence, Rhode Island.

The complete co-operation of all Unions was extended in the area covered, with the usual exception—namely, Jason of the New Bedford Teamsters who crossed a picketline of SIU and ILA men at New Bedford and called upon his truck drivers to follow him. To their everlasting credit they repudiated their leader by refusing to follow him through. Except for this to-be-expected defection from the ranks, we had 100% support from all Teamsters locals, the ILA locals everywhere, the Hoisting Engineers (who refused to discharge the colliers behind a picketline) and every other outfit with any business on the waterfront.

## FINKS STOPPED

Even the harbor police and the Coast Guard refused assistance to would-be finks. A group of seamen attached to an NMU ship in the stream, attempted to hitch a ride to their ship from the harbor cops, and failing that, from the Coast Guard harbor patrol. Both called to assure us that if these men were to get aboard their ship it would be through use of the regular launch service, which ceased operations the moment the pickets appeared.

To sum up, this Branch owes a debt of gratitude, not only to its membership, who worked long hours for the success of their beef, but also to the associate members of the Maritime Trades Council, who played an equal part in seeing the strike through to its logical, successful con-



clusion. Special thanks is due the Longshoremen, who, without any fanfare, were our complete partners in the strike from the moment the first picket appeared on Boston's waterfront.

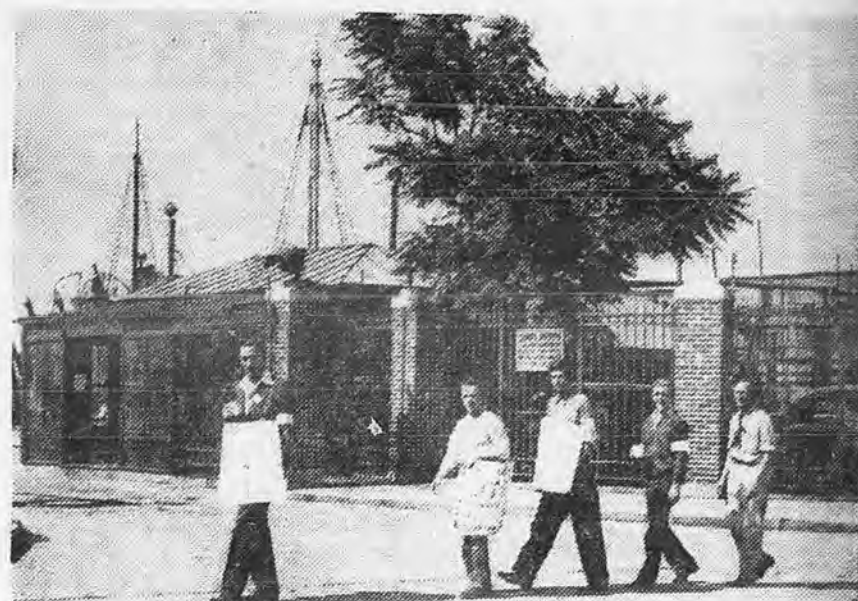
## Attention Seafarers

Word has come to this office that the Seafarer Log is not to be found in some of the seamen's Clubs in foreign ports.

Whenever in a foreign port go to the seamen's Clubs and see if the Log is displayed. If you don't see it, ask for it. Find out why it is not put out, and leave some of your ship's copies of the Log there.

Notify the Seafarers Log of all Clubs where you do not find the SIU paper.

## BOSTON COULDN'T CENSOR THIS



Boston is the town where all books and all plays are subject to censorship if the blue noses don't like them. Even though these people didn't like the SIU-SUP strike there was little they could do about it. With picketlines such as the one above, the port of Boston was completely tied up until the strike ended.



Everybody had a job to do. Some men picketed, others prepared and served the food. No one shirked. Here is part of the Boston Chow Committee with the noon meal. Hot meals were served at night.

## Marcus Hook Port Agent Has A Heavenly Date

Blackie Cardullo, SIU Port Agent in Marcus Hook, Pa., is dating them up way the hell in advance. Not that Blackie believes in putting off for tomorrow what he can do today. It's just that some harrassed Skipper prefers to meet our man in the here-after.

How Blackie happened to draw this long-term invite is worth telling.

Once while Brother Cardullo was in New York, the SS Tonto pulled into Marcus Hook. The skipper aboard this vessel is a guy whose actions are generally described in unprintable terms, so we'll just say that he's pretty picayune about things. Because of this, Blackie manages to give him a bad time every time the Tonto makes Marcus Hook.

When the Skipper heard that Blackie was in New York, he told the Marcus Hook Patrolman, who boarded the ship that he was very sorry Mr. Cardullo couldn't make it, and that it was his very fond hope that Blackie would never again tote his imposing presence aboard the Tonto.

Blackie returned to Marcus Hook, heard the story from the Patrolman. His eyes twinkled as he sat down with pen and paper, and penned the following note to the Tonto Terror:

"Dear Captain,

My sincere regrets that Union business held me in New York and that I was unable to be present aboard your tub.

"After hearing of the sigh of regret you broached to the Patrolman on my not being there, I shall spare you the un-

pleasantness of having to make this trip without first seeing me.

"I shall be there at the earliest convenience, before your ship leaves the Port of Marcus Hook.

"Hoping this meets with your approval.

'Blackie' Cardullo."

Promptly the Tonto Tantrum replied. His answer was short and sweet—and sour. Here it is:

"Blackie, My Sweet,

"Your regrets are more to my choice than your presence.

"I hope Union business (as you call it) detains you in New York or anywhere else until your life span is out.

"After that, I'd like to see you.

Francis E. Wilson  
Master, SS Tonto

"P. S. Blackie, I love you.  
FEW."

We hope Blackie keeps him waiting good and long. But when the two finally keep their ren-



devous, we wager that Skipper Wilson is in for one helluva—beg pardon—heaven of a bad time.

## Advice To The Joblorn Seamen

Special Services is being swamped with inquiries regarding unemployment insurance. For the benefit of those members who found the full text as published in the Log too tedious to read we will try to boil the whole score down to a few sentences.

In order to collect at present you must have worked on a privately owned vessel during the year of 1945. This does not include WSA owned vessels.

The home port of the vessel must have been in one of the states that has been paying into the State Unemployment Insurance Fund during 1945.

You must not have either quit your job or been fired for miscon-

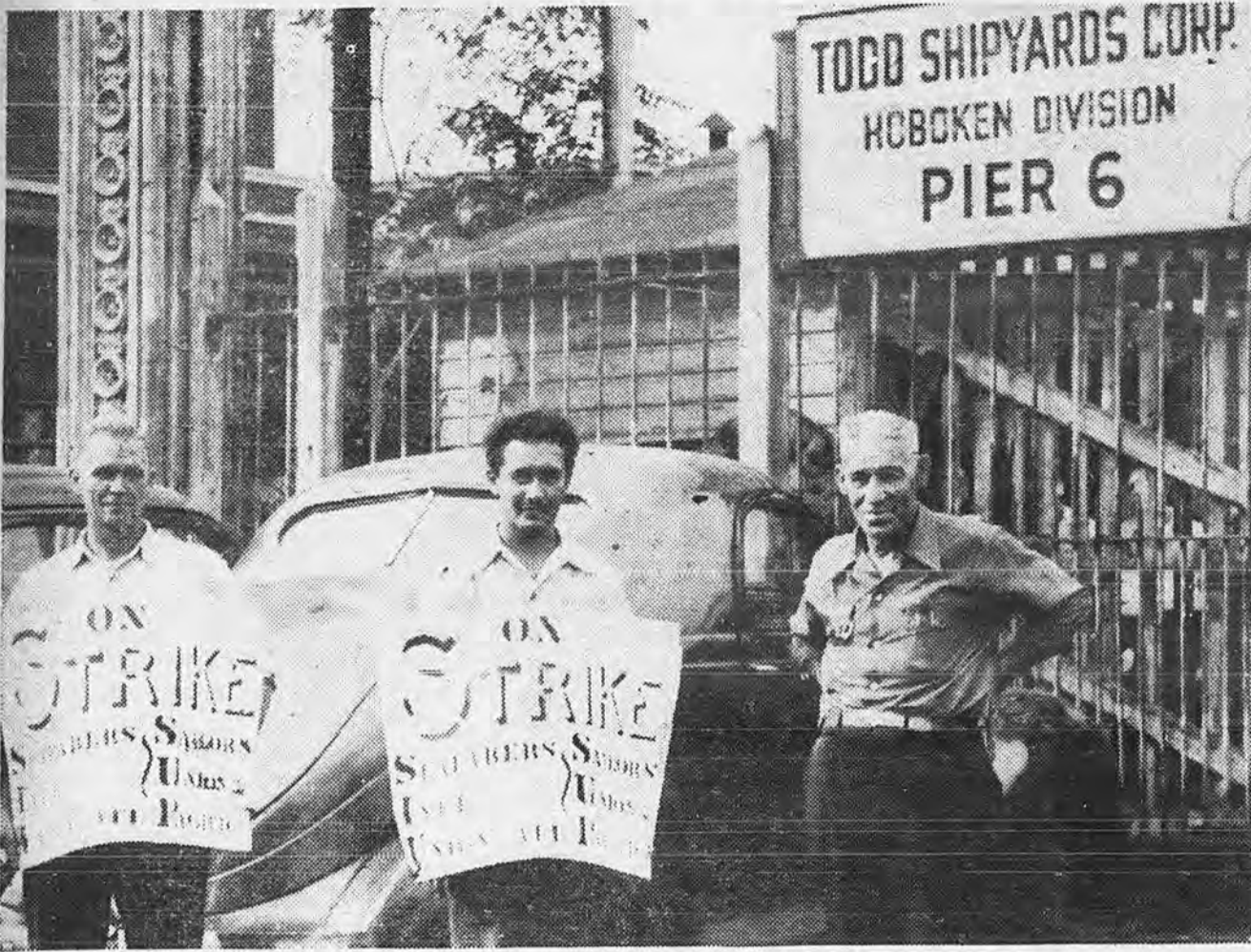
duct, but completion of articles does not mean that you quit.

You do not have to be on the beach in any of the states paying into the fund to collect, but instead can file your application in any State Unemployment Insurance Office and you will receive your check from the state in which you company pays.

At present very few seamen are eligible inasmuch as there were only a handful of privately owned vessels in 1945. However, more and more ships are now moving into private operation and more seamen will be eligible to collect next year and by 1948 everyone should be able to collect.



EVERYBODY HELPS OUT



The man without the sign is C. C. Garber, of Bryan, Ohio, a man who is not a seaman, but who wanted to help us in our beef because his son is a merchant seaman. Incidentally, Mr. Garber wants to give these two Seafarers copies of this picture, so if they will write to the Log, copies of this picture will be sent to them.

The Patrolmen Say...

Standouts

NEW YORK—The SS Quitman of the Waterman Steamship Company blew into port the other day after a three and one-half month trip to the South Pacific. The Quitman was the cleanest ship we've seen in many a moon; she was so clean that one would think she had just left the ways.

Disputed overtime was totally absent and the relationship among the whole crew was like one happy family, just as the Seafarers always teaches the men to get along with one another.

The Bosun wants it to go on the record that the Stewards Department was a class-A outfit and really was on the ball in the preparation of meals. He says that in all his sailing days this was one of the most exceptional crews he ever had the pleasure of being with.

The crew stated that, when they went aboard, the galley was in such poor condition that no one would even want to take a drink of water in the place, but thanks to those faithful belly-robbars and their untiring efforts the galley was soon ship-shape.

The crew, on the whole, claims that even though they had been far away from home, and had been gone a long while, they would stay right aboard her until she falls apart, if they were sure she wasn't switching to another company and union.

The Agent here joins the Patrolmen in thanking the crew for the fine manner in which they handled their jobs and for their fine union spirit.

Wm. Hamilton  
Jim Purcell

Union Obligations

NEW YORK — The Seafarers has just gone through a very difficult struggle to maintain the highest wages and overtime pay, plus the best shipboard conditions in the maritime field.

The Union has signed contracts with various companies, and, consequently, all parties have

an obligation to live up to. All members are, therefore, advised to do their part in abiding by the shipping rules.

When you report to the ship, have your gear with you and be ready to turn to. You should not report simply to look over the vessel. The Dispatcher's board always states the type of ship, and that is sufficient.

