

SEAFARERS' LOG



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

Vol. VIII.

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No. 5

SIU ELECTS NEW OFFICIALS FOR 1946

Calmar And Ore Sign Contract

Subject to membership ratification, the Seafarers International Union of North America has signed agreements with the Calmar Steamship Corp. and the Ore Steamship Corp. The agreements incorporate features superior to the majority of contracts now held by the SIU.

As usual, provisions of the agreements are far superior to any held by the National Maritime Union (CIO), the Marine Cooks and Steward of the Pacific (CIO) and the Marine Firemen, Oilers, Watertenders and Wipers of the Pacific (Ind.).

SIU officials who conducted the negotiations with the Calmar and Ore shipowners, look upon the agreements as a major victory for the Union.

While there still are some obstacles to complete agreements to be ironed out with the shipping companies, SIU officials are confident that these would be dealt with to the further benefit of the Seafarers.

FULL REPORT DUE

A full report of the negotiations and all features of the agreement was presented to SIU rank and file members in the New York Hall on January 30. As the *Log* went to press, copies of the agreement were being rushed to all SIU Halls to be brought before the membership for ratification.

The agreement followed a four-year curtailment of negotiations brought on by the war.

In December, 1941, as a result of a National Labor Relations Board election, the SIU was designated as the collective bargaining agent for seamen aboard ships of the Calmar and Ore Lines. The war then interrupted contract negotiations.

Next step was a review of the Union's demands and the companies' counter proposals by the War Labor Board's shipping panel. Because the SIU presented a better case than the companies, the WLB panel denied most of the proposals by the company and granted the majority of the SIU proposals. These were modified, however, to comply with conditions prevailing in the shipping industry in general.

RECOMMENDATIONS

After V-J Day, the policy of the WLB was changed. It no longer had the authority to issue

directives on cases pending, but merely issued recommendations.

The agreements reached by the SIU and the Calmar and Ore Lines follow, in most cases, the recommendations of the WLB, and are almost certain to be approved by the membership when reviewed.

They cover various phases of pay and overtime pay, and work-

ing conditions. That it would be superior to agreements made by the NMU and the other CIO and independent seamen's unions was a foregone conclusion. But, Seafarers officials pointed out, it goes even further than that. It contains provisions that are better than most agreements or contracts the SIU now holds with other shipping companies.

Hoard Crew Hurls Lie At NMU; Votes To Support SIU In Election

Crew members of the William D. Hoard, Isthmian Line, voted unanimously for the Seafarers International Union as the Union of their choice at the first regular ship's meeting held aboard that vessel. Isthmian seamen were highly incensed at the lying reports appearing in the January 18th issue of the *Pilot*.

and were resentful of the false claim put forth by the NMU propaganda sheet that "they" had assisted the crew in beating some logs and collecting \$3,000 in disputed overtime.

These Isthmian seamen decided on the Seafarers after careful consideration of all the factors involved. As one man aptly put it, "If that (referring to the *Pilot* story) is the way the NMU does business, then we sure as hell want no part of it!" This seemed to be the opinion of all the men aboard the Hoard, and they declared their intention of joining the SIU as soon as possible.

After the entire issue of unionism was thoroughly thrashed out at the Hoard meeting, the men voted unanimously in favor of the Seafarers to the tune of 24 for the SIU and 0 for the NMU. Minutes of the first Union meeting on the Hoard are herewith presented in their entirety.

MEETING OF JANUARY 22

The meeting was called to order at 12:30 p.m. by Acting Engine Delegate Earl Warner who explained that the purpose of the meeting was to elect delegates from each department by popular vote to represent the crew members in any shipboard beef.

Nominations for Chairman were opened. Brothers J. Cannon and J. Briant were nominated, and J. Briant was elected.

Nominations for Recording Secretary were opened, and G.

Stevens was nominated and elected by acclamation.

NEW BUSINESS

Moved and supported by Cannon and Pedersen that one delegate be elected from each department. Carried.

Nominations for Deck Delegate

were opened, and Brother R. Bates was unanimously elected.

Nominations for Engine Delegate were opened, and Brothers E. Warner and H. Hutchinson were nominated. Warner was elected.

Steward Dept. nominations were E. Nova, H. Davis and J. Cannon. Brother Cannon was unanimously elected.

Moved and supported by Bro-

(Continued on Page 12)

Oldtimer Joins Seafarers; Blasts NMU Leadership

GALVESTON — He looked like an oldtimer when he walked into the Hall here the other day. Anyone who had been sailing for long could have spotted him for a seaman. There was a sort of swagger about him, the sort of air that says "I haven't got a chip on my shoulder, but I'll damn well knock one off yours if you try to make any trouble for me."

Said his name was Adams—Sherwood J. Adams. Then he looked straight at us. "I want to see one of the SIU picarús," he said. "I want to join the Seafarers."

We shot a question at him, quick.

"Yes," Sherwood J. Adams said, right off, "I'm a member of another union already. I'm a member of the NMU."

\$64 QUESTION

What the hell, we asked, was he doing in a Seafarers' Hall?

Adams allowed as how that was a right prime question. He said he was expecting a question

(Continued on Page 4)



SHERWOOD J. ADAMS

Simultaneous coastwise Branch meetings of the Atlantic & Gulf District, held last Wednesday night, accepted the report of the Tallying Committee on the election for District Officers for the year of 1946 and voted to install the winning candidates into office. John Hawk, running unopposed, was re-elected as Sec-

retary-Treasurer for his seventh term. J. P. Shuler won the post of Assistant Secretary-Treasurer, replacing Louis Goffin, who was elected Jacksonville Agent. In addition to filling the executive posts of the Union, the membership overwhelmingly passed re-

solutions authorizing the buying of Union Halls in the Ports of Boston and Philadelphia.

Incoming officials pointed out the great gains made by the Seafarers during the last year, and pledged themselves to better the excellent record the outgoing officials had set. Success in the organizing campaigns the SIU is now undertaking, particularly in the Isthmian fleet, will definitely establish the Seafarers as the strongest union in maritime, it was stated, and the maintenance and extension of the membership's support will insure success in that field, they said.

The resolution to buy a building in the Port of Boston was voted for by 86 per cent of the valid ballots. Philadelphia was authorized to purchase a building by 81 per cent of those voting. Constitutional provisions require a two-thirds majority, so these resolutions were declared passed.

Since the Constitution does not provide for the disposal of used ballots, it was recommended that the ballots be held until the Quarterly Finance Committee is elected to audit the books and bills for the first quarter of 1946. This committee is to have the authority to destroy all ballots for the 1946 elections.

Following is the complete list of all Atlantic & Gulf District officials for the coming year:

District Officers

SECRETARY-TREASURER
John Hawk

ASSISTANT SECRETARY-TREASURER
J. P. Shuler

New York

AGENT
Paul Hall

DECK PATROLMEN
Joseph Algina
James Sheehan

ENGINE PATROLMEN
Joseph H. Volpian
James Hanners

STEWARDS PATROLMEN
Claude Fisher
R. E. Gonzales

Boston

AGENT
John Mogan

(Continued on Page 9)

SEAFARERS LOG

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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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267

'UNITY'

Leaking badly at its seams with the signs of imminent disintegration now visible to the naked eye, the National Maritime Union is issuing frantic and hysterical appeals for "unity on the waterfront."

The Seafarers admits that unity among all maritime workers is something which must be achieved if seamen are to keep and advance still further the gains they have made in recent years—gains that were made by the SIU-SUP despite sabotage by the NMU commie-inspired leadership.

Waterfront unity is certainly a good idea; but it all depends upon with whom you are uniting and for what purpose.

Their past record and present actions of their leaders is the most powerful argument against uniting with the NMU.

If a united waterfront is to be a reality, and successfully encompass all sections of maritime labor, it must be built on the firm foundation of progressive, democratic, rank-and-file trade unionism—standards which the NMU has never recognized.

For the benefit of those seamen and maritime workers who have newly entered the industry and who do not know the score, we will enumerate the facts of life as far as the NMU is concerned.

Oldtime membership is deserting the NMU in droves and joining the SIU for the betterment of their wages, working and living conditions. Read the story of Sherwood Adams in this issue of the Log; he is a perfect example of the typical rank and file seamen who helped found and build the NMU, but can no longer bear to see the organization subverted.

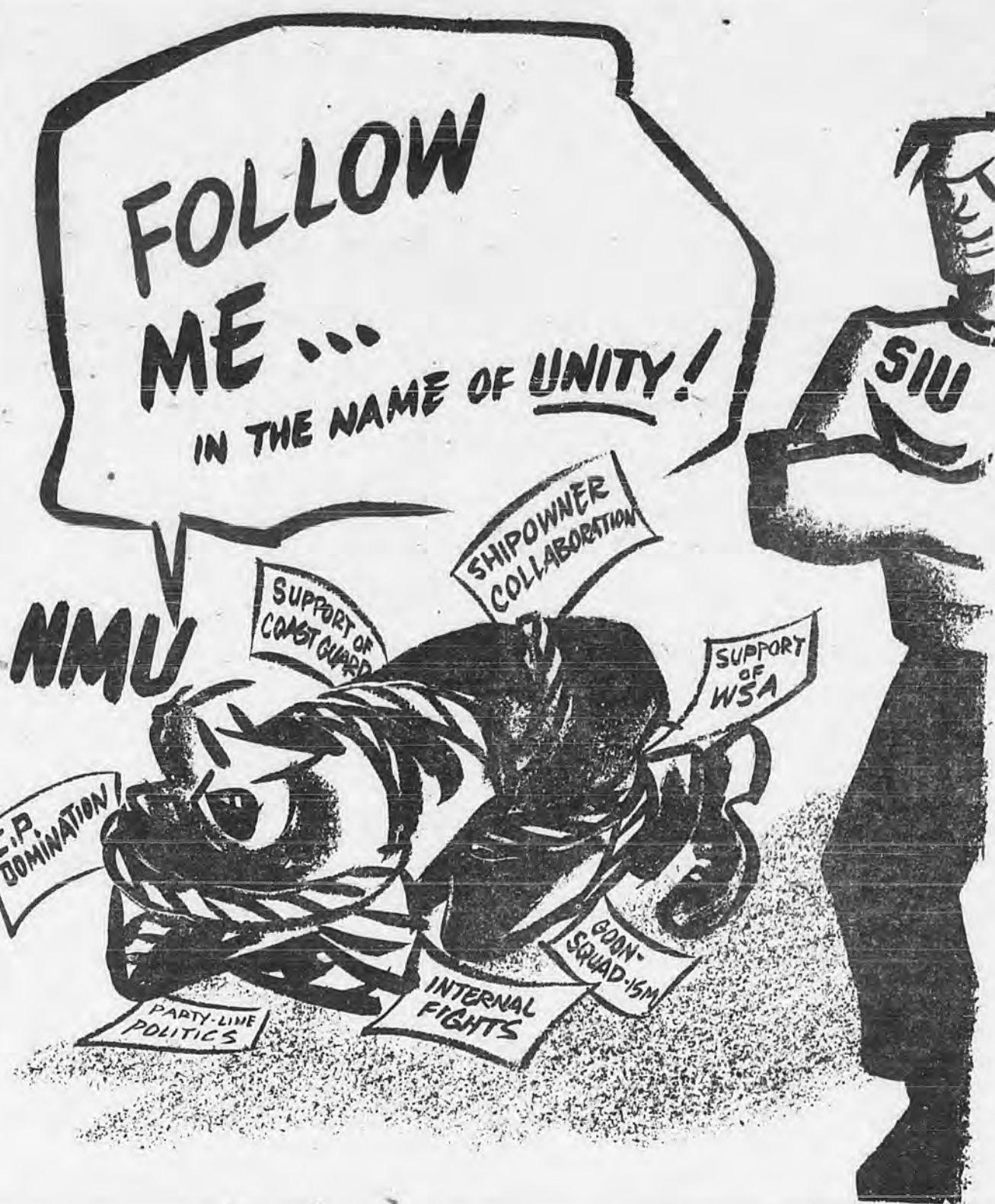
There is no unity within their (NMU) organization; as witness the case of Ralph Rogers, former national official, who resigned in disgust. Top leadership is divided into two factions fighting for control, and there are rank and file groups actively opposed to sellout NMU leadership.

Even with the lame excuse of the war emergency finished, their mis-leaders are still collaborating with the shipowners, eliminating jobs for the members and piling additional tasks on their shoulders by making them perform jobs which should be done for them. (See story by J. P. Shuler on page 3 for more on this question.)

Lies and intimidation are part of the NMU's stock in trade; just read the William D. Doard story which appears in this week's Log, and check the reproduced affidavit in the editorial which was printed two weeks ago. These are the facts which tell of the almost unbelievable depths to which desperate NMU commie leaders are going to gain their evil ends.

Scabbing on other maritime workers is an old NMU story. Recently in Philadelphia when the Tugboatmen were out on strike, they attempted to break a legitimate strike of their fellow workers by openly scabbing. This, of course, was in line with their long record of strike breaking and scabbing.

Members of the NMU receive secondary considera-



WITH THE SIU IN CANADA



VANCOUVER — This branch of the Seafarers International Union is throwing its entire weight into a campaign to modernize the Port of Vancouver. As it stands now, the waterfront needs an entire overhauling to provide adequate modern docking facilities so that this Port can make full use of its potentialities, and to eliminate the dangerous fire hazards that the present wooden structures now are.

POLITICAL MESS

Greatly needed are at least two large fully-equipped fire boats capable of handling a major waterfront blaze. There were two major fires here in recent times, and the present equipment could not handle them. The whole port set-up is a political mess, and should be cleaned out. Vancouver will never amount to much if present policies are continued.

This Branch has submitted a brief to the War Labor Board of Canada requesting certain changes in conditions on vessels operated by the Union SS Co.; the CPR, and the Canadian National Steamship Service. The Union asked that uniform conditions prevail on all three lines and made the following demands:

MAKE DEMANDS

1. That salaries be raised for every rating. Examples: Quartermasters to receive \$120 instead of the \$100 they now get; Oilers \$120 instead of \$105.75; Chief Cook \$155 instead of \$120. (Canadian seamen have not had a raise in their basic wages in twenty years).

2. Raise the overtime rates to 85 cents an hour instead of the present 50 cents.

3. All longshore work done by seamen to be paid for at the prevailing longshoremen's rates. If done at a port where no regu-

lar rate has been established, then the pay shall be no less than 85 cents per hour.

4. Compensation at the rate of \$1 per day while carrying dangerous cargo; i.e., explosives, gasoline, etc.

5. That the eight-hour day be established on Canadian vessels. (Present hours are, depending on the company, from eight to twelve hours a day.)

6. An extra day's pay for all legal holidays while at sea, and overtime for all such days while in port.

7. Annual holidays with pay, on the basis of seven days for six continuous months of service, and fourteen days for twelve months service.

AID U. S. SHIPS

All U. S. ships coming into this Port, and there have been many lately, are all contacted by our Patrolman who floods them with Logs and any other material we have, and, of course, squares away all beefs.

Sometimes these vessels take up so much of our time that we have to neglect our own. However, we work like hell to satisfy everyone. We have shipped quite a lot of our members on U. S. ships lately, when they have been shorthanded in our ports. It really means something to our members to ship on your vessels where they have decent conditions.

tion. Only after the commie party demands and continuously changing line have been complied with are the members considered at all. When allegiance to a foreign country and ideology controls the decisions of their leaders, how can American seamen expect consideration?

Yes, we all want unity on the waterfront, and we must have unity for progress and continued survival. However, that unity must be on a basis of militant, progressive, honest trade unionism like the SIU practices—not scabbing, finking, and kowtowing to the shipowners!

Lewis' Miners Back In AFL

MIAMI, Fla. — John L. Lewis signed a check for \$9,000 last week and 600,000 miners found themselves back in the AFL which they deserted almost 10 years ago.

In paying the United Mine Workers' January dues, Lewis also took over the seat at the AFL Executive Council table vacated by Harvey W. Brown, president of the Intl. Assn. of Machinists, whose 700,000 members dropped out of the Federation in October, 1945.

AFL President William Green said that "I interpret this step taken by the mine workers as evidence of their determination to wipe out the division of labor and to establish unity. It might be interpreted as a move to place the house of labor in order. It will have a profound effect upon the expansion and development of a united labor movement." He added that "The story that I was going to retire with the return of Mr. Lewis is false. I am going to continue as president of the AFL."

PROGRESSIVE MINERS

The one discordant note in Lewis' "homecoming" was the vehement objection of the 35,000 members of the Progressive Miners of America. President John Marchiando declared that "The act of the Executive Council in my opinion is a strict violation of the AFL constitution." The last AFL convention, he asserted, ruled that an AFL affiliate must give its consent before another organization in the same craft may be admitted.

"That consent was never given—and never will be—by the Progressive Miners of America," said Marchiando. He said that the issue will be presented to the union's membership whether to give consent or leave the AFL.

Nationwide Boycott Of Montgomery Ward Proposed By Union

ATLANTIC CITY, N. J. (LPA) —A nationwide boycott of Montgomery Ward by labor and the public was urged last week by the general executive board of the United Retail, Wholesale & Dept. Store Employees in its quarterly meeting here.

Wards, whose 76,000 employees the URWDSEA has tried to organize for nine years, has "consistently attempted to defeat organizations of its employees, has resorted to espionage, coercion and intimidation, and having failed, refused to bargain in good faith," the unanimously passed resolution declared.



HE'S TYPICAL



This is Jake Richard, who recently completed a trip on an Isthmian ship, the SS Norman Mack. He is typical of most of the younger men who came out of the maritime service and landed with Isthmian. In France, he met several Seafarers, who told him about the SIU and invited him aboard their ship. What he saw convinced him where his place was. When he came to the States, he reported to the SIU Hall in New Orleans, and applied for membership. He knew what he wanted—and he got it—a lucky thing for him and for the Seafarers.

SIU Makes First Move Toward Union Operated Upgrading School

The first concrete step toward the establishment of an SIU upgrading school for the Seafarers' membership was taken last Wednesday night when coastwise Branch meetings voted overwhelmingly for a resolution that authorized the election of a committee to investigate the possibilities and advisability of establishing such a school in the Port of New Orleans.

There has always been great membership sentiment in favor of such a step, as informal polls, resolutions from ships meetings and letters to the *Seafarers Log* have shown. The resolution, submitted by Brothers Paul Hall, C. J. Buck Stephens and J. Steely White, pointed out that there is a great shortage of men in qualified ratings, while there is an over-abundance of unqualified ratings in practically all ports. Being unalterably opposed to government controlled and operated fink schools, the only move open to the Union is to own and op-

erate its own school, the resolution states.

The elected committee will return a full report of its findings to the membership in all Ports for complete discussion, and to the scheduled Agents' Conference.

The complete text of the resolutions follows:

WHEREAS: The Seafarers' International Union of North America that this time is experiencing an acute shortage of all men in qualified ratings, and

WHEREAS: This shortage has reached the extent where it is making it difficult to supply our contracted ships in general and Pacific District Tankers in particular with qualified ratings, and

WHEREAS: At the same time that we are experiencing a shortage of qualified men for our contracted ships, we are also having difficulties in obtaining qualified men for un-

organized vessels to act as organizers, and

WHEREAS: It is obvious on checking the shipping files and list, that we have more than a sufficient number of unqualified men on the beach in practically all ports, and

WHEREAS: The Seafarers, while acknowledging this shortage of men, is at the same time on record as being unequivocally opposed to Government controlled and operated fink schools doing upgrading work which is now being done, and

WHEREAS: Our membership has time after time expressed itself of the opinion that this work should be Union controlled and Union administered, so, therefore

BE IT RESOLVED: That the membership goes on record as electing a committee to investigate the possibilities and advisability of establishing in the Port of New Orleans an upgrading school for the benefit of our membership, to help them to not only become better craftsmen, but better Union men as well, and

BE IT FINALLY RESOLVED: That this elected committee return a full report in all details to the membership in all branches as well as referring the report to the coming Agent's conference for action and recommendation thereon.

NMU Cooperates Its Members Out Of Jobs

By J. P. SHULER

The port of New York had a fair week with all beefs being settled at the point of production. Shipping fell off here due to the fact that a large number of ships have been laying in the stream without paying off. The situation should be relieved during the coming week with more ships paying off and getting into the dock.

Another reason for lighter shipping is the reduction of the stewards department on Liberty Ships being converted from troopships to cargo carriers.

The Seafarers International Union has a stiff fight ahead of it, especially in the Stewards department, as we not only have to fight the shipowners and steamship companies but also such sellout artists as Joe Curran.

One of Curran's latest escapades in labor-management "cooperation" is exposed in an article in the January 25th issue of the NMU "Pilot".

STILL "COOPERATING"

Moore-McCormack has introduced a plan to reduce the stewards department by serving the crew cafeteria style, and Curran is setting some kind of brown nose record in what he has to say in his "passing the word — all hands and the cook" column in the Jan. 25 issue of the "Pilot."

"The Union has looked over these plans with representatives from Moore-McCormack. They also gave us their ideas of having a high class cafeteria style of feeding on these ships, and there is a great deal of merit in their plan."

The ships he is referring to are the new 150-passenger ships now under construction for Moore-McCormack as well as for a number of lines under contract to

the Seafarers International Union.

In 1938 the NMU made a deal with Lykes Brothers in the Gulf whereby the Watertenders on water-tube boiler ships were eliminated, and the rating "Fireman-Watertender" created. At the very birth of their set-up in 1937 they agreed to a deal with Moore-McCormack whereby Firemen worked day work, Watertenders fired and Wipers were eliminated.

PHONY PLAN

Every one of these phony deals has resulted in smaller crews and

more work for the individual crew member. This phoney cafeteria plan means more and more regimentation — it means that the seaman eats a la steam table, with cooked to order steaks, eggs, etc., becoming a thing of the past. Above all, however, it means the cutting down of the number of messmen carried, and the creation of new low standards of service.

In the past few weeks the NMU has again set the pace by scabbing on all stewards department men and agreeing to a new low stewards department manning scale.

Coast Guard Up To Old Game

One of the things you can always say for the Coast Guard is that it's officers are consistent—consistently Snafu.

Comes now Ben Goldblatt, rated at Second Steward, with 15 years of shipping experience behind him, who has a new chapter to add to the book we plan to write about the CG some day, with the title "Semper Snafu."

Ben was aboard the Smith and Johnson Williams Victory last October 10 when it pulled into LeHavre. Along with other crew members, he went ashore at 1 p.m., noticing, as he went, a sign that said the ship was leaving at 6 a.m.

Ben got back about 8 p.m. His ship had left. He had misread the sign. It had said 6 p.m.

So Ben moseyed over to the WSA to see whether he could pick up another ship. There were plenty of them in port. The WSA boys sent him to the Coast Guard. The Coast Guard didn't listen. He'd missed his ship, so he was a "deserter." They put

Ben on trial, forthwith. At first they were going to charge desertion, then cut it down to "misconduct," being in a charitable frame of mind.

And so, for "misconduct," they



took his papers away from him for five months.

Mind you, this was a good while after V-J Day, and Goldblatt is past draft age. Various Coast Guard officers have since commented that the sentence was "too severe," but they didn't do anything about it.

Now we ask you?

SAILING ISTHMIAN



SIU member Alfonse Rosewich, Deck Eng., has a number of friends who have been sailing Isthmian for some time. He's been a Seafarer for two years, and believes all SIU men should be ready to ship Isthmian, as conditions on those ships are bad, and they really need unionizing, a la Seafarers. When Brother Rosewich joined the SIU, his ship (Burnt Island—Moran Tugs) was strafed by Jap planes in the South Pacific. He's been a deck delegate several times, and otherwise active in the Union.



QUESTION:—Several proposals have been made for expanding the SIU educational program. How do you think such a program should be carried out.



FRANK HALL — Unionism is the primary subject that should be taught, militant SIU unionism. If the boys are ambitious enough to want to learn history or some other subject, they can learn it through correspondence courses or extensive reading. But where else can they learn Unionism? But this is a Seamen's Union, and we should have a chance to learn things that will be valuable to seamen, so they can be upgraded as they progress. Personally, I'm a Baker, and I'd like to learn more about the Steward's Department.