SUPPORT BEEFS

During the past four years, heads of the departments have taken a lot of abuse from many crewmembers who refuse to carry out their duties. Peculiarly, they expect the Union to back them up when they raise a squawk. Your Union always has, and always will, support a member when he has a good beef, but it cannot be expected to push a bum one. These high wage and working conditions must be maintained with the proper co-operation aboard ship.

And here's a tip to the Chief Cooks aboard vessels. After breakfast, see that unused eggs and other perishable items are taken back to the icebox. Messman are asked to do likewise with the fresh milk and other perishables.

There are many other such duties which could be mentioned, but the list is long and space is valuable. It should be sufficient to say that competent and efficient members of the Seafarers will carry out their assignments to the best of their ability, and that they will be proud to hold an SIU book.

All Agents and Patrolmen will see to it that the companies carry out their part of the bargain.

Claude Fisher



Attention Members!

Seafarers Sailing As Engineers

All members—retired members and former members—of the Seafarers International Union who are now sailing as licensed Engineers: Please report as soon as possible to the Seafarers Hall at 51 Beaver Street, New York City. Your presence is necessary in a matter of great importance.

AFL Unions Form Council In Milwaukee

MILWAUKEE — A Milwaukee maritime trades council composed of AFL unions which have members employed along this city's waterfront—on ships, docks and shoreside work—has been formed here.

Announcement of the formation of the new maritime council was made by Stanley T. Joers, general organizer of the Federated Trades Council of the AFL.

Unions in Milwaukee which will be affiliated with the Maritime Council include the SIU; Tugmen; Licensed Tugmen; Grain Trimmers; Chemical Workers; Mates and Pilots; Switchmen; Operating Engineers, Local 139; Longshoremen; Teamsters, Local 982; Coal Yard Drivers, Local 257; Truck Drivers, Local 200; Coal Yard Employes, Local 239; and the Carpenters District Council.

The Milwaukee Maritime Trades Council will be chartered under the AFL Maritime Trades Department. The express purpose of this council will be identical with that of the Trades Department: That is, to coordinate efforts to raise economic and social standards, to protect unions from raids by the CIO, the communist party and "other hostile organizations" and to organize the unorganized.

New Orleans Collects Overtime For Crew Of Northern Wanderer

By C. J. STEPHENS

NEW ORLEANS—A settlement of several claims made by the repatriated crew of the SS Northern Wanderer has been effected in this port—the original place of engagement — with the Alcoa Steamship Company.

The company has agreed that the amount of transportation money allowed for the trip from Manila to Honolulu was insufficient and it will reimburse the men to the extent decided upon by the main office in New York and the WSA. The only set rates for transportation allowance for crews to be repatriated are the following: Manila to San Francisco, \$90; Shanghai to San Francisco, \$82, and from Yokohama to San Francisco, \$75.

SUBSISTENCE

The company has also agreed to pay 15 days' subsistence as soon as dates and the necessary proof are received from Castle and Cook in Honolulu.

A one-month's difference in pay has been approved and will be paid through the New York office. The bonus money will be paid as soon as the itinerary from various ships has been procured.

With regard to overtime disputed by the Oilers, it was announced that V-J day was not an official holiday, but overtime for the following men was squared away and is now collectible: Dix-

on, 155½ hours; Gillespie, 47 hours, and Anderson, 3 hours.

EXTRA MEALS

Money for extra meals will be paid to Cooks and Messmen as soon as checked by the Steward and approved by the Port Steward. Overtime due for these men, according to our calculations, are as follows: Chief Cook, and the Second Cook and Baker, 148½ hours each; Saloon Messman, 9¾ hours, and the crew Messman 138½ hours.

From May 11 to June 18, the vessel was short a galley or utility man. The division of wages will be paid to the Chief Cook and the Second Cook.

The raise in wages which the SIU has won was approved for payment and can be procured by writing to the Alcoa Steamship Company, attention of Mr. H. Garland, Pier 45, North River, New York City. The same applies to vacation pay.

R. S. Burnett, OS, who claimed wages were due him for period from June 16, 1945 to June 22, 1945, should write to Mr. Gifford, Alcoa Steamship Company, New Orleans, furnishing him with full particulars so that he can check and make payment.

3862 Stood Picket Duty In New York

NEW YORK—A complete report from Edward Bender, Chairman of the Sub-committee in charge of registration of pickets, shows that in the recent strike action that tied up all shipping in the United States, the port of New York had 3862 pickets from the Seafarers International Union alone. This does not include the many men who stood picket duty as members of the Sailors Union of the Pacific.

It should be remembered that all these men did not only stand picket duty, but all of them were fed two hot meals and one sandwich meal per day, and that a large percentage of these picketers were bedded down in the Union Hall, or in rooms rented for them if they were stationed too far from the Union Hall to commute.

In addition to the many loyal members of the SIU-SUP who stood their turn of duty, there were many staunch supporters of the trade union movement, not members of the SIU-SUP, who came up to the SIU Hall and volunteered their services on the picketlines.

Among these 212 volunteers were the young men who had been tricked into going to the Calmar finkherding camp near Belleville, N. J. This story, which is much to the discredit of the Calmar Steamship Company, and which proves that union-busting will not work in this day and age, appeared in an earlier issue of the Log.

The same willingness to do duty, only with a proportionately fewer number of men, was reported by the strike committees of the other ports. And that is what makes the SIU strong, and that is what made us able to win our strike.

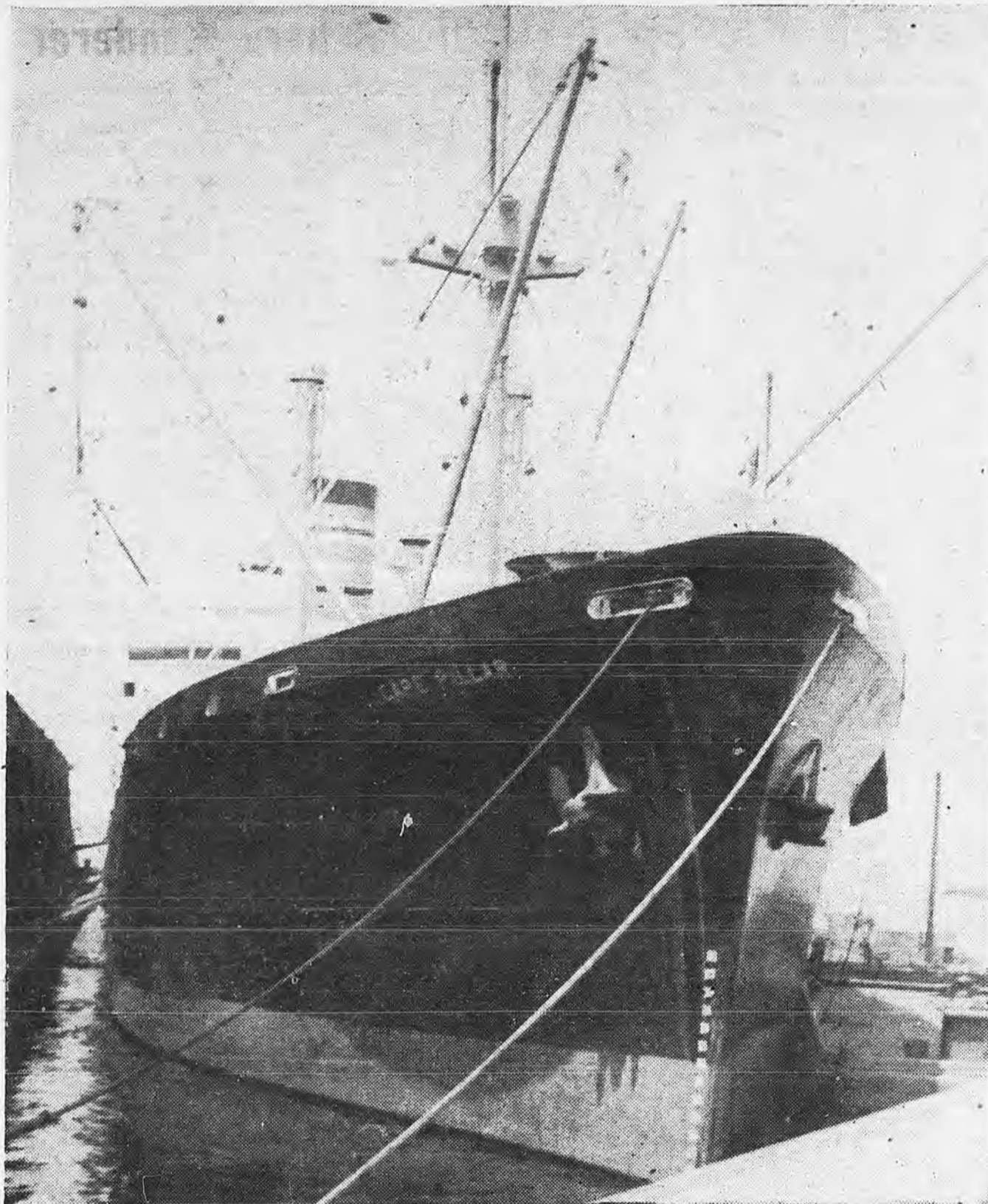
N. O. Thanks Voluntary Aid

The N. O. Strike Committee extends thanks to the following for their voluntary contributions to the strike. It should be pointed out that the New Orleans branch did not ask for this kind of aid—and that these brothers and friends do so out of their union convictions.

- Corinne's Beer Parlor
- Honey Dew Inn
- Crew of the SS Richard Bassett
- Edward "Goon" Byrd
- Brother Love
- Crew of the SS Alcee Fortier
- Crew of the SS Ethiopia Victory
- Spotlight Bar
- Crew of the SS Davidson Victory
- Crew of the SS William Patterson
- Goodyear Launch Service "Frenchy" Michelet
- Crew of the SS Francis Walker
- Crew of the SS John Pillsbury
- Attorney Raymond Kierr
- H. H. Fletcher, Master of the SS Eleazer Wheelock
- J. Zachary, 2nd, asst., SS Eleazer Wheelock
- Philip Adelman, 3rd, Asst., SS Eleazer Wheelock
- Crew of the SS Eleazer Wheelock
- Leroy Clarke
- Chairman Strike Committee



CAPE PILAR AT REST



The Cape Pilar, South Atlantic Lines, has figured in the news frequently because of the SIU crews who have been aboard her. The men who have shipped on this vessel have all been high caliber, and they have fought diligently in defense of seamen's rights. This picture of the big boat was taken by a crewmember and sent in to be printed in the Log as a reminder to the men who are no longer members of the crew. We bet there are many men who think back longingly to the good battles they took part in on this ship.

Mobile Group Aided The Striking Seafarers

Dear Editor:

I have been a member of the Seafarers International Union since 1939, and in the course of my sailing I have stopped at quite a few of the so-called seamen's clubs, such as the Seamen's Church Institute, USS clubs, etc. I have found that most of the clubs, with the exception of a few, are out for the seamen's dough.

The reason I am writing this letter is to let all the Brothers who call at the Port of Mobile know what the score is.

When the SIU went on general strike, naturally, the problem of handling the men was a big one, especially in regard to the food for the Brothers on the picket-lines. I can say this much, that I did not see the USS or any other outfit in the Port of Mobile, go all-out for the seamen when they thought we were going to be out on the bricks for awhile. In fact they were very cool about the whole thing.

That is, with the exception of one outfit, and Brothers, this one went all-out, and gave great aid in the food situation until money from the strike chest was sent from New York to Brother Kimball.

I feel that the Catholic Maritime Club of Mobile, Ala., deserves the respect of every Seafarer. Its Port Chaplain, the Rev. Henry McGill, took his own stove out of his home, and brought it to the Union Hall so that the Brothers could cook. In addition to that, milk, bread, meat, and stew was brought down to the Hall.

When we ran out of meat and could not get any around town because it was Sunday, the Catholic club's director, Gerald Strang and Reverend McGill drove 75 miles out in the country to get

100 pounds of beef, and then presented it FREE to the Union.

When there was a scarcity of beds, Mr. Strang told the men they could sleep at the Catholic club, and he put up 100 beds in the club's building at Conti and Claiborne streets. When Brother Kimball wanted to pay for everything, Strang refused any money, and said that he would do everything he possibly could for the seamen while the strike was on, and that he wanted no payment for it.

After seeing all that was done for us when we needed it, I decided to give the place the once-over. I found that the Catholic Maritime Club has been in Mobile for about two years, and is out to help the seamen only. It has a 75-bed dormitory, clean as a hound's tooth, and a lounge with cards, ping-pong, games and writing room. Also showers, a snack bar, and practically everything else that goes with it, including a friendly atmosphere.

Brothers, after seeing for myself the wonderful job this outfit has performed in supporting us during our strike, I think that any Brother who gets to Mobile should stop in there and see Father McGill and Mr. Strang and let them know we appreciate the backing they gave us. Also to spread the word around to all Brothers, to stop off at the place which backed us 100 per cent, instead of at some of the joints who have a big hello only when you have a big pay-off.

I for one, and all the other Brothers in Mobile, including Kimball and Blackie, who took part in the strike there gave a vote of thanks to these people. All Seafarers, regardless of race or creed were given every consideration humanly possible.

John F. Flynn

LOG DONOR THINKS PAPER IS WONDERFUL

Dear Editor:

Enclosed you will find a small donation for the Log. This is not my first donation and it will not be my last.

I think the Log is doing a wonderful job in keeping the Seafarers in the know.

I would like to have this paper while I am on the beach, and as my family enjoys it very much, please put me on the Log's mailing list, for which I will thank you in advance.

Frank L. Verner  
Ocean Springs, Miss.

(Editor's note: We're thanking you, too, Frank for the nice sentiments and the donations. Your name has been placed on the mailing list.)

PICKETLINES GIVE NEW MEN CHANCE TO MEET OLDTIMER

Dear Editor:

While picketing at Pier 14, North River, at about 1 p. m. Friday, Sept. 6, those of us who had never heard of that real seamen, "Big Frost," had a chance to meet him.

"Big Frost" weighs about 200 pounds, and is about 40 to 50 years old. It was certainly a

Check It - But Good

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

pleasure to meet him. He was standing in the doorway of a restaurant at the corner of West and Fulton streets facing Pier 14, when he saw our Union picket lines. He promptly made it his business to bring the boys a container of beer and said:

"I haven't sailed since the war because I am unable to pass the stiff physical examination, but I am glad to see you young fellows carrying on the fight for better wages and living conditions for all seamen."

And last of all he said, "Good-bye and good luck." He asked me personally to give his regards to those who know him and who have sailed with him.

Ronald T. Burton



EX-SWABIE FINDS SEAFARERS MADE CLEAN SWEEP

Dear Editor:

I am an ex-U. S. Navy man and am now sailing as an AB aboard an Isthmian ship. I am not a member of the SIU, but have been a member of Unions connected with the Aircraft industry and realize what a Union means, so I have taken the liberty upon myself to canvass this ship and found out verbally from the crew members of the Engineers, Deck and Stewards Department that they are for the SIU 100 per cent.

Some of these crewmembers are book members, some have trip cards, some pledge cards and some have nothing. Everyone aboard not connected with the SIU in some manner or other is anxious to become a member.

This crew realizes that there is a very important meeting coming up between the SIU and the Isthmian Company in a very short time. I am requesting a big favor of you. Would you be kind to send me by air mail at my expense the disposition of this meeting and if possible send me about six agreement pamphlets so I can give them to the crew.

Hoping my request is met with a favorable answer and that the SIU comes through with flying colors.

William A. Jordan,  
SS Williams H. Allen

Seafarers Drop A Gentle Hint: Shipowners Drop Stalling Tactics

(Continued from Page 1)

Scale and the Shoregang Clause, but these are going along rapidly, and the members of the committee are confident that another few days will see an end to the negotiations, with the Seafarers International Union coming out with the very best contract ever won by any union of merchant seamen.

LEAD WATERFRONT

Already the SIU enjoys the highest wages; wages which have been lately granted to other seamen's unions as a result of the resounding battle put up by the SIU through the year. With this contract, as it shapes up at present, the SIU will also maintain its lead where conditions are concerned.

As the meeting ended on Wednesday, October 2, everything had been completely cleared up except the Manning Scale and the Shoregang Clause. Already agreed to were the General Rules and the Departmental Working Rules.

Although the meetings with the shipowners were discontinued during the course of the SIU-SUP maritime tie-up, nevertheless matters are going along at a fairly rapid clip, and unless

the operators try any more delaying tactics, the contracts may be signed, sealed, and delivered before the end of another week. And this will mean another colossal victory for the SIU!

LOG Applications Are Pouring In

Dear Editor:

On Aug. 16, after paying off a ship in the Port of Philadelphia, I filled out a card so as to have the Seafarers Log sent to my home. As yet I have not received it.

I am home now, but for how long I don't know. I would appreciate it if you would look into this matter for me.



H. E. Murphy

(Editor's note: With the rush of applications which have been coming in for the Log, there has been a slight delay in bringing the mailing list up to date. Very likely a copy is now on the way to you. However, we're checking on it.)



# Port Savannah Had High Time In General Strike; All-Out Cooperation Made This Beef A Success

(Continued from Page 6)

we wouldn't let them put the ship down and into another slip. I don't know why he blamed us for this, but that was the position he took. We told him he could move the ship as far as we were concerned and I guess he tried hard, but somehow he couldn't get any cooperation.

### NOTHING MOVING

The workers in the yard refused to touch the ship and the Atlantic Towing Company also refused. The NMU agent wept bitter tears for the company that owns this ship, but I guess they'll give him credit for trying.

Another incident which should be remembered was this. On the first Sunday a plainclothes flat-foot threatened to run any picket in if he stopped or attempted to stop any person or persons who wanted to cross our picket-line. Now we had already talked with the Chief of Police and the

ALL IN FAVOR OF THE MAYOR TAKING A BATH...



Sergeant of Detectives, and we assured them we would molest no one, but we would call their attention to the fact that we were on strike.

### LABOR'S FRIEND

We also assured them there would be no violence or disturbances. We were living up to our word and this dick who threatened our men was overstepping his authority. We wanted to find out who this rugged boy was and have him straightened out so we started calling all over town to get in touch with the Chief of Police. It being Sunday, most people were out fishing or down to the beach (It's still hot down here). We couldn't get any one else so we called the Mayor. In case you never heard of him his name is Peter Nugent and he is a professed friend of labor.

We asked him if he would get in touch with the Chief and get this flat-foot straightened out, but he said he wouldn't be able to do it right away because he was getting ready to go to the beach. This from a friend of labor. Not that it makes much difference, but the Mayor also owns the Nugent Bakery where Peter Pan bread is made. I wonder if any of our members trade with that bakery. Anyway we finally discovered through one of our members and some of the police force that the flat-foot in question was only a railroad dick and not on the city force. I only bring this out so our members will know that the city police treated us okay in every way.

When our strike was finally won we stood by waiting for an official call from headquarters and meanwhile the NMU pulled their two-bit affair. I don't know why their strike was called at all, which is not surprising, because when the newspaper asked the NMU agent why they were on strike he said he didn't know. Anyhow they asked us if we'd

back them up and I assured them we never have to be asked, we do it as a matter of principle.

He had nothing to worry about on that score, but he kept our phone busy asking advice on how to conduct his strike. He had about five ships in port and if he didn't know at least his members did and we told him nothing. Our strike was over and that was that. When we got official word and we wanted to go back to the ships however, we were blocked by an NMU picketline.

### NOT LEGAL

This was altogether out of order. They had no right to picket our ships since their strike was against their operators and not against ours. We naturally protested, but they couldn't see our side. They said they had to picket the entire area since the ships were docked at railroad property and nothing could be done about it. We offered to act for them and get them permission to go on the dock and picket their own ships, but they wanted this in writing and we couldn't get anything in writing from the railroads.

We read their telegram from Joe Curran stating that they were not to picket our ships and told them that no Union man in Savannah, regardless of his affiliation, would touch any NMU ship, but we might as well have talked to the bulkhead. Finally we got a few of their members aside and explained the situation to them.

Without the hinderance of their misleaders they saw the light. They said that the whole affair was being run in a very slipshod manner, but that after we explained how it should be run and what they should do they went back to their hall and held a meeting to square things away. They had a strike committee of 28 members and naturally they couldn't get anywhere. But after we told them the score and gave them a little advice on how to run a strike everything was squared away and our men could go back to work without having to cross a picket line.

One thing I learned during this past strike was that the membership of the NMU are pretty much the same as any other seamen. Their whole trouble lies in the fact that their leaders are not leaders. Some are politically ambitious and some are downright incompetent. Very few if any are for their members. We owe a debt of thanks to so many people it would be nearly impossible to name them all. Every one was either actively with us or passively against us. No one tried to hinder us in any way except our landlord. He is one of the ancients who is holding back progress in Savannah and he is definitely anti-labor. He even took the trouble to tell me he was not in sympathy with our strike. I'm not at all surprised and could give reasons, only I think the space and time used would be more than he's worth.

### PORT NEWS

As for port activities we have the following news. The SS Jefferson City picked up her cargo of horse-meat (in the can and on the hoof) and is now on the way to Gdansk. The SS Muncie Victory is ready to sail and should be gone by the time you read this. She's also carrying livestock. The SS Muhlenberg

Victory is repairing. She paid off here during the strike.

The SS Virginian, SUP, is due to sail tomorrow, I believe. Another cattle wagon, the SS Joshua Hendy, came in after the strike was ended and for that I consider myself lucky. She was one of the dirtiest ships to pay off in this port.

The condition of the ship was a disgrace to the Union. There were some members who left the ship okay, but I'm sorry to say that the majority of the crew left the ship in as bad a condition as could be imagined. The fact that she was carrying cattle is no excuse because I have it on reliable authority that the cattle did not enter the men's quarters.

There were quite a few beefs against the Old Man; Captain "Windy" Oliver, the boys call him. He threatened every crew-member and his brother with handcuffs, according to reports. I will say this for him though. One of the crew was logged over \$200 bucks. One of the logs was imposed as a substitute for 60 days in the bucket in Europe.

The man who was logged admitted he was guilty on all counts, but the Old Man cut the log in half and every one was apparently satisfied. There were at least 15 trip-carders in the crew. Five of the full book members were stinko at the pay off. Anyway the Hendy is due for a general overhauling and may stay here two or three weeks.

The Bull Line's SS Santa Clara Victory is here in transit. She's also taking four legged passengers. The Calmar Line's SS Thomas Reed just came in from Europe. She just tied up a few minutes ago and I haven't had a chance to board her yet. I don't remember exactly how many were shipped since we went back to work, but most of the old gang went back to their jobs. We have a fairly large shipping list, but nothing over normal.

### REAL BUCKO

Here's an item that just happened which may give you a slant on Captain Oliver of the SS Joshua Hendy. The company called us for some replacements last Saturday. Among others we sent three messmen over. They reported aboard as soon as possible and I know for a fact that they were there because we paid her off Saturday afternoon and

I DIDN'T SEE ANYBODY HERE AND I WAS HERE ALL THE TIME!



I was there and saw them. They also reported for work Sunday. The ship wasn't feeding and I don't know why they called for these men, but they did.

Yesterday they were laid off. The ship is due for extensive repairs and she'll be a standby job for awhile. When they went for their pay the Old Man refused to pay them for Saturday or Sunday. He claimed the men were not aboard. There were plenty of witnesses to the fact that the men reported on the day of assignment and plenty of witnesses that

## ACTIVE STRIKERS



In Marcus Hook there was no lack of active men to share the burden of work during the strike. These two men are representative of the SIU-SUP men who did such a damn good job in forcing the Government to give us the wages we won fairly. Left is Brother A. Delevati, SUP 2305, and at the right is Brother G. Hughes, SUP 9192. Like all other SIU-SUP men, these Brothers did their job in a workmanlike manner, and carried out their assignments as quickly and as efficiently as possible.

## MEET THE SEAFARERS



### "Blackie" Colucci

"Blackie" Colucci is a young fellow, 19-years-old, and he has only been sailing for little over three years, but he is a typical Seafarer and he has done his part in keeping the SIU at the head of the maritime parade.

When Blackie went for his first seagoing job, although he was big and strong he never expected to get the job. He did however, and within a period of a few months he was firmly convinced the sea was the place for him. The same period of time was also enough to convince him that the SIU was the place for him. So firm was his conviction in this direction that he pawned his overcoat to pay the initiation dues.