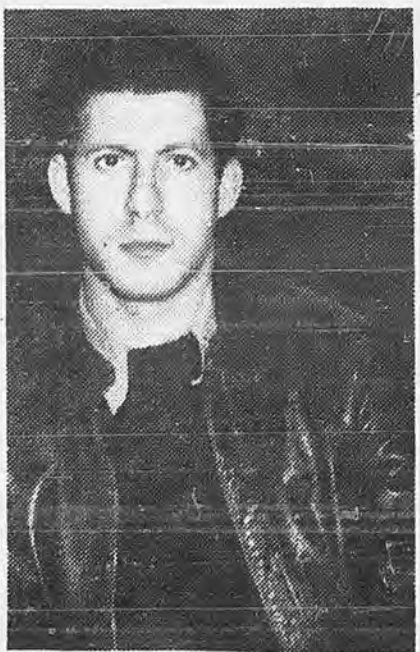


ANGELO MONTEMARANO — I think the educational program should be for Ship Delegates first. If they are well grounded in unionism in general and the SIU in particular, they would be able to pass it on to the trip card members who haven't been exposed to Unionism. And I think their talks on shipboard should be open to the unorganized seamen, too. Those boys only need to know what it's all about to see the light. Naturally, the delegates would have to learn a lot more than SIU history to put over such a program; it would mean a fairly intensive course of study for them. But I think the time and the effort that would be required would be well worth it.

CURTIS NELSON — I think such a program would be important, and I'd like to see classes established in every SIU Hall. I don't believe the idea of Ship Delegates running the courses aboard ship would be too practical; they'd have too damned much to do. Take this Hall, though. Everybody who's in port comes to the Hall sometime during the day. If they don't find a ship they hang around a while. I'd like to make use of my time while I'm waiting — learning something about the Steward's Department.



MICHAEL DENDAK — I believe an educational program would benefit the Union considerably. But I am firm in the belief that the education should not be confined to Union activities and Union history. A public speaking course would be a marvelous asset for the individual and would help the Union as well. A man who can talk on his feet will express himself on questions that come up; it would keep the SIU the democratic outfit that it now is if everyone spoke his piece. And I think the history of trade unionism as a whole, not merely the seamen's unions, would be good to read about, hear about and study.



Fed Up With NMU, Oldtimer Joins SIU

(Continued from Page 1)

like that, and he had an answer for it. "Brother," he said, "I've got a list of beefs as long as a boatdeck. They're beefs that are everyday scuttlebutt along the entire front, and I need help."

He sort of trailed off on those last words. He looked sort of sheepish about asking for help. Then he came back strong.

AN ORIGINAL MEMBER

"Look, Brother, I'm one of the original members of the NMU. I joined the finky outfit on May 22, 1937. I thought it was a great thing then. I was in the thick of some really rough, tough and nasty fights in the days when we were building that union. Along with a lot of other good guys. We went hungry on the picketlines, and, Brother, when you hit the bricks in those days you didn't expect to come back aboard real soon. We were trying to make a good union, and we thought we were on the right track."

Sherwood J. Adams, the NMU rank and filer who wanted to ship SIU, took a deep breath.

"And what happened," he barked.

He didn't seem to expect us to answer his half-question, so we just nodded.

COMPLETE SELL-OUT

"The leaders of the NMU sold us down the river," he supplied. "I saw it happening and felt it. But by God, there wasn't a damned thing I could do about it, nor any of the other working stiffs either. It was as complete a sell-out as ever you want to see."

"Why, hell, Brother, it hurt the hell out of me to see those dastards pull their 'management-labor program.' I could tell you things. I could tell you about those leaders—we thought they were 'our' leaders—wining and dining those same rotten shipowners who had persecuted us and exploited us. Right in our own hall, too. Then, by God, they'd speak 'Peace—it's wonderful.'"

Brother Adams—we felt that way about him already—was mad as a wet hen. He glared at us as he talked, and whapped down on the desk with his fist for emphasis.

SCHOOL FOR FINKS

"Look. You know what they did? They start preaching to us how to become shipowners' stooges. Sure! They open what they call a 'Leadership School' to teach reading and writing and NO STRIKING.' Yeah. That's what the commies called it, 'a leadership school.' I can think of a better name, though. They should've called it a course in how to be a fink."

We said we had seen all this, too. Only from the outside. We asked him why he and the other rank and filers hadn't done something to bust it wide open.

"Try to stop it? Of course we did," he said. "There are a bunch of good guys in the NMU who didn't want to take it laying down."

"But listen. It was like butting our heads against a stone wall. The walls of the Kremlin, maybe."

Book No. 15867 Old Book No. 2394 D
Official Rec. No. 22684
ADDRESS CHECKED
Certificate of Membership
Name of Member SHERWOOD J. ADAMS
THIS CERTIFICATE, when signed by the officers, is evidence of the fact that the bearer, if corresponding to the personal description appended hereto, is a member of the
National Maritime Union of America, C. I. O.
Not valid unless countersigned

Signature Sherwood J. Adams
Rating A. B. AND BOSUN
Birthplace U S
Permanent Address 94 HICKS ST BKLYN N Y
Color WH Height 5 9 Weight 155
Color of Hair BRN Color of Eyes BLU
Joined by Port N Y Date 5-22-37
Nearest Relative WIFE - FRANCIS
Relative's Address SAME

This is a reproduction of Sherwood Adams' NMU book. Note the date of joining, May, 1937 and his low book number—Adams was one of the founders. He was in good standing at the time he left. The signatures of the union officials did not come out in this reproduction, as they were stamped in light blue ink, which does not photograph.

Those commies rigged all the meetings. They've got the membership by the neck."

DISILLUSIONMENT

He shook his head sadly. We were impressed. Here was one NMU guy we could respect. He had believed in his union and fought for it. Now he was disillusioned.

We were pondering this thought when he blazed out again.

"The payoff for me—what finally made me decide to leave the NMU—was that blast of Curran's several days ago against the SIU."

"It's bad enough that this sort of finky guy has already ruined what was once a real union. But to sink so low as to take pot shots at the only real seamen's union left in the industry—that was too damned much."

MORE QUESTIONS

Adams simmered down some after that. We felt that he had gotten something out of his system, and asked him a few more questions.

He answered these quietly, with dignity.

Yes, he had known for some time that the SIU was a good outfit. He had been of the opinion that seamen should work toward the day when they could all be back in one union. He had even done a little spadework toward planting that idea among the rank and file of the NMU.

But what was the use? What could you do in an outfit when the leadership devotes all its time

to sling mud at the only real seaman's union in existence?

STRAIGHT COURSE

He looked at us, with the question mark still hanging in the air. We finally said that the only thing we could think of was what he had decided to do, and then had done—join the SIU, and let the poor working stiffs in the NMU work out their own destiny if they insisted on staying in.

These are the conclusions we reached about Adams through that conversation:

1. That he is fervently anti-communist.
2. That he is first and foremost against the system that allows only commies the breaks in the NMU.
3. That Adams personally knows all of the NMU piecards and thinks they all stink.
4. That he resents, most of all, the way his former union is used to push only commie propaganda instead of real sailors' issues.

So we have a new member of the Seafarers. We think he'll be a good one. And we have a feeling that he's the first of many NMU rank and filers who'll notice how the wind has shifted and will be coming over to us.

After all, the story of Sherwood J. Adams is the story of a lot of disillusioned men in the NMU. Just change the name and the fact, and multiply by hundreds, and you have a look at the situation in the union of the little red rascals, Joe Curran and Blackie Myers.

THE MEMBERSHIP SPEAKS

SAVANNAH HALL MADE IMPRESSION ON THIS SEAMAN

Dear Editor:

Much too often one notices skill of an exceptional nature, or a job being well done, and after subconsciously patting the person responsible on the back, passes on. Or sometimes we men reach the point of sitting down to write the powers that be and commend such deserved work and then, on sitting down, gradually talk ourselves out of extending such literary bouquets.

Such is the status of a number of us crew members of the Griffco (Canadian not British) ship, being thus stricken since our unexpected call at Savannah, Ga., and now is as good a time as any to make amends for our laxity.

Our first impression of the Savannah hall was our bypassing the obvious entrances (on the 2nd floor) in our search for the mens' room—Hmm! One can well imagine our utter amazement, on opening said door, at being confronted by a dazzling redhead! We answered



her query "what are you looking for" with "the SIU hall" and were further floored with "This is it." (Don't stand there like a fool—pick me up.)

On entering we discovered that she was quite alone. The agent, Arthur Thompson, was at Charleston. We strode over to the Log & Sailor and found ourselves being asked as to the when, where and why of our arrival which we answered methodically. This, only to be further enlightened by the fact that this girl knew ships, agreements, conditions etc. and was by no means an ornament. When others called to make inquiries, pay dues or ship out, they were handled with the utmost efficiency. Business was being carried on with as little noise and excitement as possible. The office was operating as smoothly as if Arthur Thompson had never gone to Charleston. Later calls tended to further our original impression.

Now we realize the difficulty of extolling the merits of a young lady, especially when she is such a far cry from being an eyesore. The obvious conclusion would be that she appeals to us because of her sex etc! The best we can do is to ask you to mention her to any of the lads you may know who have been in the Savannah hall. We are certain that they'll

THE HARD WAY



Lloyd "French" Blanchard is an oldtimer as far as the Seafarers is concerned — his book number is G-307. As an active seaman, he knows that one of the banes of a sailor's existence is doing his own laundry. Good union man that he is, he decided to do something about it. So he went into the ship laundry business in New Orleans, and now sees to it that seamen's troubles are reduced as far as that question is concerned. You'll probably recognize Frenchy when he comes aboard your ship in N. O.

agree 100 percent and may, even as we, confess to the fear of praising a young lady's merits due to the obvious reaction. By the way, we believe her name's "Rusty" Shelton.

In the December 21st issue of the Log under the caption "Canadian Tub is Harbor Landmark," our dear yacht made "its" way, her way, into print. Don't call our rust bucket a tub—she's a good ship but just doesn't give a damn! Can she help it if her crew is convinced that manual labor is the name of a Mexican? Bach, Brahms and Beethoven may be the three "B's" of music—the Griffco's three "B's" are Baltimore, Bacardi and Bill's Bar.

To be serious again though, thanks a lot for our mention and cartoon in the Log. We all really appreciate it. We have the best agreement of any 'Canadian flag' ship and expect to be able to make an interesting announcement shortly. Canada's SIU, while being behind that of the U. S. is by far supreme in Canada. Having been away from Canada since last March, our "Brotherhood of the Sea and security in Unity" is evident by the fact that the original crew is, with a couple of exceptions still here. From now, then, full a starboard and hard amidships!

Dick Deeley,
Vancouver, Canada

Postwar Planning

Hi—Do you believe in the five-day week?

Si—I'd rather have the five-day week-end.

~ ~ ~

Among Us Girls

Cora—That nasty friend of yours said I was half-witted.

Dora—Oh, don't mind her, she always exaggerates.

MATE LOSES GOAT ON THOS. SULLY: CREW'S GOT IT!

Dear Editor:

Believe it or not, today one of those things we all joke about but never see actually happened aboard the Thomas Sully.

It was about four bells and the deck crew was fluffing off for a smoke. Three men were a little forward of the midship house when the Chief Mate spotted them. Down the ladder he flew after them, trying to get them back to work. But the deck crew was faster. Down the passageway they larruped, and the mate right after them. He finally gave up trying to figure which way they'd run. Back on the boat deck he found the boys chipping paint to beat all hell.

Boy, what a mad Mate!

Theodore Lang

MEMBERS CLAIM SCHOHARIE IS ROTTEN HULK

Dear Editor:

When several full book members signed on the Schoharie, they were expecting a real ship, with a competent bridge that would respect the union obligations of a crew. But no, the Schoharie is a rotten hulk, infested with roaches that will walk up to you and say hello by the hundreds, inadequate shower facilities and unsafe working conditions aloft. Between skipper and mate is so much buck passing that it isn't clear to us who puts out the phony orders. The Bosun is run ragged from this combination and is ready for the proverbial stump ranch.

I would like to cite a few examples.

It never fails upon arrival in



a port that the Chief Mate does not come around with the soft soap about "finish this or that job and you can have your draw or an hour off tomorrow or



maybe two scoops of ice cream for dessert tonight!" He just has to supervise such important jobs as raising or lowering the accommodation ladders, dumping garbage over the side. I have always thought that Chief Mates were indispensable for these jobs. Now we know!