Throughout the last years of the war, Colucci was one of the Seafarers who kept the channels to Europe open so that supplies could be sent to the fighting fronts. He had his share of close calls, but luckily came out of the whole situation without being wounded.

"I had a damn close call once," he remembers. "I was on the SS Robert Treat, Eastern Steamship Company, and we were chased for two days by a German submarine. Sure thought I was a goner then but the Skipper was a smart guy and he kept twisting and turning and the U-Boat never did get a good shot at us."

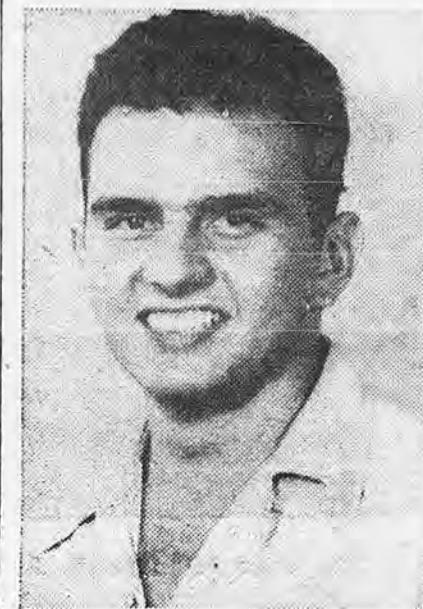
### VOLUNTEER

Since the war's end, Blackie has been doing a good union job as a volunteer organizer in the Isthmian drive. He made one trip on the Isthmian's Norman E. Mack that he will long remember.

After going to bat on a num-

ber of things that were wrong with the ship, and on Isthmian ships there is usually plenty wrong. Blackie made the mistake of coming back late from his day off. Immediately the company saw a chance to rid themselves of a militant union member who was causing a lot of trouble. They fired him, and although the crew backed him up it had to stick rather than take the chance of having the rest of the pro-SIU crew fired. This idea worked out well, and Colucci did a good job before he was fired, because when the Mack voted in Galveston, the crew reported that a solid, 100 per cent SIU vote had been cast.

they were working aboard. However, the Skipper insisted they were not aboard or if they were they weren't working. One of those beautiful set-ups where only the Captain's word is good. Since there is only one Captain Oliver and some of the Company officials are fair minded people, the men were finally paid. This item is just to give you an idea of the kind of a guy Captain Oliver is. I don't know him very well yet. There is another story on this gentleman coming soon.



Since the war's end, Blackie has been doing a good union job as a volunteer organizer in the Isthmian drive. He made one trip on the Isthmian's Norman E. Mack that he will long remember.

### YOUNG TIMER

Although happily married, Blackie has the sea too deep in his blood to be satisfied with work ashore. He is now planning to ship out, and after this trip "there will be other ships and other trips, and I guess I'll go to sea until I die," as Blackie puts it.





# SHIPS' MINUTES AND NEWS

## MEMNON BOSUN GETS THEM BY THE HORNS (AND FINS)

### Ladies Find Launching Biz A Gem

By "STEAMBOAT" O'DOYLE

I see the Senate Investigating Committee is at last looking into the ship-launching racket that flourished during the war. It was a laugh then how the relatives, society pals and chorus babes of ship contractors used to be picked to send government ships down the ways.

Those hilarious bottle-smashing parties held at various launchings were ridiculous in that the workers who built the ships were never represented except as bewildered observers of the minky dowagers who "sponsored" the products of their sweat and blood.

Even more ridiculous would have been the idea of a seaman's widow sending one of these ships down to the sea.

Now it comes out that hundreds of the ladies picked for this great honor were related to the gov-



ernment officials who had the say as to how big the profits were to be. Small world isn't it?

#### PRESENTS GALORE

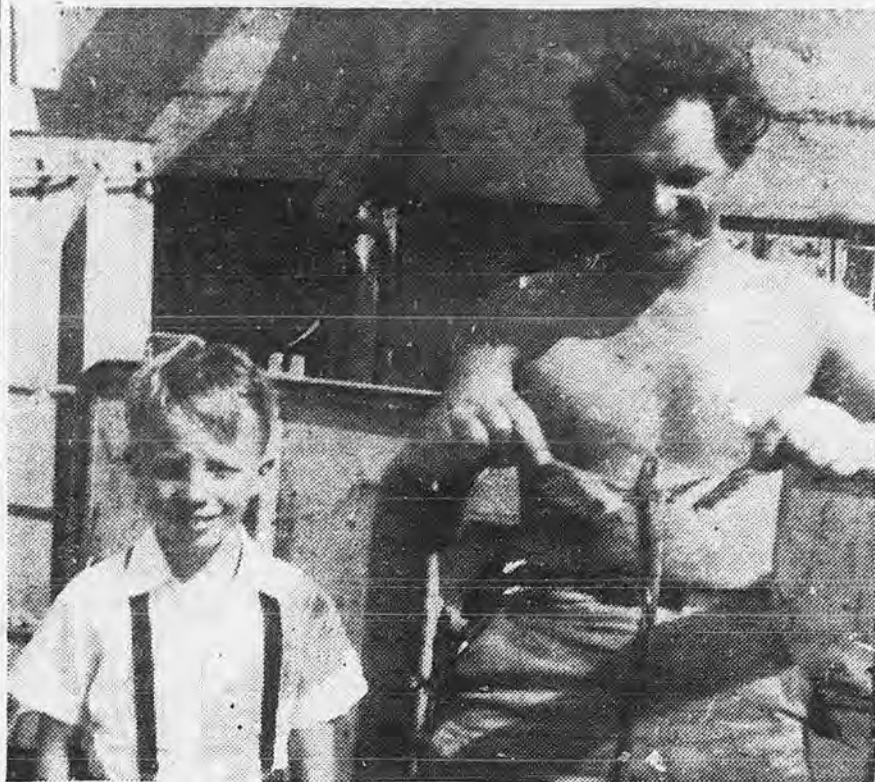
Diamond bracelets, gem-studded watches, necklaces worth \$2,000 were "presented" to the wives, sisters, daughters and what have you of Maritime Commission bureaucrats. Naturally it was just a coincidence that their husbands happened to be awarding billion dollar contracts to the guys who were decking their dames out in diamonds. Naturally!

The shipbuilders mumble excuses about the gifts having "come out of the profits." Yeah? Who did the profits come out of? You and me bub, of course.

Do they deny that these gifts were included in launching expenses? Or that another 10 per cent was made on them via the old cost-plus racket? Or that they were deducted from income taxes as "construction costs?"

Remember that 20 per cent bite that came out of every payoff? You probably thought you would never see it again. Wrong, pal. Crash the next Shipbuilders Ball at the Waldorf. You'll find it twinkling on the slim finger of some shipbuilder's Judy.

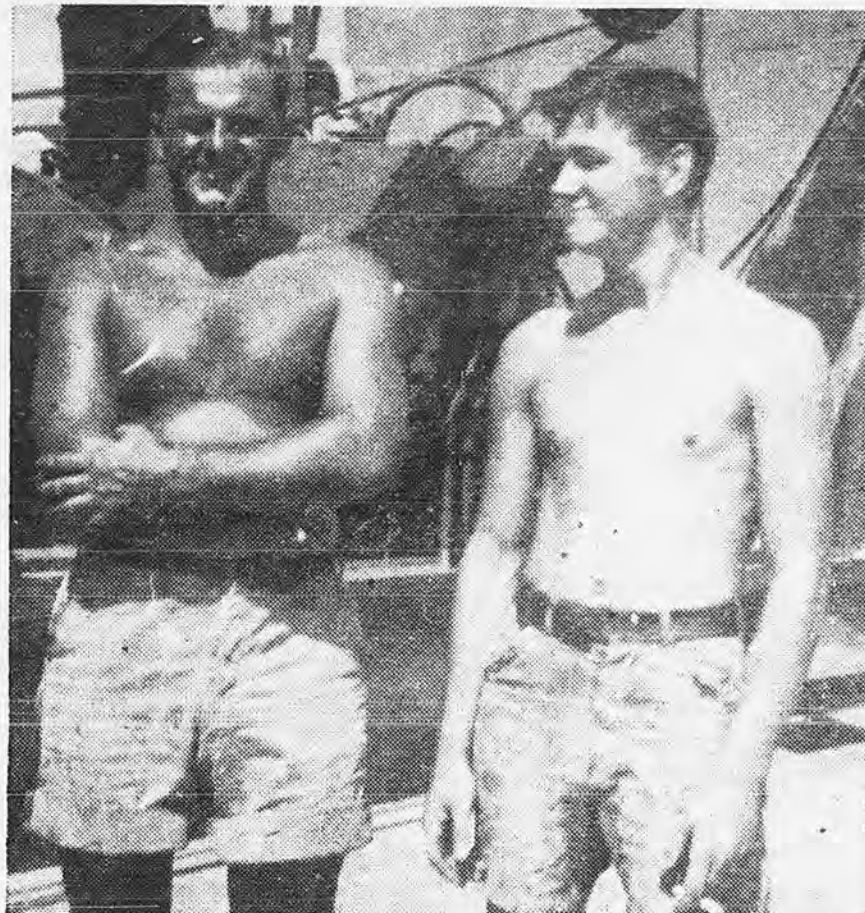
Remember how Admirals Land and Vickery used to scream about



ABOVE: The Bosun displays a flying fish which he caught in the South Atlantic. The youngster appearing so pleased with the whole thing was a passenger on the Memnon.

~ ~ ~

Perfectly as ease with Nature's children is happy Seafarer Henry M. Murranka, of Brooklyn, N. Y. Brother Murranka was Bosun aboard the SS Memnon when these pictures were taken during a recent run to Santos and Buenos Aires, which he describes as a "very pleasant trip."



Brother Murranka steps out of his role as friend to the animal kingdom to pose for the photo at the left. Pictured with him is his friend and fellow-member of the Memnon's Deck Department, Stanley Kocurek (right).

~ ~ ~

Also a passenger aboard the Memnon was the bull which Brother Murranka has by the horns in the photo above. He's not throwing it, either, says the Bosun. In fact, the parting in South America was sad.

### Tommy Drifts Helplessly in Taprooms As Dolls Toss Him For Financial Loss

Tom Baldrick, a Saloon Messman, never wrote a letter to the Log—that is, he never wrote one until this week, after a costly experience shattered his record of reticence.

We learned all about it when Brother Baldrick penned us a note a few hours before his ship, the SS Thomas S. Lee, sailed for foreign ports. Although Tommy had read in the Log of the joints and rackets which creaked and roared along on seamen's dough, he never had run into any personally to write home about. All that was changed last week down in New Orleans.

Tommy had just been paid off. His pockets were bulging with plenty of the folding green, and he was feeling pretty good since the green stuff is all the vitamin he needs. He took a few deep breaths, stretched the sea out of his legs, then set out to take a dip into the Crescent City's swirling night life.

The first juniper juice mill he hit was the French Casino. Tom says. He felt like soaking his choppers in a cool brew. But something dazzling threw him off his course. The dazzler was a slick female form all decked out



—and we mean all decked out—topped off with a kisser of the kind that makes men reconsider their plans.

This modern Eve knew her apples, too. She bumped her way over to Tommy (who stood frozen

on a dime. Blinking her mascara-heavy eyes like a Times Square electric sign, she cobingly asked our lad to buy her a drink.

Brother Baldrick swallowed hard, tried to clear his head. But no use. The dazzler had him in tow. All he could do was nod his head in assent. (Foolish boy, says Tommy).

So up to the bar goes Eve and Adam, er—ah, Tommy, we mean.

"Beer," Tom calls to the barkeep.

"Champagne," says the doll. "Ouch," says Tommy, and who wouldn't. The giggling gas this hep female tank had ordered was \$2.25—per glass.

#### LATER

About \$60 and 45 minutes later, Tommy says he decided that beer was a little high in this joint, even if the dame wasn't. So he shoved off. (Even we were getting sore just reading about it.)

(Continued on Page 12)



# Digested Minutes Of SIU Ship Meetings

**WILLIAM PATTERSON,** June 21 — Chairman Karl G. Ostling; Secretary Bertrand S. Hoffman. Motions carried: that all crewmembers remove hats and caps when entering mess-hall; that a record be sent to all other unions of any member that has been thrown out of ours; that someone obtain a game chest from the Merchants Seamen's club; and that Deck Delegate inform Chief Mate that orders concerning work be given to the men by the Bosun and not the Chief Mate.

**WILLIAM PATTERSON,** June 16 — Chairman Karl G. Ostling; Secretary Bertrand S. Hoffman. Motions carried: that fines be imposed for certain sanitary violations; that any crewmember not attending Union meetings aboard ship be brought on charges; that Ed Rogg be elected ship's delegate. A suggestion made that toilets and showers be taken care of by the Deck Engineer. In response to request that more fresh fruit be served, Chief Steward said he would try to do so.



**LUTHER HURD,** July 12— Chairman F. Radvillia; Secretary J. Cannon. New icebox which Captain promised not yet received. Motion carried that unless new box was obtained crew would not sail. Other motions carried: that Patrolman be contacted in regard to fumigation of ship—also painting; to replace glass pitchers with aluminum ones. Water cooler to be provided for engine room immediately. Porthole fans for crew messroom. Paint to be removed from portholes. Complaints registered that hot water is flowing from cold water taps.

**WEBB MILLER,** Feb. 20 — Chairman Donald Ward; Secretary P. Bergeron. Good and Welfare: Steward guaranteed enough meat for 120 days and already two men went without meat because not enough was taken out. Chief cook claims there is enough to go to Rio. Motion carried to have enough meat "broken out" from now on.



**THIMBLE EYE,** Aug. 8 — Chairman R. J. Toler; Secretary W. P. Roma. New Business: Motion carried to have patrolman see about getting fresh milk aboard at arrival in New York in sufficient quantities to last while in port. Motion carried to have ironing board repaired. Good and Welfare: Suggestion was made that crew suggest ways to benefit the new crew members coming and also crew staying on.

## Hungry Crew Cooks Up Squab(ble) On Thomas

After a big evening ashore the crew aboard the SS Philip F. Thomas likes to return to the ship and tie on the feed bag. After one evening of festivities they returned with gargantuan appetites and proceeded to devour everything in sight. When the watch was relieved and started looking around for the night lunch all they could dig up were a few old bones picked clean. To make matters worse on another night the second cook went ashore to take in the sights and forgot to put out a lunch. Up in arms immediately were the men off watch, and after getting a pledge from the cook that he would take care of the matter, peace was restored to the ship.

At the next shipboard meeting the crew voted to instruct the Stewards department to put out sufficient night lunch to accommodate the crew and the men coming off watch. Everyone was happy with the assurance that their bellies would receive their fill.

**MER MAR,** June 15—Chairman A. K. Patten; Secretary A. C. Smith. New Business: Delegates reported everything okay. Motions carried: that delegates see Captain and Chief Engineer to have starboard head opened to be used by the sailors on condition that it be kept clean;

that Deck and Engine delegates see first Assistant and Mate to have respective foc'sles painted; that crewmembers wear shirt in messhall at meal times; to be more careful when flushing toilets; to impose fines for the following violations: leaving cups on messhall tables, throwing butts on deck, placing feet on messhall chairs. Fine to be 25c for each offense. Money to be donated to the Log or Marine hospital at end of trip.

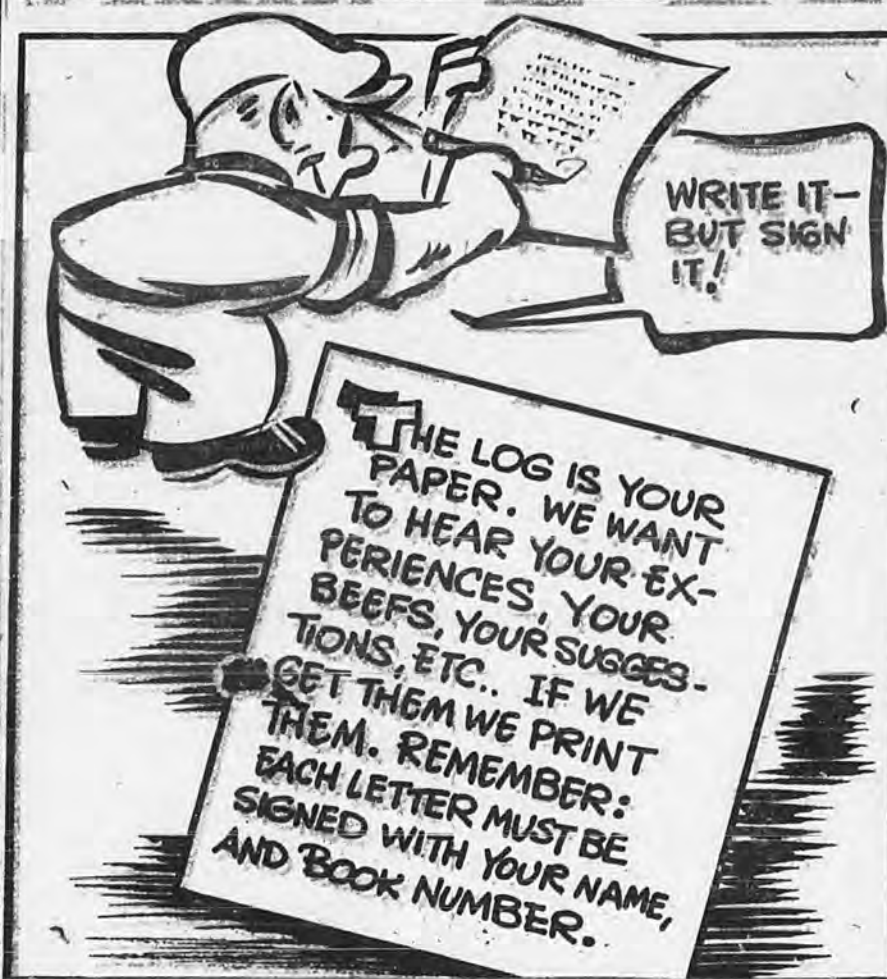
**JOHN P. POE,** May 22 — Chairman Brewer; Secretary Conlan. New Business: Motion carried that delegates are to see Captain about drinking water as it is at present unfit to drink. Motion carried that delegates are to see Captain in regard to having crew foc'sles painted. Good and Welfare: Cooperation of the crew asked to keep laundry clean and not leave clothes soaking in showers.



**PETERSBURG,** (date not given) — Chairman John Carolan; Secretary Jack Caniford. New Business: Motions carried: that a notice be posted on any other SIU ship that the Steward goes aboard to the effect that the crew must be well fed as he was very lax doing so on this ship; that no crewmember shall pay off until the so-called cargo of culled lumber is discharged; that the delegates pick up and check all books, permits, and tripcards. Crew had to take the ship to Baltimore, because the company wanted the ship moved there. Crew to check with the Union hall to see if they can pay off because of final port of discharge.

**JOHN BARTRAM,** July 7— Chairman J. Henry; Secretary R. Hicks. New Business: Suggestion was made that crew members help keep recreation room clean. Attention was called to the delegate to have them check on and make lists of any equipment needed aboard ship. Request was made to see Chief Engineer about gratings on generators platforms as they are slippery and there is great danger of someone falling into the machinery.

## SEAFARER SAM SAYS:



## CUT AND RUN

By HANK

Well, while Old Man Winter is starting to unload his cargo of wild winds and biting cold weather in New York, the Brothers are patiently waiting for their ships to come in. Meanwhile, to some Brothers either this new business called Unemployment Insurance or that good old back pay might come soon—and whichever of the three cheerful things comes first, it will sure help . . . Well, Jimmy Brooks, an oldtimer of 26 years sailing, happily slipped us the news that George Bales, former agent in Mobile, just came into town from a trip as Bosun . . . Brother "Happy" Harper better watch out or his shipmate, Peg Leg Anderson, might shanghai him out for a fast trip to Baltimore or even Mobile . . . That Gulfer oldtimer, Charlie Bush, is in town now, all bundled up in some winter clothes.

Down in New Orleans, Percy Boyer, was sure glad to see his shipmates turning to in painting his mansion. However, the odor of the sea was stronger than the stink of paint and the sight of many walls — so they escaped from their verbal articles. Nevertheless the job was finished, and Percy shipped out as Bosun aboard an Isthmian wagon—according to Joe Buns, the stamp collector . . . Our pal, "Rum and Coke" Willie West; Al Kerr; George Brown, the oiler; Eddie Flynn, the cook and Brooklyn Rocky Benson just came in from a Robin Line voyage to South Africa. They had a little bit of action, too, peacetime style. The ship went aground and some of the boys spent ten days in a boat . . . "Red" Dodge from New Orleans was also in the boat, we hear—and what's that we hear about a medal you own, Red? By the way, Rocky Benson says that The Man About Town (if you call Norfolk a town) is in New York, too—none other than Ray White, indeed.

We rediscovered a little item we had somehow missed printing in previous columns. Franky Garcia, who held the former featherweight championship, is now boxing everything topside in the gold department . . . Joe Ryan, the bellyrobber, is probably still aboard the Pigeon Point, trying to stop "Skippy" Eddie Guszczynsky from eating up the galley . . . Roddy Smith sailing as Bosun on a ship loaded with tobacco for England . . . We're wondering if our shipmate, Earl Chatarb is still trying to get that good old long trip to India.

Here are some of the oldtimers probably still down in New Orleans: J. Norfleet, J. McGuffy, E. R. Eklund, Domingo Marie, John Jacobs, Charles Giallanza, Ted Cummings, Henry Mazuriewicz, Frances Peredne and Bernard Davis . . . And here's a few who might be shivering through the chilly winds of good old Philly: Peter Serby, Warren Fredette, Ed Lynch, Adolph Pizzo, Carl Buscup, Glenn Emrick, John Nolde, Charles Lee, Adrianus Remijn, Raymond Long, Fred Douglas and Joseph Borden.

## Tommy Tossed For Loss By Taproom Drinking Dolls

(Continued from Page 11)  
The next holdup hot-spot was a joint called Kilroy's (yeah, we know, but it's not the same guy.) Again Tommy's purpose was just to wet his tonsils. And again he was run off his course. This time there were three breath-taking cuties who set their sights on our ill-fated Seafarer, or, at least there appeared to be three.

### SAW HIM COMING

"There's the man we've been waiting for," they chorused in Tommy's rapidly-learning ear. In the manner in which dames know how, they soon convinced friend Tommy that it would be just ducky if he'd buy drinks for the foursome.

But these delicious little dolls were going to give Tom a break. By the glass champagne was more expensive, so they allowed him to buy it by the bottle—at the very special price of \$37.75,

on account of Kilroy—that kibitzer—only had a thousand cases left.

Quicker than Tommy could say "one beer," these female finaglers were ready to start on the third



bottle of champagne, and our boy wasn't feeling as good as when he started out.

Very politely he tells them that his mother always told him to be

in bed by 10:15, and he was aiming to do just that. But the tricky trio of dolls had mothers who told them something else. Anyway, Tommy, who is known as "Sexy" to his shipmates, shipped off solo.

That was enough for him for that night, but his letter says, "I could go on all night telling you about a lot of joints down here where they clip seamen. He hasn't been entirely disillusioned, however, "for there are a lot of good gin mills down here, and if you want to find them just ask where the SIU men hang out."

After some items about his ship and the good SIU crew aboard, Tommy winds up his first letter to the Log, with "I'll drop you a line from Alexandria, Egypt."

We'll be watching the mails for that letter, Tom. But for the luvva mike, beware of them drinking dolls.



# THE MEMBERSHIP SPEAKS



## ROPEYARN DREAMS UP ANOTHER ODD CHARACTER

Dear Ed:  
Well Ed, there sure has been a lot of spray gone over the bow since I last tested my literary talents in the columns of the **Log**, and from the looks of the success of our recent strike which put to shame a government bureau injecting itself into the business of saying how much cabbage our Union Brothers were to collect from the shipowners I think the space was well taken in giving the score about "circus hill," and the performing clowns of Washington bureaucracy.

Ed, we had a very interesting character on the picket line. His name is Orson Farfufnick, and I am here to tell you Ed, this person is a most amazing character. At an interview this morning I was honored to meet in person



Mr. Orson Farfufnick, who has established his headquarters on a bench in Battery Park.

Now Ed, I know you are going to say that I am off the wagon again and on another bender when I tell you that Mr. Farfufnick has declared himself a probable candidate for the presidency of the United States of America, and has adopted a most amazing slogan, "I Am Not Labor's Friend."