This character has no consideration for the men in the foc'sle. On one occasion an AB injured his hand and was unable to turn to the next day. Chief Mate Two Scoops immediately ordered him to stand gangway watch during work hours (mind you, this was after two weeks in port). Heretofore this watch had only been kept at night. This individual should stand more than a casual glance. Look him over union brothers of the South Atlantic Co.

A final word about the Port Steward who provisioned this rust bucket in Philly. I would like to personally shove the bread that is being cooked aboard this scow down his throat. The flour is defective and old and it has been proved satisfactorily to the crew that it isn't the cook's fault.

As usual, Pursers come up. Black on the Schoharie is no exception, little things that irritate the crew, such as bridge preference and plain ignoring of the crew. This slop chest is the lousiest of them all—ill-equipped, poorly managed, next to useless. But it fits the character of the Schoharie!

Salvatore Frank
Frank Betts

Blackie Calucci Is An Optimist; Wants Apartment

Dear Editor:

I'm going to need two or three rooms very badly, and I'd appreciate it if you'd print this letter to help me find them.

Anyone who hears about a two or three-room apartment anywhere in New York, up to \$35 a month, can notify me through Miss Marie Aversano, 1336 - 58th Street, Brooklyn, Windsor 8-0862. Thanks for your assistance.

Blackie Calucci

Seamen On Elwood Hills Overpaid; Captain Asks Return Of Surplus

SIU President Harry Lundberg has forwarded the following letters, which speak for themselves, to the Log:

PACIFIC TANKERS INC.
433 California Street
San Francisco 4, Calif.

SS ELWOOD HILLS
Jan. 7, 1946

Seafarers International Union
San Francisco, California

Gentlemen:

I fully realize that it is not your business to collect overpaid allotments from seamen who have been paid off, nevertheless overpaid were Richard Broadus, OS, \$60.00; Lee Kirwan, Act. AB, \$100.00; Robert W. Lillie Act. AB, \$100.00; Ward E. Poe Act. AB; \$100.00; Charles Donaldson FWT, \$50.00.

It seems only fair that since seamen paid off from the vessels can collect certain monies due, such as disputed overtime retroactive pay, etc., that they in turn should make good their obligations. Now, we have certain outstanding claims against this vessel, namely, disputed overtime which may or may not be in accordance with the agreement, nevertheless this company, in accordance with its policy of playing square, is making every effort in an amicable way to settle. It seems only reasonable that the Union should reciprocate.

But what I cannot understand is how any man who calls himself a man, especially a Union man, can cash a check that does not belong to him.

I would greatly appreciate it if the SIU would endeavor to reclaim this money.

Respectfully,

Chas. Ayres, Master

Here Is Brother Lundberg's Answer:

January 19, 1946

Dear Captain Ayres:

I received your letter dated January 1, which was forwarded to me from Galveston.

I am in full accord with you that the men, then were overpaid, should return the money. However, I am sorry to say, the union has no way of forcing a man to pay back money when he has been overpaid.

We have had several cases of that on the Pacific Coast, and in most cases have been able to get the men to return the money. I don't know what you will be able to do on this matter, however, we will print your letter in the West Coast Sailor, and I will also forward a copy of your letter to the Seafarers Log and ask them to print same.

That is about all I can do for you, Captain. I remain,

Very truly yours,

HARRY LUNDEBERG,
President

Editor's Note:—And so, Brothers, it looks like the next move is up to you.



SHIPS' MINUTES AND NEWS

ROGER GRISWOLD BEEF



Seafarers—left to right—F. Champa, Chief Steward; R. Harrington, Messman; and I. Lentini, Utility Messman (stewards delegate) turning in their beef on the Waterman ship, SS Roger Griswold. They claim Capt. Jack Teston discriminated against the stewards dept., and wouldn't allow sick man (Harrington) to go to hospital until after payoff.

Brass Goes To Bat; Makes Hit With Men

It looks like there are some ships' officers whose brass is only on their uniforms. Four of them on two Los Angeles Tanker Operators ships proved that it hadn't penetrated their hides when they went to bat for crew members who had gotten in trouble. Minutes of the shipboard meeting on the Fort Raleigh, at sea, on January 7, contains the following:

"Motion was made by C. Bairstow that due recognition be given in *The Log* to Capt. Phillip Shinn and Chief Eng. James M. McKillop of the Fort Raleigh, and Capt. Friedman and Quartermaster Moon Conns of the tanker Balwin Hills, operated by the same company. These officers spent a great deal of time and trouble in getting three of our shipmates out of serious trouble in New Orleans.

"Orchids to them all. We feel sure that men of the SIU and SUP sailing with the above men would be as proud to sail under and with them as we, the crew members, are."

The motion was carried unanimously.

Other business at the meeting included:

Election of Eugene A. Beckman as chairman and John J. Connell as secretary; resolution to try to procure a ship's library on arrival in New York; resolu-



tion that Wipers and Messboys cooperate in keeping passageways by their quarters clean; that no one be allowed in mess halls at mealtimes without at least a tee shirt on; that night lunches be reserved for men on watch only.

Slips that pass in the night or what can happen when a typewriter key slips. From a report, "Everyone is doing something different these days, including Don Ronan ex-Chief Mate who just recently gave berth to an 8½ lb. baby girl."

Crew Didn't Get Shod; Purser Should Be Shot

All God's chillun, the song goes, got shoes. All God's chillun, that is, except the crew of the Louis Joliet, which went without dress shoes over a period of several months, and over a stretch of sea miles extending from Baltimore to Italy, to France, to the Philippines, to Stateside again.

Brother T. Kirby, chairman on the Louis Joliet, has a sneaking suspicion that all of the dress shoes aboard, except a few reserved for the officers, were sold along shore before the ship left Baltimore.

Kirby recounts his shoe tale as follows:

"Just after we left Baltimore I asked the purser for dress shoes for certain members of the crew. He told me there would be none for sale until we left Naples, Italy.

ANOTHER STALL

"We left Naples on July 5. No shoes. The purser said we would have to wait until we cleared Marseilles.

"We cleared there July 30. No shoes."

(If this is getting monotonous to you, just think of the monotony of those answers to the Joliet crew.)

"Bound for the Philippines, via Panama, I asked the purser again. Yep, you guessed it. No shoes."

STILL NO SHOES

"Across the Pacific the Purser told us the Captain had forbade him to sell dress shoes. Our answer was that we knew Topside had gotten them. We arrived at Luzon at the end of September. Still no shoes. I bought a pair off a messboy.

"Homeward bound. Purser informs us he has three pairs of dress shoes for sale which were handed back to him by Topside officers after I spoke to the Captain. (The Captain had told me that the Purser was instructed to sell shoes at Naples.) When the Purser came up with the three pairs, I told him what the Captain had said. He stated that he knew nothing about it.

"Now, I don't know who was doing the buck passing, the Captain or the Purser. The fact remained that we didn't get shoes. None were sold to crew members until Homeward bound. So we voted to place this with the SIU."

CIGARETTES, TOO

If the shoe situation wasn't enough to drive any crew to drink, there was the little matter of cigarette prices. That part was well in hand from Baltimore out, all of the way to Panama, with cigs sold at 60 cents a carton, any brand.

"There," Brother Kirby says, "new cigarettes were put aboard and priced at 88 cents a carton.

"There were a few cases of the original 60 centers from Baltimore still left, but the Purser informed me these were not



being sold. He didn't offer a reason.

"We discussed this at length at the ship's meeting, and upon closing, we, the crew, decided unanimously to place this in the minutes for the Patrolman upon arrival at the Port of discharge and payoff."

Alan Seeger Crew Commends Log For Meetings Role

The *Seafarers Log* came in for a hearty commendation for its role in promoting meetings aboard ship, as a stimulant to better understanding and working conditions, by the militant crew of the Alan Seeger at a shipboard meeting of January 6.

Just what those shipboard meetings can accomplish was demonstrated at the turn-out at which the *Log* was commended:

The Seeger's crew passed a resolution going on record to ask that a sizeable increase be considered in the overtime scale when the new agreement is drawn up with the shipowners, the Los Angeles Tanker Operators, Ins. The SIU and SUP now are in the midst of negotiations for a new agreement.

The resolution pointed out the fact that overtime scales for workers in shore industries are nearly twice those of seamen.

The motion regarding the *Log* follows:

"We the crew of the SS Alan Seeger go on record commending the SIU and the *Seafarers Log* for plugging ship's meetings on board all ships at this time. We feel that this is just the thing needed to straighten out our Union conditions and prepare for the tough days that lie ahead."

Another resolution revealed by the minutes, in which Chairman and Secretary were not noted, was that the Patrolman be requested to come down to the ship, when it is in port, to collect dues from the crew.

Cuba Victory's Mate Standout Among Stinkers

Take a drink with any seaman who shipped on the Cuba Victory and you'll get a tirade against the Chief Mate, a character who bears more than a faint resemblance to Captain Bligh in one of his more sadistic moments.

This sweet-scented scorpion has everyone on the ship down on him, the minutes of the ship's meeting of December 9, recorded by Chairman Davis W. Gilbert and Secretary Elias J. Kupstras, reveal.

To show you why they hate his guts so cordially, we submit the following beefs, listed by the crew at their meeting at sea.

1. Chief Mate doing work that legally belonged to deck hands and for which overtime would have been paid.

2. Chief Mate taking Bosun's job and generally messing



up things in deck department.

3. Chief Mate stopping members from making regular draw for his own personal reasons.

4. Chief Mate giving man time off for time on.

5. Chief Mate laying in too small a supply of soap for laundry and cleaning. (He ordered only 75 small boxes for entire trip.)

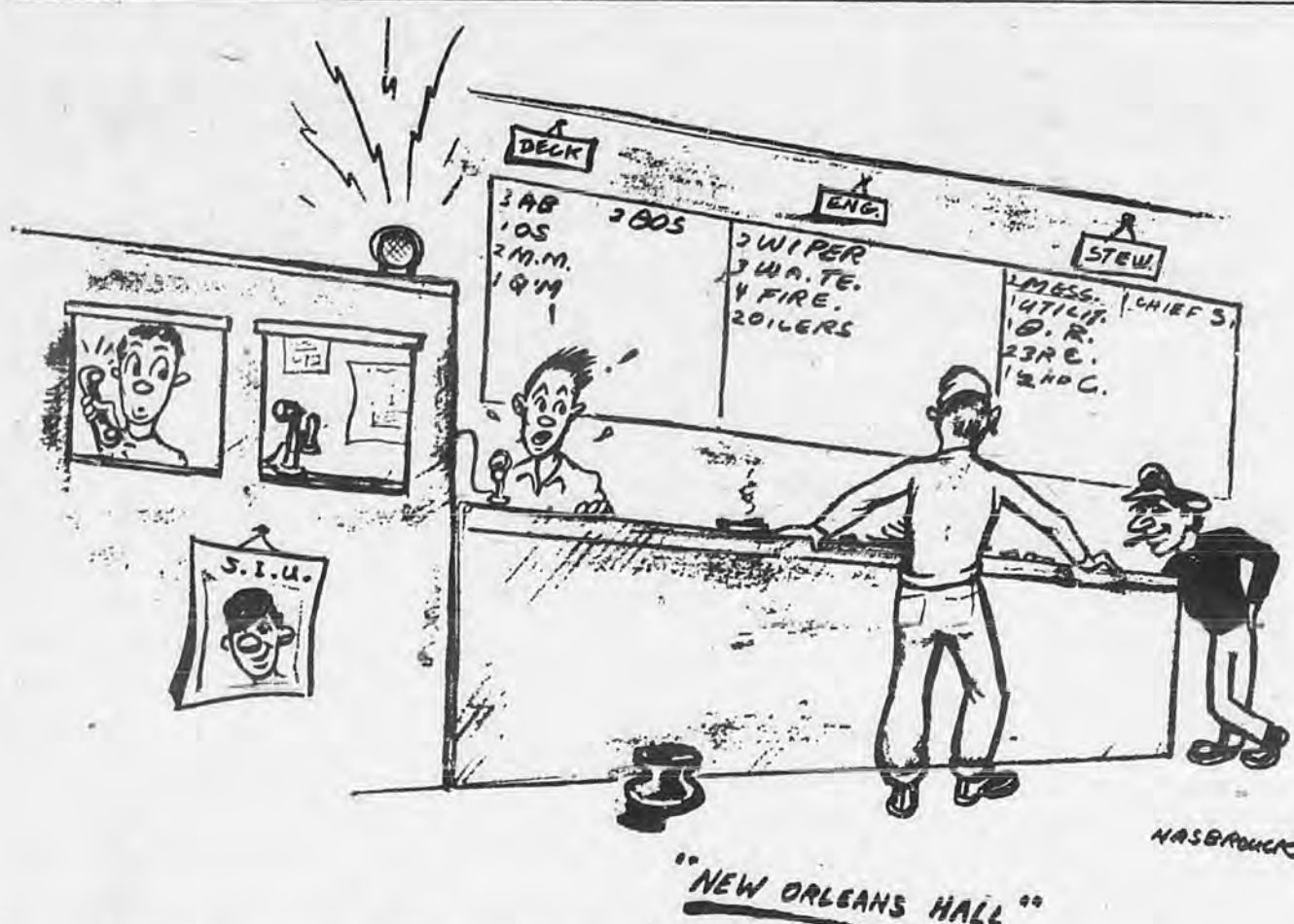
6. Chief Mate erasing overtime from overtime sheet and purposely losing overtime sheet.