Can you imagine anything like that Ed, a national candidate coming right out in the open and declaring that he is not labor's friend, and furthermore Ed, Mr. Orson Farfufnick had the affrontery to ask me, Ropeyarn, to manage his campaign with him making such un-political-like campaign speeches and slogans.

I don't believe Farfufnick is likely to get elected on such an unorthodox political slogan, because you remember when you were my campaign manager the time I ran for "dog-catcher," how we figured to get the labor vote by declaring that if I was elected our administration would gather up all the loose pooches and see that their lives were made happy ever after.

We sure did demonstrate Ed, that our knowledge of politics was sure limited to zero, because that feller I run against didn't only have a knowledge of all kinds of dogs, he sure knew the score about touching the heart of females. You remember Ed, just before election day that feller got up and made just one speech that set me and you to running as fast as our legs would carry us out of town. And here was what he said, Ed:

"Ladies and Gentlemen and Fellow Townsmen, I have never seen in my 25 years as your duly elected "dog-catcher" for term after term, a more ignorant dis-



Dear Editor:

We want to thank all the members of the crew who sailed on the SS Robert Fechner on voyage number 10 for their splendid cooperation. They had no squawks, no beefs and a clean payoff. The ship arrived the cleanest in the Port of Savannah. Throughout the trip the men kept the messrooms and quarters in sanitary condition and in good order.

A. H. Nordon, Master  
L. D. Grisham, Chief Steward

J. T. Gardner, Chief Officer  
F. B. Emmons, Chief Engineer

## Anti-Union Paper Serves Up Bunk, Preaches Blind Faith In Bosses

Dear Editor:

I have been taking it easy here in Chattanooga, Tennessee for the past few months as I wanted to get the lowdown as to why the people in this neck of the woods are so strongly opposed to the unions.

Every anti-union trick in the book is being pulled. One is the "Militant Truth" an anti-union publication that has been well circulated around here. The paper calls everyone in the labor movement an agent of Russia and they resort to the lowest form of mud slinging to pit the people against all unions. The paper tells the people to just have faith in the mill bosses and everything will come out alright.

Also the sacred cloth have done their anti-union bit from the pul-

pit. Recently I challenged a minister about unionism, because in the Bible it says the buildings of King Solomon's Temple was done by a Union and I believe that was the first trade union formed.

I asked him if he was familiar with this part of the Bible or did he doubt the truth of it. He replied that he was familiar with the whole Bible, but only used the part that he thought was the best for his people, so I accused him openly of catering to the mill owners as I know they don't want a Union of any kind.

Everyone here asks me about the Union I belong to as the **Log** makes the rounds here. Everyone borrows it to read and it is passed from hand to hand. Some people have asked me if I have come to organize the people into the union, but I told them I was sorry to disappoint them.

To show how much the mill owners are trying to counteract the present drive in the south I learned that the local mill had given a seven cent an hour raise to offset the organizing drive that started here a few weeks ago. Them bosses can try all of their tricks, but these people badly need a union and they're going to get one.

Charles G. Martin

## He's Still Loyal To The LOG

Dear Editor:

I have found that after quitting the sea I still look forward to reading the **Log**. But as I am at present still quite a ways inland I would like to have the **Log** sent to me at home.

How about it?

Oscar S. Johnson  
Ottawa, Ill.

(Editor's note: Okay.)

Ropeyarn

## 'POPEYE' PREFERS THE PICKETLINES FOR RECUPERATION

Dear Editor:

Just a line, old pal, to let you know that I am now out of the Marine Hospital, and that I arrived back here in New York Sunday. I was supposed to enter Gladstone for three weeks of recuperation after three operations and 35 days of being hospitalized.

Instead of going for a rest, I went with the friends and Brothers to the picket lines on Monday. I am sure having as good a rest as if I was in Gladstone.

I will return to Baltimore as my shipping card is dated Aug. 1 from there.

Regards to all the boys in the Staten Island and Baltimore hospitals, and don't forget to scratch my name off the hospital list.

Harry (Popeye) Cronin

## STUDENT WANTS INFORMATION ON THE SEAFARERS

Dear Editor:

I am writing a graduate thesis on maritime labor problems for my degree in Economics at the University of British Columbia.

I would very much appreciate any information you could send me on the history, present organization, problems and aims of organized labor in the Seafaring industry.

Anything pertaining to your recent strike would be very useful including perhaps some recent issues of your organs, **Seafarers Log** and the **West Coast Sailor**.

It would also be helpful if you indicate any other sources of information of this nature which might come to mind.

Doug S. Leiterman  
Vancouver, Canada

(Editor's note: Under separate cover we are forwarding material available.)

## Log-A-Rhythms

### Outward-Bound

By Jack (Aussie) Shrimpton

O I'll be screaming 'Belly-robber,' and 'When do we get fed?', And shooting off my mouth about the lousy bread, But its good to be aboard again and listen to the tread Of ten thousand tons o' steel running free.

For the tug has got our tow rope an' is slewing us around, The river pilots on the bridge and we are outward-bound, And I have swapped the rot-gut and all the filth o' town, For the rollicking, rolling, rhythm of the sea.

Yes, listen to the engine a-beating out a tune, Its music to my hungry ears,— a sailors rigadood, We're ploughin' steady eastward spittin' cinders at the moon, An' riding free an' easy in the swell.

We'll chip an' paint an' sougee from the smoke-stack to the keel, The midnight breeze that brings you ease will be a thing to feel, As the mumbling grumbling helmsman tumbles out to take the wheel, And the Sheepshead Bay commando strikes the bell.

## Sad Parting

By VIC COMBS

The wind is chill and lonely, And dull and grey the skies; The time has come when we must part Tho' tears be-dim my eyes.

You're not as fair and lovely now As when we two first met; We've had good times together— Times I can't forget.

But now your paint is peeling, And you've lost your youthful glow; Your motor's wrecked, your tires' flat— For junk you'll have to go.

## Poets, Attention!

Several poems recently submitted to the **Log** bear strong resemblance to works already published by other authors. The original poems are protected by copyright law and republication by the **Log**, especially under different authorship, would make the **Log** liable for violation of the law.

The **Log**, therefore, asks those Seafarers who submit poetry to be sure their stuff is original and has not been published previously by any other person. Such caution will avoid any unnecessary complications.



**SOLIDARITY IN MARCUS HOOK**



The men of the SS Meredith Victory were out on the high seas during the great general strike. When they tied up at Marcus Hook and were informed of the strike's effectiveness and the support given by the longshoremen, enthusiasm was high.

Photo at left shows the Meredith crew. Blackie Cardullo, Port Agent, who gave the men the score is leaning forward in the center of the group.

Below are some of the crew and the Marcus Hook longshoremen whose aid was so effective.



**Highlights Of Trip On SS Alcoa Voyager**

Dear Editor:

We took the Alcoa Voyager out of Baltimore on Aug. 1 on one of those temporary negotiated truces. True, we found conditions a trifle rugged because of the laxity of former crews but we believe we can straighten them out.

In the first place, the bucket is sailing under two sets of articles. The first of these was concocted in Mobile, Ala. Without rider 64, and of nine months duration, they are as useful as you know what. It holds ten men of the unlicensed personnel — the rest evidently gave it up as a bad job. Now that was fine and dandy for Alcoa. The beef arose in the first meeting aboard ship. Someone said that the crew got the go ahead on these articles. A communication regarding this affair was sent to Brother Hawk on Aug. 18.

The other set of articles were in order, and were signed by the remainder of the crew that boarded the vessel in Baltimore.

An interesting thing occurred along the way. Bosun Red Hicks and AB Harold Mace were accosted on the docks at Guanto, Venezuela, by the local "Gestapo"—customs officers to you. The two men were searched, and told to board the ship. Hicks asked why, and for that had three feet of cold steel poked in front of his middle. The Deck Engineer, Chile DeDuisin, was given

the same treatment at a local gin mill. These phony customs guys never announce the amount of cigarettes you can take ashore, but as soon as you leave the ship three or four stooges stop you.

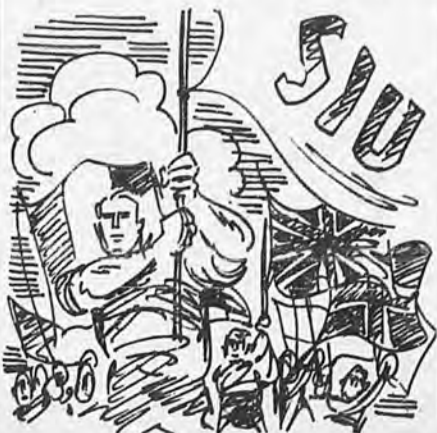
Furthermore, if they don't like your looks they break out this stiletto on any provocation, actual or imagined. We should not, and cannot, tolerate this sort of thing. I went to the Skipper and logged formal protest to be presented to the vice-consul in near-by Port LaCruz, on the grounds of discrimination against American seamen.

I should have gone a bit further to include unauthorized arrest, as hardly any of these "officials" carry credentials. You men who make this run regularly should take note if anything of this nature occurs. Have your Skipper file a protest with this vice-consul. Enough complaints his way may wise him up. It's quite obvious that Alcoa and this consul have been so busy kissing the Venezuelians, that they don't find time to protect the seamen from the out and out rackets like this one.

As usual, there were a few phonies on the bridge. The Bosun and I straightened out the 2nd and 3rd Mates who were attempting sailors' work on deck. The First Assistant wanted an Oiler to pay his shipmates for watches stood below in his absence, necessitated by an injured foot. I guess the guy would have to be flat on his back before this character would approve any overtime.

The Chief Mate, C. S. Mason, saved the day and proved himself a friend of Union conditions. An old SIU book man himself, he has shown time and time again by his cooperation and willingness to meet us half way that there can be a common meeting ground between the bridge and the men.

"Greek" Betts, Delegate



**DONALD DELEGATES GIVE LOWDOWN ON THEIR DEPTS.**

Dear Editor:

We, the delegates of the hot-spot ship SS John A. Donald have a few things to get off our collective chests. Nothing sensational or soul-shaking, just the reports of what occurred in our departments on a recent trip.

This trip took us to Copenhagen with a cargo of coal and after discharging our cargo we took on sand ballast and proceeded to Bremerhaven for a cargo of army trucks and dhalf trucks. We were also to take on 90 dogs, soldier's pets to be transported to the states. We got them home safe and sound, but if you happen to run into a guy around the Hall in New York and he barks at you, think nothing of it, he was a member of this crew.

In the Deck department things, all in all, weren't too bad. The voyage was a little expensive for some of the crewmembers however as there was a bucko mate on the ship that really howled for the logs and the Skipper backed him up. They had no qualms about taking a workingman's pay and they grasped every opportunity presented.

This is a good ship for the first trippers and Sheepshead Bay boys, but for a man with any sea time, that likes an occasional drink, she is a good ship to steer clear of, or you will probably pay off in debt to the ship's log.

The Engine department had a good bunch of men and there was no trouble, except for one habit of the First Assistant. This boy was inclined to boil out the filter towels, from the hot well, in front of the main engine and when he finished with them he dumped all the boiling water out on the floor plates. This is a definite menace to the safety of the oiler or any one else that has occasion to move around the engine room. No one can walk on the stuff as it is very easy to slip on the slick plates and possibly cause injury.

The Steward's Department was alright, but again there was an exception or two. The crew's messman and pantryman were somewhat eccentric characters. One was a first tripper and didn't know whether he was coming or going, the other was just as hopeless. It was through the assistance of the Steward that the food was prepared and served. The Steward is 100 per cent union and a good Steward and shipmate. He really is on the ball and deserves a better ship.

So men don't rush. There are plenty of jobs available on this scow, but remember our words of warning before you rush in.

Justine L. Whidden, Deck Del.  
Claude Davis, Eng. Del.  
D. E. Sherwin, Stew. Del.



**DISCUSSION ON PRO-BOOK MEN BRINGS UP QUESTION OF RIGHTS**

At a recent shipboard meeting there was considerable discussion about pro-book men and their rights. Some of the men felt they had full rights in some matters and were restricted in others. After arguing the points for some time, I felt that I would take it upon myself to get the points clarified.

Points in question are: 1—Does a pro-book man have the right to bring up a full book man on charges? 2—Is a pro-book man allowed to make motions and vote in shipboard meetings? 3—Can a pro-book man act as delegate?

The answers to these questions will clear up a lot of misunderstanding.

Joe Grimes  
These questions were referred to Patrolmen. The answers follow: 1—Only a full book man can prefer charges against a full book member. 2—A pro-book man cannot make a motion or vote, but he can take part in the discussions at meetings. 3—A pro-book man is not supposed to serve as a delegate, but if the crew feels he is capable and has the necessary knowledge, he can serve in that capacity.

**SIU CONDITIONS CAME ONLY AFTER HARD FIGHT**

Dear Brothers:

Well, I got another brain storm and it on account of the ships of the Export Line sailing with supplies for Tito. Well, as I said in my last note, beware of the War Shipping Administration. Am I not right? Did they not squawk about our difference in wages for our Unions and the commie-dominated NMU and others? To get back to those ships, if they were SIU or SUP we would have taken direct action against sailing them. They would not have a crew to man them.

But as "Comrat" Joe is cracking the whip, all commie-dominated unions will sail them. I mean the NMU and the rest. What are they going to do down in Washington? Let it go like the sinking of the USS Panay?

I truly believe there are some high commies and their sympathizers holding high positions in government offices. They should do away with the UNRRA, the WSA and all the other grafting bureaus. Tito would not get anything. Why send our surplus over to Tito and the rest of the Axis and commie-countries when we can use it over here?

Why the hell did we stick our necks out to be treated like a bunch of criminals after it was over by the Coast Guard. They won't even give you a break and they snoop around trying to get something on a sailor.

Just heard that the strike was on, over the radio. Well, here's hoping I'm out of here soon, so I can go on the picket line, too. Remember, young brothers, don't let the WSA take you in, like the Shipping Board did in the last war. Get a contract and fight for it. Show them you mean business and no fooling! We didn't get these conditions on a silver spoon. So it's up to you boys to keep them and better them. Here's to the SUP and SIU on both coasts, the Gulf, and the Great Lakes. And here's to our Flag and our Country, which will never be dominated by the Communist Party. Best of luck in our struggle for "Our Rights," SUP and SIU. We will win because we are not going to lose!

Robert McAdoo

**SAVANNAH NMUers GAVE LIP SERVICE DURING STRIKE**

Dear Editor:

Here is an incident that happened in Savannah in the last part of the strike that should be interesting to the membership.

On Friday, September 13, we, as members of the strike committee went aboard the SS Terry Stevenson, a NMU contracted ship and found that things weren't all they should have been.

We found that after pledging support to the SIU-SUP picketlines, NMU members were directly working behind the lines. When advised about this, the members of the crew told us that they hadn't been informed by their Agent not to work.

We pointed out to them that the Memphis City, an unorganized ship docked right across from them was not working and was giving the SIU-SUP picketlines 100 per cent cooperation. They had no comment to make on this, except to say that it was the fault of the NMU agent as he had not informed them to respect our picketlines.

You can take this for what it is, but it looks very fishy that with a national maritime strike in progress for nine days they had not heard of their union's policy. We have our ideas of this and they are not flattering to the NMU.

Charles Scofield  
Nollie Towns

**Let Us Have 'Em**

The Log wants at once the names and addresses of bars, clubs frequented by seamen, particularly in foreign ports, so that they can be put on the Log mailing list. With the postal delivery to ships snafued, this remains the only practical way of getting the Union paper into the memberships hands.

So do it today—send us the names and correct addresses of your favorite places all over the world, with an estimation of the number of Logs they can use.





# BULLETIN BOARD

—Unclaimed Wages—  
**Mississippi Shipping Company, Inc.**

This list comprises unclaimed wages as of December 31, 1945, some of which may have already been paid. If you still have a claim, write to Mississippi Shipping Company, Hibernia Bank Bldg., 13th floor, New Orleans, La., enclosing your z-number, social security number, date and place of birth and present address.

**T**

Torres, Julio	1.37
Torres, Aeofilo	1.37
Torres, Wilson	.71
Torbella, N. N.	.01
Torry, Cornelius	2.25
Tort, John R.	4.65
Tortolano, Sid Frank	3.12
Tottle, Kenneth B.	7.38
Totty, John	3.96
Tourmoka, P.	3.23
Tournier, J. M.	63.37
Tournier, J. T.	29.01
Towell, C. F.	2.23
Townsend, Stanley C.	15.15
Trager, Samuel C.	3.44
Tainer, Mike	5.94
Traenple, W.	3.00
Trampas, Spiros	6.30
Travaglin, Mario	2.75
Travalis, John	3.00
Travers, James P.	7.52
Travino, Royino	1.37
Treadway, Douglas E.	2.23
Trebucq, Wesley	4.00
Treichel, Emil J.	3.22
Tremblay, Rene V.	4.13
Trenier, Francis C.	5.07
Trickey, William	36.30
Trieste, John	.55
Tripp, Geo. W.	.55
Tritt, Euclid, J.	20.30
Trohalakis, Harry	2.13
Trolson, Charles	2.72
Trotman, Ernest F.	2.75
Trowbridge, Jack J.	2.67
Trudel, Jean	35.12
Truett, Wm.	.10
Trujillo, Thomas	39.46
Trust, Louis O.	4.50
Truxillo, Joseph M.	66.43
Truxillo, W.	.06
Trzcinski, Manian I.	2.75
Tsermegas, Demitrios B.	5.94
Tsironis, Pandelis M.	123.75
Tudor, Nicolae	8.21
Tuberville, Sidney C.	.79
Tully, Joseph S.	.79
Tumulty, John J.	37.45
Tupper, Frederick A.	17.87
Turnbull, James A.	7.33
Turnbull, Richard W.	.01
Turnbull, Robt.	27.73
Turck, Lauren Keith	3.23
Turner, Lisle, M.	3.12
Turner, M. B.	11.20
Turner, Roy J.	2.13
Turr, Carl F.	2.75
Tusk, C. P.	.74
Tuter, Chas.	4.50
Tyler, Gerald	2.23
Tyler, Grover	1.32
Tyndle, E. W.	9.00
Tyo, Leslie G.	.89
Tzortzis, Antonios	2.67

**U**

Uhler, Richard H.	8.91
Umberger, Clarence W.	2.68
Umphenour, Dale L.	2.85
Underhill, Frederick	8.80
Underhill, Robert	43.07
Underwood, Irwin	24.09
Unschweif, Gerard	23.24
Urban, Chas.	6.93
Urban, F.	1.40
Urbikas, Anthony	.69
Urchuck, Richard M.	20.68
Urda, George C.	6.24
Usher, Robert H.	5.94
Uzonyi, Jos. H.	.69

**V**

Vacino, Michael	2.67
Vainikainen, Felix L.	3.05
Valantejus, Joseph	.69
Valchos, Peter	1.58
Valdes, Paul A.	.59
Valentine, Antonio T.	19.16
Valette, Henry V.	4.80
Valino, J.	6.51
Valla, John	7.35

**W**

Valles, Benjamin O.	1.63
Valles, F. O.	2.97
Valsvig, Roger M.	1.37
Van Assche, F. C.	5.70
Vance, Elmo L.	2.64
Vance, Robert	1.98
Van Coppenolle, R. E.	44.68
Vandergrift, John J.	.32
Vanderhider, M.	2.90
Van De Weghe, F.	9.90
Van Dick, George	1.65
Van Dyar, Jacobs	1.30
Van Hille, Herman A.	4.97
Van Lew, Frank W.	.69
Van Lowe, James A.	1.98
Vannais, Phil C.	3.96
Van Panel, John	2.29
Vansavage, James J.	1.34
Van Sicklen, W.	4.50
Vanzile, John	1.48
Van Ryswyk, M.	5.35
Vargas, I.	8.72
Varnon, Robert E.	5.64
Varnon, Robert G.	.42
Vasilchik, Stephen	5.51
Vasquez, Domingo	7.69
Vasquez, Miguel A.	4.82
Vaughin, Hal G.	4.13
Veasy, H.	2.31
Vegas, Abraham	8.26
Veider, Karl A.	6.68
Veilleux, Armand A.	2.23
Velasco, Peter F.	.79
Venegra, C. A.	.04
Ventola, John	7.43
Varecke, Arthur H.	.69
Vergara, Joseph R.	2.64
Vertra, James T. Jr.	5.08
Vesey, Vincent	5.00
Vesik, Thomas	3.46
Vetrano, P. J.	28.00
Viano, Halisario	2.23
Viau, Charles I.	4.29
Vicker, M.	.27
Vickers, Clarence J.	8.26
Vidal, Andrew	7.24
Viero, A.	17.11
Vierra, S. A.	120.28
Vierra, Albino	5.70
Vietro, Nicholas P.	1.78
Vilagu, Robert	10.79
Villar, Frank	.33
Villas, J. M.	8.63
Vinas, Carlos A.	3.96
Vinas, Charles	.14
Vinas, Jose	2.44
Vincent, Edward	2.00
Vincent, Frank G.	8.46
Vincent, John	123.75
Vincent, Jos.	2.75
Vincent, Norman B.	17.30
Vindon, Jas.	5.00
Vineyard, Robert P.	2.64
Vink, Arnold	7.63
Vinsant, Wm. S.	5.10
Vinson, Jas. W.	4.50
Vitali, Frank	.20
Vlachos, P.	5.01
Voliva, Jessie B.	2.23
Vondreau, Robert E.	2.75
Von Hille, Herman	5.91
Von Holden, Claude	.89
Von Nordeck, E. L.	4.74
Voorhies, Allen D.	1.24
Vranich, Chas. M.	.59
Vuisbee, Walter C.	6.40

**W**

Weber, M. E.	39.59
Webster, William P.	.74
Wecker, Frank W.	4.50
Wedge, Primus L.	16.36
Weickgennant, Albert	28.40
Weinand, J.	15.82
Weigum, Richard W.	16.52
Weinberg, Sherman	.45
Weinker, William J.	11.47
Weimer, Edward	24.09
Weinreich, Frederick O.	11.84
Weise, George	6.75
Weiss, Harold	1.42
Weiss, Sol	.45
Welch, James D.	2.06
Welch, Joseph	1.48
Welds, R. J.	2.25
Wells, Joseph A.	7.58
Welsh, Joseph	.74
Wendel, George R.	.04
Wendell, A.	26.67
Wenks, Jos.	.76
Wentland, Edward H.	.59
Weremcyk, Stanley	13.87
Werhan, George J.	7.34
Werling, Francis J.	.69
Wesiewski, J. J.	.01
Wessels, L. E.	21.16
Weseltier, Richard	32.36
West, Lewis F.	2.96
West, Norman	2.84
West, Wm. W.	4.01
Westhoff, Robert	9.72
Weston, B. A.	9.72
Wetterhorn, Karl C.	.89
Whalen, Arthur	3.75
Wheaton, Alexander	.74
Wheeldow, F.	4.50
Wheeler, Alten P.	1.98
Wheeler, Fredris A.	82.04
Wheeler, George M.	2.23
Wheeler, George	5.65
Wheran, G.	.59
Whitaker, Lane E.	9.86
White, Amos, L.	13.40
White, Charles C.	42.18
White, F. J.	1.20
White, F. S.	7.51

**SIU HALLS**

NEW YORK ..... 51 Beaver St.  
 HAnover 2-2784

BOSTON ..... 276 State St.  
 Bowdoin 4057 (Agent)  
 Bowdoin 4055 (Dispatcher)

BALTIMORE ..... 14 North Gay St.  
 Calvert 4539

PHILADELPHIA ..... 9 South 7th St.  
 Phone LOmbard 3-7651

NORFOLK ..... 127-129 Bank Street  
 4-1083

CHARLESTON ..... 68 Society St  
 Phone 3-3680

NEW ORLEANS ..... 339 Chartres St.  
 Magnolia 6112-13

SAVANNAH ..... 220 East Bay St.  
 3-1728

MOBILE ..... 7 St. Michael St.  
 2-1754

SAN JUAN, P. R. .... 45 Ponce de Leon  
 San Juan 2-5996

GALVESTON ..... 305 1/2 22nd St.  
 2-8448

TAMPA ..... 1809-1811 N. Franklin St.  
 M-1323

JACKSONVILLE ..... 920 Main St.  
 Phone 5-5919

PORT ARTHUR ..... 909 Fort Worth Ave.  
 Phone: 2-8532

HOUSTON ..... 1515 75th Street  
 Phone Wentworth 3-3809

RICHMOND, Calif. .... 257 5th St.