7. Chief Mate restricting conversation with Captain, unless given permission by him to do so.

8. Chief Mate ordering members of crew from sections of ship over which he had not authority.

That is the record of the seagoing lawyer aboard the Cuba Victory. We have a feeling he won't be continuing those practices for long.

Dispatcher Dept. Mystery. Nobody wants to admit ownership of a lurid novel entitled "The Three Lovers."



MINUTES OF SIU SHIP MEETINGS DIGESTED FOR EASIER READING

BENJAMIN CHEW, Dec. 16—Chairman Bellows; Secretary Coyne. Agreed to have secretary inform Union Agent that Calmar Line is chiseling on transportation and expense money from New York to Norfolk. Motion that black gang's quarters be painted was passed. Motion introduced by Brother Jimmy Pecard and seconded by Steward Albert Sinclair, that eggs be left out for 12-4 watch, was passed. Brother Coyne gave talk on past record of SIU; how its militant actions of the past had built up the seamen's standard of living. He urged increased efforts to sustain and further these conditions.

~ ~ ~

IDAHO FALLS, Jan. 16—Chairman L. Smith; Secretary J. McIntyre. Reports from Stewards Delegate J. Caldwell; Engine Delegate Smokey Ball and Deck Delegate LeRoy Clarke. Carried motion to ask overtime for Wipers for transferring rough log to smooth log, since this is outside Wipers' regular duties. Carried motion that 8-12 Firemen and Oiler claim overtime for relieving 4-8 watch for supper on basis that they are working in excess of eight hours per day. Chief Engineer had ordered such relief. Motion carried unanimously, after discussion by all hands, to commend Master Donald Graham for his consideration for and cooperation with crew. LeRoy Clarke elected ship's delegate. Motion by Brother Brennan, seconded by Don Lusby, that ship's delegate be instructed to use all available means to obtain suitable slop chest in Jacksonville for forthcoming voyage. Discussed method used by crew to obtain prompt payment pending okeh from main office in Los Angeles, but due to united front presented by crew and Patrolman E. Lapham of Boston the company paid off in full.

~ ~ ~

MILTON H. SMITH, Dec. 27—Chairman Johnson; Secretary J. L. Dunlap. Reports from Steward's Delegate Plunkett; Black Gang Delegate Dunlap

and Bosun, who served as acting delegate because Delegate E. Alninski was put ashore at Trinidad because of illness. Passed motion made by Bosun that Captain be requested to wire ahead for draw to be put out on arrival at New Orleans, since arrival would be on New Year's Eve, and banks would be closed. Motion by Bosun that men staying on ship refuse to sign on until ship is fumigated, carried. Passed motion by Steward that all coffee pots, hot plates, etc., needed in various departments be obtained by Patrolman. Passed motion by Fireman Lemaire that lockers be inspected and repaired. Passed motion that water line be installed at wash stand on fantail.

~ ~ ~

JOSEPH LEE, Nov. 22—Chairman Walter Zeiler; Secretary Donald Moars. Motion carried that steward give full account of weevil in flour and other food. Steward stated case: All flour contains weevil and fault lies with second cook who failed to strain flour. WSA



condemned flour and requisition put in for supply of British rations; American supplies not available. Motion carried that no food containing weevil be served; that as long as food of any kind aboard, it is to be served as long as it lasts. Agreed to have delegates go with steward to WSA to check on food requisitioned; steward agreed to abandon rationing of food, place storeroom keys in hands of cook.

~ ~ ~

BUNTLINE HITCH. (No date noted—special meeting) Chair-

This Is Your Paper; Write, Draw For It

There are two examples on this page of work submitted by SIU members: the cartoon above by Theodore L. Hasbrouck and the tough trip story by Fred Williams.

Will be glad to use your contributions, too.

man P. Taurasi; Secretary Casiles. Motion carried to let Steward into union, providing he does not ship above position of Chief Cook. This was decided because of his general attitude in the galley and complaints against his cooking.

~ ~ ~

CHARLES W. STILES, Jan. 2—Chairman E. Johnston; Secretary A. Pontoni. Ships Delegate J. E. Mann introduced motion, which was carried, that crew leave quarters clean and shipshape when leaving ship. No new business.

~ ~ ~

IDAHO FALLS, Jan. 6—Chairman L. Clarke; Secretary D. Lusby. Motion by Thurman, carried, that each crew member claim one hour overtime due to change in sailing time in New Orleans Dec. 27. Members agreed that no one signs foreign articles until Hall o'kehs same. Various members spoke about keeping mess room clean and about riders on articles.

~ ~ ~

LOUIS JOLIET, Dec. 1—Chairman Charles Ryall; Secretary Walter Trent. Matter of overtime had been subject of dispute with Chief Mate and it Talbott and Engine Delegate Lessans.

~ ~ ~

T. B. ROBERTSON, Jan. 5—Chairman E. L. Patterson; Secretary J. W. Meyer. Delegates reports read and all difficulties settled satisfactorily. Meat box checked and list taken of best cuts of meat, fruits and juices; findings of this investigation recorded with main beefs for Patrolman. Motions carried: That troops be kept out of the crew

It's A Tough, Rough Trip When Old Man Admits It

By FREDERICK W. WILKINS

When you get a Master admitting that it's been a tough trip, Brother, it has been. The Old Man himself—Captain Harsley (one of the best)—said he wouldn't like to experience another of the same. He was talking about the Lincoln Victory's trip from Boston to Le Havre to to New York.

The Captain's opinion wasn't one of a minority. All aboard agreed that it was the roughest and the toughest and the nastiest trip in their careers.

Sleep was out of the question on the way back. We plowed through gale after gale. The worst one we hit was on January 19. During that night, according to scuttlebutt, we rolled 55 degrees to starboard. That roll was the first of several, and each one seemed worse than the one before.

NO BED OF ROSES

Here's what happened to some of the boys aboard:

Peloquin, one of the Bedroom Utilities, was slammed against a bulkhead and suffered a sprained wrist and a gash in his right forearm.

A GI picked one of the worst moments (and all of them were bad) of the gale to take a stroll on deck, against orders. He was carried below with a broken leg.

Tommy Connor, Galley Utility man, had one whole side of his body badly scalded when a container of soup got acquainted with him in a very rough manner.

ENGINE TROUBLE TOO

To top everything off, our Engine gang had its baptism of work trying to keep the old Lincoln up to schedule. One of the boilers sprang a leak and soon was incognito. The Chief Engineer looked it over, and after many hours of labor pronounced it ready to operate.

It did, for just two days. Then, Bingo! She crapped out again. We stood almost still for two more days until it was repaired again.

There was a humorous side to the trip, too, which I'd like to tell about in note form:

The Bosun had a 3 a. m. emergency ship call because of the No. 1 starboard life raft decided to leave us, and hasn't been since... Johnny Geagan, Crew Pantryman, somehow managed to deliver his celery on time... Dick Bowman, Crew Messman wore out 19 mops dabbings the seas out of his domain.

BLOCK THAT LIST!

Joe Frechette, Chief Butcher, says he needs a new chopping block. He made the wrong swing at the wrong list... Second Steward Alex Dolomauk wore out three pairs of shoes turning to the boys back aft... Eddie (Father) Duffy, Second Troop Pantryman and idol of the young boys aboard, scouted around for two weeks before he

messhalls at night, since they were eating up the lunch of the men on night watch; that dirty clothes be removed from shower; that cooperation be extended toward better cooking and baking.

found his allotted bunk. And when he found it, what a job he did on it!

Tommy Connor, Troop Utility, got around to buying baby clothes at Le Havre with phony 1938 francs... Joe Scavuzzo, Chief Army Cook, had the WACs wacky over his a la Colony sandwiches... Transport Mate Lester Dobbins claiming to hear piercing screams emitting from the flying bridge. The Bosun was ordered to rope it off.

Night Cook Melvin (Echo) Mackey trying to make a hard boiled egg stand on end in a rough gale... The GI's (Rail Splitters) down below trying to figure out what kept all of the seamen from falling down. They were plenty impressed... Bob O'Hara, Fourth Army Cook, paying a tram fare with a loaf of bread... A swell crew, and all loyal supporters of the SIU... The trip might have been better if the keel plates had been left on.

Navy Men Sit In On Ship Meeting; Are Impressed

Two Navy maintenance men aboard the Lanyard Knot were allowed to attend the ship's meeting off Okinawa on November and got a first-hand impression of how democracy works on an SIU ship. Needless to say, they were impressed with the efficiency and lack of friction as matters came up and were ironed out.

What they heard was just routine, but the way it was handled was a revelation to them. Here are some of the things which Secretary Harry Clark disclosed as coming up and being disposed of:

The Deck Department Delegate brought up the shortage of water in the galley and drinking fountain. Since all hands agreed that water seemed to be plentiful, a motion was passed that the matter be brought before the Captain.

The subject of theft of fresh-baked bread was discussed, and a motion to try to get the handle of the ice box door fixed was passed.

There were the problems of men dumping swab water in the wash trays, and of dirty dishes in the messhall after coffee time. These were taken care of by a discussion of who was responsible and resolutions to rectify them.

Discussion on clean linen ended with decision to take clean spreads every other week, since supply was limited. Members also agreed to put dirty linen in certain places and not all over the alleyways.

As we said before, it was all routine. But the Navy men had never seen anything like it in the Navy. They probably never will.

AROUND THE PORTS

It's 9 Long Hours To Searsport

By JOHN MOGAN

BOSTON — There hasn't been a ship in Boston this past week for our members—and only two in the area, one in Searsport, Me., and the other in Portland. Consequently, we can look around the hall these days and see dozens of familiar faces, all of them turned expectantly toward the blackboard.

Just this morning we had to crew up the scow in Searsport (where the weather is always cold this time of the year—and by "cold" I mean about 15 below zero). Ordinarily the members don't relish the nine hours' ride to get to Searsport, nor do they take kindly to the prospect of being in a real hick town for about two weeks; but this morning those jobs on the board were grabbed off in record time. Which serves as a graphic illustration of the shipping situation here at the moment.

PERSONAL STAKE

The Isthmian situation is well in hand around here. We should have no trouble swinging anything in the neighborhood toward the SIU, with all the members on the beach wanting to go to work. They appreciate more than at any time during the war what it means to each member personally to bring the Isthmian Line under an SIU contract.

Along with shipping, business has naturally been slow. Eastern has received word that their ships should be returned to them before mid-summer. When this line gets into peacetime operation the port will get a much-needed shot in the arm. Then, too, the steamship company down New Bedford way is going in for a good bit of expansion, and this will help considerably in making jobs for the local membership.

FINAL DISPATCH

At long last, at our meeting last week, Mike Buckley was officially voted in as Doorman. He is kept mighty busy asking people for books. It is even rumored that he nails the employees of the factory on the next deck as they come up the stairs, so that

The Dispatchers Say

Take a ship and don't ask so many questions. Everything that the dispatcher knows, he has on the shipping boards.