SAN FRANCISCO ..... 59 Clay St.  
 Garfield 8225

SEATTLE ..... 86 Seneca St.  
 Main 0290

PORTLAND ..... 111 W. Burnside St.

WILMINGTON ..... 440 Avalon Blvd.  
 Terminal 4-3131

HONOLULU ..... 16 Merchant St.

BUFFALO ..... 10 Exchange St.  
 Cleveland 7391

CHICAGO ..... 24 W. Superior Ave.  
 Superior 5175

CLEVELAND ..... 1014 E. St. Clair St.  
 Main 0147

DETROIT ..... 1038 Third St.  
 Cadillac 6857

DULUTH ..... 531 W. Michigan St.  
 Melrose 4110

VICTORIA, B. C. .... 602 Boughton St.

VANCOUVER ..... 144 W. Hastings St.

MARCUS HOOK ..... 1 1/2 W. 8th St.  
 Chester 5-3110

CORPUS CHRISTIE .. 1824 Mesquite St.

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White, George A.	5.69
White, Herbert	98.75
White, John	.59
White, John E.	5.92
White, Keith	2.25
White, Lawrence R.	.45
White, Louis M.	19.51
White, Paul B.	38.39
White, Ralph R.	5.10
White, Robert N.	15.05
Whited, Elmer W.	5.72
Whitehouse, J. F.	.89
Whiteside, G. H.	15.04
Whiteside, John R.	12.19
Whitfill, Chas.	4.00
Whitney, Chas. J.	.01

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**PERSONALS**

I am trying to contact the following crew members from the tug A. H. Debardeleben who were with me on said tug January 1, 1946.

Norman E. Brouger—Deckh'd  
 Joseph C. Gandy—Deckhand  
 Clayton B. Magee—Deckhand  
 Edmond B. Finnegan—Deckh'd  
 Stannie Campbell—Cook  
 Holly E. Brady—Asst. Engin'r

The above men are wanted for statements as to the actual living and working conditions of the Coyle Lines. Any one knowing their present address please have them write to Percy F. Hicks, 330 Chartres St., New Orleans, La.

\* \* \*

**ARTHUR G. CHAMPAGNE**

Your sister, Evelyn Payne Sylvester is trying to locate you. She asks that you get in touch with her as soon as possible at the following address: 8087 La Mesa Blvd., La Mesa, California.

**MONEY DUE**

**GARLAND T. FLOYD  
 FLOYD McCELLAN**

You have money coming to you and can pick it up at the Savannah Hall.

\* \* \*

**SS ADA REHAN**

C. Pengraze, \$257.55; W. Elledge, \$203.85; W. Jonson, 235.62; N. Fifer, \$226.03; G. Turner, \$206.92; L. Stutton, \$256.16; T. Nee, \$125.70.

The above restricted time money is payable at the McCormick Steamship Co., San Francisco, Calif.

**NOTICE!**

**GETHEROS, LUTHER WM.  
 P 703**

Please contact 6th floor office at New York headquarters in reference to obtaining book. Be sure to bring your permit and receipts.

\* \* \*

The names of members listed below hold Great Lakes receipts listing their payments issued at Galveston, August 29, 1946. If they will forward these receipts to this Branch we will return their records on A&G receipts.

E. Jenkins, TC 12954; A. E. Robertson, TC 6423; C. Harvey, TC 12931; R. B. Webb, 46306; E. V. Starling, TC.....; L. G. McNair, 33095; J. A. Hughes, 39694; J. W. Weeks, TC 11313; C. O. Horton, TC 12797; V. E. Sawyer, TC 12892; D. Bissett, 1234; H. Lowman, P-3-262; R. L. Butler, G 147.



**BOSTON HAILS THE VICTORY**



When the announcement came through that the Government had reversed the decision by the WSB that deprived SIU-SUP members of their rightful wages, there were not too many men present in the Boston Hall. Most of the men were out on the many picketlines that completely locked up Boston's shipping. Others were attending to the duties which have to be done in order to run a successful strike action. Nevertheless, the men in the Hall at the time really raised the roof when they heard the good news. Multiply this picture about 20 times and you will have a good idea of what the celebration looked like when the men returned to the Hall.

**Injured Seafarer Discharged From Hospital After Criticizing Slowness Of Treatment**

In a letter to the LOG, dated September 20, T. B. H. Anderson, Medical Officer in Charge of the Staten Island Marine Hospital, defended what had transpired in Brother Lester Knickerbocker's case, reported in the LOG on September 13, and made the point that because of the conditions under which the hospital was operating, it was impossible to furnish the very best food and care which they would like to be able to furnish.

Dr. Anderson goes on to say that Knickerbocker received the treatment indicated in his case, and that there was no undue holdup in either his admission, or in instituting the required care.

Last week Brother Knickerbocker painfully made his way to the LOG office, and gave his version of what really took place. He stated that everything he told to the delegation which visited him on September 8, and which was reported in the LOG on September 13, was absolutely true.

He went on to state that because of his remarks he had been discharged from the hospital during a driving rain, and before his leg had completely healed. Last week the LOG printed Dr. Anderson's letter. This week, in the interests of truth, we print Brother Knickerbocker's tale. Here is what Lester Knickerbocker told a LOG staff member when he visited the office:

**MADAGASCAR BETTER**

It may sound funny, but the following story is absolutely true. Lester Knickerbocker, Carpenter, received better treatment at a French Army hospital in Madagascar than he received at the Staten Island Marine Hospital, right here in the United States!

After an injury aboard his ship in Madagascar, Knickerbocker was rushed to the hospital in great pain. He was immediately x-rayed, and his injury was diagnosed as a broken kneecap. Treatment was quickly started, and on August 26, six weeks after the time of the accident, he arrived in the port of New York. An ambulance met the ship at the dock, and that was the last decent treatment that he got.

When they arrived at the hospital, according to Knickerbocker, he was notified that he could not be treated or examined that day, and that he should return the following day. He had no crutches

and no cane, and he was therefore forced to take a taxicab back to the ship.

**SAME STORY**

The next day the story was repeated, with only one variation. This time he was x-rayed before being told to return the next day. All told, it was five days after he returned to his native land before he was finally admitted to the Staten Island Marine Hospital.

Each day, however, he was forced to go out to the hospital, wait around for long periods of time, and then return to the room he had to rent when the ship sailed.

Even when, at long last, he was admitted to the hospital, his situation did not improve. For four days, over the Labor Day weekend, he got absolutely no attention. This would not have been so bad if it hadn't been for the fact that he was in constant pain all the time.

**STORY LEAKS**

On Sunday, September 8, a delegation of SIU members visited the Staten Island Marine Hospital to give the incapacitated Brothers the lowdown on the strike, which was then in its third day. In making the rounds, Brother Knickerbocker was interviewed and his story, about his long wait and subsequent bad treatment, appeared in the September 13 issue of the LOG.

What happened after that has all the earmarks of dictatorship. A few days after the story appeared in the pages of the LOG, a couple of the physicians and officials of the hospital came over to Brother Knickerbocker and asked him whether he was the Les Knickerbocker who had made the complaint to the visiting delegation.

Knickerbocker admitted as much, and then explained his stand, and the fact that he had been ill-attended and had had to wait for several days before being admitted to the hospital in the first place. The doctors listened attentively and then departed.

**BLOW FALLS**

The next day, a nurse came up to Brother Knickerbocker and told him that he should pack his clothes as he was being discharged that afternoon. That afternoon happened to be a very rainy day, and since Lester's pleas were of

no avail, he had to leave during a drenching rain. The hospital's excuse is that he was being discharged to the Hudson and Jay Clinic for outpatient treatment.

As far as Brother Knickerbocker is concerned, he doesn't care what the hospital claims. All he knows is that he needs care and rest, and that he can't get either one when he has to travel to a clinic a few times each week for treatment.

He also knows that the only reason he is out of the Staten Island Marine Hospital is because he had the guts enough to complain about the poor treatment, poor food, and wearying delay that attended his entrance and stay in the hospital.

And Brother Knickerbocker, and the other members of the Seafarers International Union think that it is a dirty trick for an agency of the United States Government to take out its spite on a poor seaman who has a legitimate complaint, instead of trying to straighten things out so that seamen won't have complaints in the future.

**"Two Years Before The Mast" Shows Pre-Union Seaman's Life**

NEW YORK—I have just returned from viewing the opening of the film "Two Years Before the Mast," and was very much impressed with what I saw. The story coincided in all details with the book by Richard Henry Dana which I am sure most of us have read at one time or another. There is no getting away from the fact, Richard Henry Dana knew and understood the seamen of those days and their problems.

It was through the uproar raised by his book that the first laws to protect seamen on the high seas were enacted by Congress. Through these laws a real step forward was given to all American seamen.

However, in spite of the laws enacted at this time seamen were still slaves and at the mercy of hard boiled shipp's masters and the bosses, the shipowners.

It wasn't until the late 1880's when that great emancipator, Andrew Furuseth, took up the struggle for decent laws and or-

**AFL Maritime Council A Definite Success**

By EARL SHEPPARD

With the entire waterfront once again tied up as a result of the current strike called by the Masters, Mates and Pilots of America—AFL and the Marine Engineers Beneficial Association—CIO, it's time we SIU members paused for a look at the record.

Recently, the SIU-SUP struck the entire shipping industry in what turned out to be the greatest general maritime strike in U. S. history. The results of that strike are past history. We won our beef just like the Seafarers always win their beefs.

All SIU-SUP members helped in winning our victory. And our affiliates in the AFL Maritime Trades Department gave us valuable assistance. In addition, several CIO and Independent Unions pledged their support to us. As a result, we won our beef; the WSB was defeated completely, and an entirely new wage pattern was set up for all maritime workers.

**ALL WIN INCREASES**

The total result of the SIU-SUP victory was that the value of the AFL Maritime Trades Department was proven beyond



argument, and that the wage gains of all unlicensed seamen were made possible. Look at the increases gained by the National Maritime Union—CIO, Marine Cooks and Stewards—CIO, and the Marine Firemen, Oilers, Wipers and Watertenders—Independent. Would they have secured those gains if the SIU-

SUP hadn't made it possible? You know they wouldn't!

Since then the International Longshoremen's Association—AFL has won a 15 cent hourly increase and a 22½ cent hourly overtime rise. The large majority of the AFL Longshoremen voted to accept these gains, and no further action by the AFL Maritime Trades Department was necessary. But this powerful group of waterfront Unions stood ready to help the Longshoremen if necessary.

Now, our affiliated brothers in the MM&P are out on strike to secure decent wages and Union security through a Union hiring hall. Although their strike has been technically called a lockout; a lockout rather than a strike, they have no contract, and traditional AFL policy is not to work without a contract. The shipowners refused to meet the MM&P's reasonable demands, and the strike was necessary.

**OFFICERS STRIKE**

Along with the MM&P, the MEBA-CIO also struck for higher wages and Union security. The AFL Maritime Trades Department and the SIU-SUP fully support both MM&P and MEBA strikes. They are legitimate strikes for legitimate demands, and we always support strikes of that kind. That's traditional SIU-SUP policy.

Right from the start, certain communist elements in both the MM&P and MEBA tried to cause disruption and make political hay while the strike emergency was on. This was quickly brought to the attention of MM&P leaders, and they did a good job of eliminating these disrupters.

**MEBA DIFFERENT**

In the MEBA we have a slightly different picture. There we have a fairly strong entrenched commie minority, and as a result the MEBA is having a tough time of it. The assistant Business Agent in New York, Romanoff, and the Local 33 publicity man, Coco, are both confirmed commies. Proof of this lies in the fact that Romanoff openly issued statements that he would lend assistance to the small but troublesome communist minority in the ILA. However, this individual was forced to retract these statements in the face of strong SIU-SUP protest.

We in the SIU-SUP have learned the value of the AFL Maritime Trades Department. The sooner the Marine Firemen and Marine Engineers learn that they need strong support like the AFL Maritime Trades Dept. to win top conditions and lick the commie disrupters, the sooner they'll become strong unions.

seamen by the Coast Guard as that treatment is common knowledge. These Coast Guard brass hats should see this picture, as it puts them in the same light as the brutal "Captain Thompson" of the story, and like this notorious skipper they also will be eliminated from the Merchant Marine picture. It may take some time but we will eventually cast off the yoke of Coast Guard control.

Louis Goffin