~ ~ ~

A full book member aboard a ship should take it on himself to check each man coming aboard, to see if he has a slip from the dispatcher. If he doesn't, send him back to the hall for one.

~ ~ ~

When dispatched to a ship or the company office, report within the allotted time so that your one day beefs can be collected, in the event that you have one coming.



these guys are figuring on joining the SIU in self-defense.

And now, before closing this brief report from Boston for the week, we would like all his friends and former shipmates to know that Dave McCarthy, Book No. 2635, was killed in action in Leyte on Dec. 22, 1944, while serving with the U. S. Army. Word of his heroic death just came to his family, who in turn notified us in order that his Brother Seafarers might know of his passing.

NO NEWS??

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

SAN JUAN
NEW ORLEANS
GALVESTON
JACKSONVILLE
TAMPA
BALTIMORE
MOBILE

Says Farewell To Philadelphia

By LOUIS GOFFIN

PHILADELPHIA — This is my Philadelphia Story with a pleasant ending. After five weeks, in which we changed the system of operation so that this port is now functioning in true SIU style, we leave the Port in the capable hands of the new Agent Red Truesdale; and we wish him all the luck in the world in his new job.

We had a number of exciting

experiences during our stay. First was the loss of the car; a couple of young punks decided to take a joy ride and our heap was the baby they chose. They gave the cops quite a ride, and if it hadn't been for the fact that one of the cops fell off of the patrol car, these punks would have been nailed. However, we got the car back and, with a little repair work, she will look as good as ever.

The next bit of excitement was when some of the crews refused to sign on under the old wartime riders. Right away the operators got in touch with some newspaper reporters, notifying them that we were holding up some ships in the Philadelphia area.

In no time at all we had a flock of reporters in the Hall looking for statements. We gave them some, and they immediately had them printed and misquoted, putting in just the opposite to what we had told them. On their next visit to the Hall, we gave them the boot and everything was settled to the satisfaction of the crews involved.

While we were out, some of the would-be big shots of the NMU paid us a visit. Unfor-

won't be needing any new members in this port for sometime.

TAKING OVER

We finally got the Emerson crewed up and she's gone. Tommy Wickham, one of our old-timers, and one of our best seamen took a third mate's job on the Emerson. He sent us a letter and told us he may take the second mate's job before the trip is over, but we wouldn't be surprised to see him riding the ship in single handed.

Our only member in the hospital is T. C. Musgrove and we hope to see him out again soon. San Juan who was flat on his



back a few months ago with a broken leg is up and around again. One doctor told him he wouldn't be able to sail again for a year or so, but a new doctor came down to Savannah Marine Hospital and went to work. San Juan is now walking without crutches and will be on a ship, we hope, within a few months.

Unfortunately we were not around at the time, but we hope to be around on their next visit so that we can make their stay as pleasant as possible. Oh, hum.

This port should become one of the Union's major ports in the future. Business and shipping is good and, from the looks of things, it should stay this way for a long time to come.

Our stay here was pleasant and we would like to thank Blackie Cardullo, Freddy Bruggner, Jimmy Redden, Johnny Hogge, and all the rest of the boys around Philly for their cooperation and support during our stay here. Good luck and so long, fellows.

And so ends my Philadelphia story.

Norfolk Pleased With New Hall

By RAY WHITE

NORFOLK — Shipping has slackened down here during the last two weeks and the local piccards are getting a rest. Most of the Troop Carriers that have been paying off in this port have been shifted to New York, so when you feel like making a Trooper, the best port is New York.

You can already begin to see a difference in the Union Hall. Before, it was always empty and plenty of jobs were on the board; but now there are plenty of men and not so many jobs. But this doesn't worry the local Norfolk talent, as they just sit up snug in their new Hall, and time doesn't mean a thing.

NO LETTERS

The membership here has already adopted the policy of not issuing letters for papers unless it is absolutely necessary in or-



der to fill a job. This will be one step to keep from flooding the Union with men.

We have had several Isthmian ships in and have covered them completely.

Shipping looks slow for the next week, but it is expected to come back up to par soon.

Take Your Gear

Take your gear when you go aboard! There have been many cases recently of men going aboard, waiting until they were restricted, and then announcing that they had to go ashore and get their gear. By doing this they give the WSA a chance to sneak in replacements. Often times they miss the ship and are in for a Coast Guard rap.

Have your gear with you; don't let your union down.

Duluth Keeps Home Fires Burning

By WILLIAM STEVENSON

DULUTH — Well, Duluth is enjoying the sunshine again, after a two-day cold snap, and you can see open water in the Bay once more. It is a strange thing to see iceboats forcing their way importantly on one day, while on the next you may see a row-boat idling in the Bay.

Now the boys are counting the days until the big boats will be running again. Some of them are very disappointed with the unemployment insurance in this State, and are talking of going to Ohio or Michigan next winter. They say some of the boys are getting insurance there.

VISITORS

Brother McDonald of the Labor Temple comes in quite often to pay us a visit here. He is looking well, and asks about the old-timers. He wants to know where they are, and reminisces about

the hard time he used to have trying to get some of the fellows on their boats, when he was working for us in this Hall. Well, all the brothers now are able to drink their coffee and get there with plenty to spare.

Brother Nelson gave us a call this week, and told us of his trouble while on the Coralia. Brother Culbertson got his long-awaited check yesterday, but it was not signed. It seems as though he must have gone to Detroit with it himself to have it signed as he has not been around since.

The home fires are still burning up here for those of you who will want to return for springtime in Duluth. I expect to hear some tall sea stories when you all get back here. Even if nothing did happen to you, you do have imaginations!

Crew Contributes For Sick Brother

SIU members aboard the SS Joseph S. Emory of the Robin Line contributed \$38.25 to their sick brothers in the Marine Hospital at Baltimore. The money was raised by the crew through the levying of self-imposed fines for various shipboard offenses, and turned in to the Baltimore office by ship's Delegate Patrick Fox.

Another Robin Line vessel, the Francis Lee, collected (by means of the same method) the sum of \$33.00 for hospitalized Seafarers at the Marine Hospital, and ship's Delegate Al Stansbury gave the collection to the Port Agent, Curly Rentz.

The report on these sick contributions was submitted to the Log Office by John Taurin of the Baltimore Hospital Committee.

THAT'S THE ONE



"I'll take it, Brother," says this member. Shipping is good in New Orleans, and dispatching has been simplified by the new streamlined system recently installed. Drop in and look the place over.

Officers Elected For 1946

(Continued from Page 1)

JOINT PATROLMAN

Eddie A. Parr

Philadelphia

AGENT

James Truesdale

Baltimore

AGENT

William Rentz

DECK PATROLMAN

R. E. Dickey

ENGINE PATROLMAN

Dolar Stone

STEWARDS PATROLMAN

Charles Starling

Norfolk

AGENT

Ray White

JOINT PATROLMAN

Leon Johnson

Keith Alsop

Savannah

AGENT

Arthur Thompson

Jacksonville

AGENT

Louis Goffin

Tampa

AGENT

Claude Simmons

Mobile

AGENT

Charles Kimball

JOINT PATROLMAN

E. S. Higdon

New Orleans

AGENT

J. Steely White

DECK PATROLMAN

Frank Sullivan

ENGINE PATROLMAN

C. J. Stephens

STEWARDS PATROLMAN

Richard Birmingham

Galveston

AGENT

D. L. Parker

Puerto Rico

AGENT

Bud Ray

San Francisco

AGENT

Robert Matthews

The Tallying Committee, which was elected at the meeting of January 16th, consisted of Earl (Snuffy) Smith; Robert Deppe; Graydon (Tex) Suit; Otis Manning; Woodrow Boatright; and Eugene (Jimmy) Crescitelli.

"CLEARING THE DECK"

"Clearing The Deck," by Paul Hall, which usually appears in the LOG each week, is absent this issue, since Brother Hall is touring SIU ports in connection with the Isthmian drive. As well as being New York Agent, Brother Hall is Director of Organizing, and as the Isthmian campaign swings into high gear with the voting commencing very shortly, it is necessary for him to coordinate activities in the various ports, so that all SIU efforts are concentrated on this important Isthmian election.

SIU Pledges Full Support To Striking Tugboatmen

NEW YORK, Jan. 30 — The Seafarers International Union will support Tugboat Division of the International Longshoremen's Association, AFL "with all our reserves, both financially and physically," when the tugboatmen go out on strike for better conditions next week. A resolution backing the tugboatmen was overwhelmingly passed tonight by the regular membership of the New York Branch.

The resolution pointed out that the tugboatmen enjoyed the same affiliation as the SIU, and were honestly trying to raise conditions in an underpaid field, and that there was great danger of scabbing tactics on the part of the National Maritime Union, who had tried to break a tugboat strike in Philadelphia.

The strike is expected to start on Monday, February 4th, and has already been pledged support by the longshoremen. The Union is asking for a 40-hour work week, and wages of \$1.35 an hour for unlicensed personnel, and \$1.85 for tugboat officers. At present the unlicensed men are getting from 67 to 72 cents an hour.

The operators have offered an increase of 10 cents an hour.

The text of the resolution follows:

RESOLUTION

WHEREAS, the Tugboat Division of the International Longshoremen's Association has announced its intention of going on strike for better wages and conditions, and

WHEREAS, we, who are also affiliated with the AFL, should support this strike not merely because of our mutual affiliation, but because they are brothers in the same industry honestly striving for better wages and conditions, and

WHEREAS, very recently in the Port of Philadelphia the leadership of the NMU forced their membership to cross legitimate picket lines when the Tug-

boatmen went on strike for better wages and conditions on November 23, 1945, and

WHEREAS, the record of the NMU shows that they have and will continue to use any scabby practice necessary to wreck conditions and wages for labor,

SO, THEREFORE BE IT RESOLVED, that the SIU goes on record to support the Tugboatmen in their just fight against the shipowners for demands with all our reserves, both financially and physically, and

BE IT FURTHER RESOLVED, that we take any action deemed necessary to see that the scabby leadership of the NMU does not get a chance to wreck conditions of a legitimate organization as they attempted to do in finking out the tugboats in Philadelphia and crossing legitimate picket lines any time it would aid them politically.

U. S. Can Break Steel Industry Sitdown By Opening Govt. Plants

WASHINGTON (LPA)—While 750,000 steel workers took their turns on the picket lines before silent and smokeless mills and plants, the battle of words over the merits of the steelworkers' strike was carried on in public declarations by United Steelworkers—CIO President Philip Murray, U. S. Steel Corp. head Benjamin Fairless, and by the President of the United States.

The union last week wrote to Secy. of the Treasury Vinson charging that existing tax legislation would give the steel industry "guaranteed profits 29% above the level of pre-war earnings" even if it should "loaf the rest of the year—remain absolutely idle."

LOOKING THINGS OVER



Those men in the background are rank and file Seafarers, exercising their democratic rights by watching the Tallying Committee. Both jobs are finished—The tallying and the watching—and the new officials are ready to take over.

THE WEEK'S NEWS IN REVIEW



A Sports And News Roundup For The Benefit Of Our Union Members In Foreign Ports.

CURRENT EVENTS . . .

AT HOME

There were signs that peace might bust out all over the strike front at week's end, with most observers conceding a victory for labor on every major salient. Hopeful signs included: the signing by Ford and Chrysler with the UAW, a move which is expected to force General Motors into line; the 17½ cent hourly increase for 8,000 RCA employees, without benefit of strike, a harbinger of General Electric, Western Electric, Westinghouse and General Motors electrical division settlements; Washington predictions that the Big Steel strike would be arbitrated within a week; return of 200,000 packing house workers to Government-seized plants.

But these were merely straws in the wind. There was no certainty that Fairless of U.S. Steel and Charles Wilson of General Motors would back down from their positions, uncomfortable as they might be; and it is on the outcome of these two strikes that the future of internal U. S. economy rests.

MOON MESSAGES

Next to the labor picture, the biggest story in the United States concerned a slight noise, a 'ping,' heard in a U. S. Army laboratory in New Jersey. The noise was not as earth-shaking as the atomic bomb's blast, actually or figuratively, but it spelled a big step forward for science: we had bounced a radar beam off the moon. Next step, said enthusiastic prognosticators, will be transatlantic wireless phone messages, via moon bounce; others ventured further, envisioned rocket flights to the moon in our generation.

The House rebuffed President Truman twice: voted to return USES to State controls June 30, and the most drastic bill restricting labor yet to reach the floor was introduced . . . The AFL executive council pledged support of its building unions to the Government housing program, which now is expected to be extended to building lots.

HOPKINS DIES

Long ailing Harry Hopkins, most intimate friend and adviser of President Roosevelt, followed his Chief to the Happy Hunting Grounds on January 29 . . . President Truman will vacation in Florida waters, probably entertaining Winston Churchill . . . Three jet-propelled Army planes broke all transcontinental records: California-New York in four hours, 13 minutes . . . Navy Department announced plan for scientific research in American colleges, industrial plants . . .

Hyde Park seems top contender for UNO site.

The boys in Wall St. were at it again: stock market prices rose to highest levels in nine to 15 years, apparently on assumption of strike settlement . . . War Secretary Patterson, home from world tour, defended the demobilization program, said GI units abroad would be stripped to the bone . . . Former Justice Roberts blasted Republicans for smearing Roosevelt in the Pearl Harbor investigation.

ABROAD

The UNO investigation of Russian activities in Iran may be withheld if open negotiations between the two countries are initiated . . . Drastic fiscal controls were in prospect for France to avoid complete financial collapse as a result of the inflation spiral . . . Violence broke out anew in Palestine as terrorists held up an RAF camp and escaped with 200 machine guns, ammunition . . . Viceroy Wavell promised India a constitutional convention in the near future.

New York's former Police Commissioner Valentine indicated he would accept Gen MacArthur's summons to advise on Japanese police, prison and fire control problems . . . Bavarian towns held first free elections, went Social Democrats. In Greater Hesse Social Democrats continued gains . . . Japanese were accused of trying to get back their old fishing areas . . . Brazil is seeking machinery from the U.S., a move which would increase shipping, commerce . . . U.S. soldiers in Bavaria voted on fraternization with Germans; result: the foregone conclusion, aye!

BLAST AT REDS

The Vatican City paper counterblasted Izvestia's charges of "politics" in the appointment of Bishop Spellman as Cardinal . . . The British unconvered an old plot by Himmler to assassinate Hitler; Ho Hum . . . The Egyptian cabinet seemed ready to break up momentarily; Cairo was tense . . . Spain finally acceded to UNO demands, deported 23 Germans on wanted list . . . Jap newspapers shifted to the left, to back Socialists and commies . . . A British company announced plans for daily transatlantic flights each way.

The Dutch cautiously implied a plan of self-government for Java . . . The chancellor of Austria pledged return of property to Jews . . . The Chinese Communists at Yenan declared themselves in favor of the proposed constitution . . . Anthony Eden, once considered a liberal figure in

BRIGHT



Miss Stardust is the shining title model Eleanor Cahill wears. Think it suits her?
(Federated Pictures)

Cal. State AFL Serves Notice On Legislature

SAN FRANCISCO — The California state AFL last week served notice on Gov. Earl Warren that it expected the state legislature, summoned for a special session, to enact a broad and progressive legislative program.

In a special legislation conference held in Fresno, the AFL advanced a 12-point program which included the following proposals: unemployment compensation up to \$25 for 26 weeks; action on the much needed public works projects so that they will most effectively relieve unemployment; making permanent the wartime amendment to the Workmen's Compensation Law providing up to \$30 a week for temporary and permanent disability and increase the payment of weekly death benefits from \$25 to \$30; amend the unemployment insurance act to permit payment of benefits to persons who are unemployed by reason of disability caused by illness or non-industrial injuries; amend the unemployment insurance act so as to eliminate the waiting period and permit workers to receive benefit payments as soon as possible; enact legislation to permit the continuation of the child care centers which are now financed by Federal funds; establish 40-hour week for all state employees; memorialize Congress urging the passage of the Wagner-Ellender-Taft housing bill.

British politics, led the fight in Commons last week against nationalization of the coal mines, an avowed Labor plank.

SPORTS . . .

KING HOCKEY

That razzle-dazzle game which exceeds all others in speed, spectator appeal and body contact, hockey, has really spread in the good old U. S. A. In Boston, New York, Chicago and Detroit, as well as in numerous other towns, King Hockey is now played as extensively as baseball.

The crying need today is for more rinks—playing surfaces for kids, amateurs and the pros both big and little town variety. These outdoor rinks and indoor ice palaces cost real money to build and maintain, and the financial support must come from other sources than hockey itself.

During the war, with almost ninety per cent of the players coming from Canada, hockey was actually hard up for player material. Playing standards were below par, the same as it was in other sports throughout the war period, but attendance flourished with new records being set. Turnouts are up 18 per cent in all National Hockey League cities.

ROOM FOR TWO

With two franchises still vacant, New York Americans and Montreal Maroons, the National League only has six clubs, and



would like to add a couple of more cities such as Washington and Philadelphia. However, they lack ice facilities large enough to make the sport profitable to the promoters.

A number of other leagues have sprung up around the country, and all are doing a flourishing business. They comprise the American Hockey League, the United States League, Pacific Coast League with two divisions. All are fairly closely knitted, and have working agreements with each other as well as with amateur loops with the view of developing amateurs into pro league players. King Hockey marches on!

AMONG THE BONERS

They still tell this one about the one and only Babe. Ruth was out in his usual spot, right field, in the Yankee Stadium when a heavy shower came up, and he really was a sorry looking figure in the downpour. But the ump's refused to call the game until the end of the inning. When they finally called a halt to fes-

tivities, the Babe heaved a relieved sigh and headed for the dressing room.

"Gee," he said stripping off his sopping uniform, "I'm glad the



umps called it!" "If I'd had to stay out there any longer I'd of been wrenched."

A pitcher on the Yankee staff, Lefty Heimach, heard the Babe's boner, and retold it with glee, but he added his own correction. "What the big ape meant," he grinned smugly, "was that he would have been drowned."

SPORTS' DRIFTWOOD

National Junior American Legion baseball tournament will be held at St. Paul, Minn. next August . . . With twenty five firsts, Ted Atkinson still leads Santa Anita jockeys . . . Famous California-bred horse, Morvich, which won the Kentucky Derby in 1922 died at the age of 27 years . . . Rumor has it that Benny Oosterbaan, three time All America football end, will retire as basketball coach of the University of Michigan at the end of the current season, and devote himself entirely to the Wolverines' football team.

When Ben Hogan, Hershey, Pa., muffed a short putt in the \$7,500 Phoenix Open, the championship went into overtime, and he now has to meet Herman Keiser . . . Hurler Al Javery of the Boston Braves narrowly escaped death in a Colorado mine cave-in where he had been working during the off season . . . Jack Zeller, former General Manager of the Detroit Tigers warned big league baseball teams to break up their farm systems, or face the possibility of a huge anti-trust suit by the U. S. Govt.

Heavy Champ Joe Louis intends to take off 15 pounds from his 220 total before meeting Billy Conn on June 19. He expects to start final training around March 1 with a couple of months' road work at French Lick, Ind. . . . Bob Johnson who was recently released outright by the Boston Red Sox after 13 years of major league baseball, has been signed by Milwaukee . . . Detroit Tigers announced the signing of Paul "Dizzy" Trout, ace right hander . . . Two students at Bob Feller's baseball school at Tampa, Fla. had a quick payoff when they were signed by a St. Louis Browns scout. They are Armond Roy and Harold Bemberger.



By FRENCHY MICHELET

The Delta Line (Mississippi) plans to resume passenger service to South America in the very near future. We are going to take the first available belly-rober's job on one of the Del Brasil type. It certainly will be good to get back on this best of all peacetime runs again.

The old gang who homesteaded these ships before the war are scattered all over hell now. "Buck" Stevens is piccarding in N. O.; "Smokey" Shriner is on the Coast; "Rebel" Hassel is working in a Virginia powder plant; Eddie Parr and Johnny Johnston are piccarding in N. Y.; Danny Byrne and Percy Boyer are enroute to Europe, and "Blackie" Shaw is Mate on the Aiken Victory. Jimmy Bingham, Canada, "Jake the Snake" and a host of other right guys have made that port from whence there is no return; but those of us who have managed to get through this fracas in one piece will soon be drifting back to the Gulf now that the old runs are opening again, because Santos, Rio, B. A. and that little Uruguayan paradise of Montevideo are the best sailor ports in the world, bub.

JUST HEAVEN

Nowhere but in Santos can a fellow find joints like Mussolini's and the Mickey Mouse and people like "Mussi" and Martha running them. We have actually seen "Mussi" leave Danny Byrne and Eddie Parr in charge of her gin mill while she trotted her cute little trusty torso around Santos in search of feminine finery. Believe us, brother, heaven lies thirty-five hundred miles due south of Hatteras, no matter what these screwballs tell you about pie in the sky when you die.

"Horas non numero nisi serenes," says the sun dial of Venice—"I record only those hours which are serene." The accumulated wisdom of the ages is recorded there, chum. Get yourself a berth on the South American run and live like the Venetian sun dial, waking only to bask in the warmth of some lovely Latin smile. Let the Napoleons of Finance and Industry chase their favorite phantoms through the tortuous paths of this screwy world—all the real happiness on this good green earth lies in simple things:—

"Ah, make the most of what we yet may spend,
Ere we too into the Dust descend;
Dust unto Dust, and under Dust,
—to lie,
Sans Wine, sans Song, sans
Singer, and sans End."

HOW TO DO IT

If we were called upon to define the greatest fault with ship-board cooking we would say that it was a lack of seasoning. Take duck, for instance. Half of the occasional Sunday duck is usually heaved over the side simply because it wants a little extra attention. Here is a way to cook duck that we assure you will make it one of the best dinners of the trip:

Clean the duck, removing all the fast possible, and rub it inside and out with plenty of salt and pepper. Now stuff it with a quartered onion and a half of an apple. Put it into a baking pan, sprinkle a crushed bayleaf over the meat, throw a clove of garlic, a quartered onion and a piece of apple in the pan and bake dry in a hot oven for twenty minutes. Now pour off the accumulated grease, pour a cup of orange juice over the meat and cook until thoroughly done.

MORE JOBS!

As if you didn't know department:

The Food Control Division of the WSA, confronted with a situation where they must either get some more boondoggling projects launched at once or send some of their "experts" back to the shoemaker shops from whence they came, have revived that old red herring, The Steward Department Retraining Program. "After April 1st," says their latest release, "no man holding the rating of Second Cook, or above, may sail on a government operated vessel without a competence card."

This union is unalterably opposed to the squandering of any additional taxpayers money on any more of these ridiculous schools. The "Cooks" originally trained in their schools are the joke of the industry, and there isn't the ghost of a reason for putting them through the damn thing all over again. It will be interesting to see how the WSA is going to justify this latest splurge of poor old John Q. Taxpayer's dough now that the Army is not even moving troops on their ships anymore.

Senator Byrd has been flipping his lid in Congress about the growth of bureaucracy in the government. Here's an instance made to order for him. For, if the Steward Department Retraining Program isn't the brainchild of a gang of guys just about desperate for a way to keep swilling at the public trough, then we invite some bright bureaucrat in the Food Control Division to tell us just what else it can possibly be.

PEACE, IT'S WONDERFUL!



Here's just one bit of evidence to support Adams' charges that the NMU leadership sold out to the shipowners under the fancy flag of "collaboration." Above is Danny Boano, NMU official fraternizing with Basil Harris, president of the U. S. Lines, in the NMU hall. During the war years, the commie piccards spent more time dining and drinking with the shipowners than in settling their membership's beefs. No wonder they are getting fed-up.

(Read Sherwood Adams' Story on Page One)

WSA Man Recruits For NMU

The War Shipping Administration is a somewhat confusing, as well as confused, outfit. But sometimes there appears to be something a little diabolical in the asinities its bureaucratic members voice.

Take the case of Lee Edde, an SIU Wiper, for instance.

Last Tuesday Lee went around to the WSA to ask whether they had an upgrading school for the Engine Department.

The guy behind the information desk at WSA was very helpful, like a hole in the head is helpful.

Oh, no, he said. The WSA didn't have anything like that. He was very sorry.

Then he brightened, and turned a cheery smile on Edde.

He said, "Why don't you go around to the NMU Hall."

Edde did a double take. "Look

Mister, I thought I told you I was SIU."

It didn't faze the guy at all. "Oh, that's all right," he said,



airily, "they don't discriminate. They'll be glad to have you."

Brother Lee Edde is still wondering what the hell gives. So are we.

MONEY DUE

ROCKLAND VICTORY

The following men have money due, and can collect at Waterman SS Co.: J. Ramey, \$4.51; W. Dauphney, \$4.74; M. Healey, \$8.61; C. Haganson, \$1.80; J. Hall, \$1.80; V. Mino, \$1.80; B. Richie, \$1.80.

SS B. FALLANSBEE

The following men who paid off in Tampa in November have money due them:

John Graff, 1 hr.; R. Champoux, 18 hrs.; A. Walters, 6 hrs.; L. Sheffield, 16 hrs.; F. Delgado, 8 hrs.; E. Garcia, 2 hrs.; R. Lawrence, 2 hrs.; J. Jenkins, 4 hrs.; A. Arvante, 4 hrs.; F. Rodriguez, 4 hrs.; S. Lavado, 4 hrs.; L. Jones, 4 hrs.; C. Lawrence, 1 hr.

Can be collected at Bull Line Office.

SS THOMAS SULLY

Elbert A. Segrist, \$31.94; John Grabowicki, \$34.94; William M. Watson, \$44.14; Eleferios Elias, \$65.51; Thomas E. Shields, \$5.94; Edwin W. Flinders, \$28.64; John C. Rowland, \$19.27; Marvin M.

Unclaimed Wages
Calmar Steamship Co.

SS GRACE ABBOTT

Francis J. Pitzel	2.47
Elwood A. Fogel	2.47
Charles J. Court	2.47
Dale R. Clauser	4.25
Earl R. Tucker	1.68
Gordon A. Stewart	2.52
H. C. Bloxom	19.35
Richard V. Kuyoth	24.87
Abner A. Abrams Jr.	1.68
Lawrence C. Abrams	5.05
George Rudat	1.68
Charles Gross	20.20
Eugene J. McDougall	21.65

LOG DONATIONS TURNED
INTO NEW YORK BRANCH

Individual Donations	\$49.00
SS ROGER GRISWOLD	68.00
SS BASSETT	65.00
SS SARAZAN	41.00
SS P. SEAM	55.00
SS WILLIAMS VICTORY	59.00
SS SULLY	53.00
SS HOLT	38.00
SS PEPPER	27.00
SS B. HATCH	15.50
SS HAGERSTOWN VIC.	28.00
SS LINCOLN VICTORY	10.00
SS JOHN LAWSON	1.00

NEW ORLEANS

SS CAPE TRINITY	\$10.00
Individual Donations	24.00

PHILADELPHIA

SS GOVERNOR J. LIND	\$11.00
SS WILLIAM JOHNSON	29.00
SS BELL RINGER	15.00
SS NEWHALL HILLS	50.00
SS THOMAS	24.00
SS SEA DOLPHIN	16.00
SS CECIL BEAN	59.00
INDIVIDUAL DONATIONS	94.00
SS MISSION SAN CRUZ	12.00

BOSTON

DONATIONS	\$17.00
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PERSONALS

HAROLD WHEELER

You can get your discharges at the SIU Hall, 105 Market Street, San Francisco, Calif. They were found aboard the SS Charles Keffer.

MELVIN V. HOY
R. J. ANDRY

Your books and papers are being held for you by J. Stewart on the 3rd floor of the New York Hall.

Minchew, \$32.62; Harvey W. Egerter, \$29.76; Charles E. Allen, \$36.66. Can be collected at Calmar SS Company.

SS J. GIBBON

T. G. Lyona, 8 hrs. Can be collected at Overlakes SS Company.

R. HOWARD and
N. KOLMENT

Your transportation beef from the SS Newberg has been collected. Contact the New Orleans hall.

SS JOHN GIBBON
(Voyage No. 6)

The following hen have overtime due: Leinster J. Fox, 4 hrs.; Arthur Cobb, 7 hrs.; Thomas G. Lyons, 8 hrs.; Albert Rund, 3 hrs. Collect at company office.

SIU HALLS

NEW YORK	51 Beaver St. HANover 2-2784
BOSTON	330 Atlantic Ave. Liberty 4057
BALTIMORE	14 North Gay St. Calvert 4539
PHILADELPHIA	9 South 7th St. Phone Lombard 7651
NORFOLK	127-129 Bank Street 4-1083
NEW ORLEANS	339 Chartres St. Canal 3336
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. 2-8043
RICHMOND, Calif.	257 5th St.
SAN FRANCISCO	59 Clay St.
SEATTLE	86 Seneca St.
PORTLAND	111 W. Burnside St.
WILMINGTON	440 Avalon Blvd.
HONOLULU	16 Merchant St.
BUFFALO	10 Exchange St.
CHICAGO	24 W. Superior Ave.
CLEVELAND	1014 E. St. Clair St.
DETROIT	1038 Third St.
DULUTH	531 W. Michigan St.
VICTORIA, B. C.	602 Boughton St.
VANCOUVER	144 W. Hastings St.
TAMPA	842 Zack St. M-1323
JACKSONVILLE	920 Main St. 5-1231



ISTHMIAN SEAFARER



Wm. Hoard Crew Votes To Support Seafarers

(Continued from Page 1)

thers Stevens and Hunt that the AMMLA be contacted by the delegates for the purpose of securing a set of books. Carried.

Moved and supported by Brothers Lagrama and R. J. Dominique that a vote be taken to determine what Union the crew wished to have represent them. Quite a lot of discussion ensued on this motion, and the point was raised that very shortly there would be an election within the Isthmian Fleet to determine whether or not the Isthmian seamen would be represented by a Union. On a question, the Chairman explained that the ballot would allow the men to vote any one of three different ways: SIU, NMU or No Union. After several members took the deck, it appeared that all hands agreed that regardless of a man's choice, he should vote for one of the two Unions.

SIU WINS VOTE

The respective merits of both the SIU and NMU were fully discussed, and men who had sailed under both SIU and NMU contracts pointed out the benefits of belonging to a union. After further discussion, it was regularly

the Hoard in the same manner as SIU ships—holding regular meetings and educational discussions—in order to have the strength of the entire crew available to back up any member's legitimate beef. Meeting was adjourned with 24 men present.

G. Stevens
Rec. Secretary

The attitude of Isthmian seamen on the Hoard is typical of the attitude of all Isthmian crews. They feel that if the NMU would lie, and misrepresent important matters now, what would they do if they took over Isthmian? The Hoard's reaction to the coming election—The SIU is sure to sweep the Isthmian Fleet.

These boys are now holding regular Union meetings a la SIU style, and the men are visiting the Seafarers Hall daily. SIU Organizer Tanner reports in confirmation that all of the crew went Seafarers, and it is his opinion that the NMU finks are so easy to catch in their bare-faced lies that it is enough to make even those men who might have liked the NMU turn against them, and go along with the majority in voting SIU.

NMU Strongarm Tactics A Failure

Typical commie strongarm tactics such as practiced by NMU organizers in the Gulf area and elsewhere have failed to intimidate seamen of the Isthmian Line. In fact, the NMU's goon squads and lying stories appearing in the Pilot have done much to swing Isthmian toward the Seafarers.

Action taken by the Isthmian crew of the William D. Hoard (detailed story appears on Page 12 of the Log) in voting unanimously, 24 to 0, for the SIU as the Union of their choice is concrete proof of how Isthmian boys regard the NMU in their attempted intimidation.

As a result of this action, Earl Warner, who was elected Engine Delegate by the Hoard crew at the very first Union meeting ever held by a crew aboard that ship, was instructed to contact the SIU and notify them of the action taken by the Isthmian seamen in voting unanimously for the Seafarers.

MILITANT SEAMAN

Warner is typical of the militant seamen who are turning the entire Isthmian Fleet toward the SIU, and through the actions of men of this caliber, the Seafarers' organizational drive is assured of success.

Brother Warner has discovered



EARL WARNER

that Isthmian men do not like the NMU for a variety of reasons among which are their lack of contracts comparable to the SIU; they also resent the commies' intimidating ways. "While the NMU raves and rants about the SIU using strongarm methods," Warren declared, "it is they themselves who practice these tactics."

THREATEN ISTHMIAN MEN

An incident which Warner cites gives ample proof of these charges. Every time a member of the Hoard crew goes ashore, the NMU organizer is waiting on the dock with anywhere from six to twelve goons accompanying him.

When the Isthmian seamen tell the commie organizer that they want no part of the NMU, this individual named Bill Chandor immediately tells them, "I wouldn't say that if I were you. You see these men with me? Well, it may not be safe for you to go ashore if you take that attitude"—this in spite of the fact that crew members have repeatedly told the NMU that they want nothing to do with them.

Some time ago, this comrat organizer, Chandor, was brought into the N. Y. region from the Great Lakes (or thereabouts), and

was supposed to set the world on fire with his reputed organizational ability. This somewhat scrawny individual was openly boasting among Isthmian seamen that he could dump any three SIU organizers on the New York docks. When contacted, he decided that even one Seafarer was too much for him alone.

LAUGHED OFF DOCKS

Isthmian boys and others around the docks openly laughed Chandor off the New York waterfront, and the NMU was forced to send this windy braggart to the Gulf area for his health's sake. Now, the Gulf seamen are likewise openly deriding the NMU's mis-organizer.

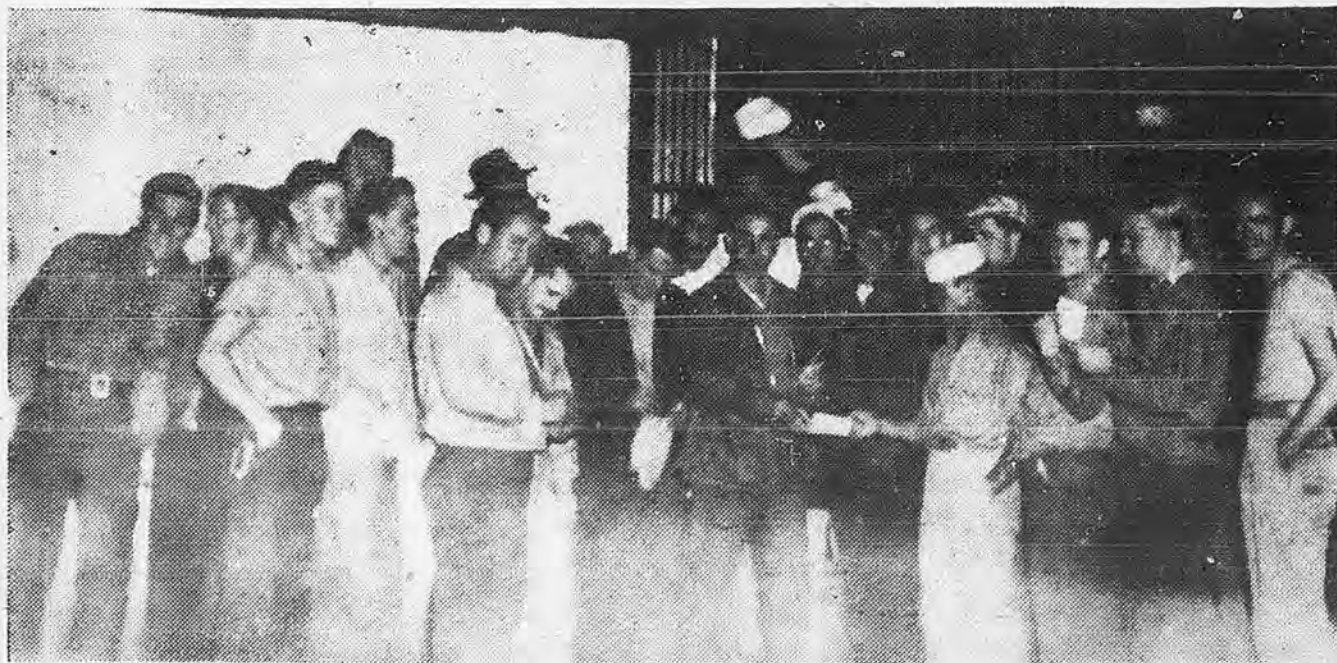
The boys around the Gulf are expecting to read the following ad almost any day now: Wanted, one Gulf organizer for a decrepit "union." Doesn't have to be mentally smart, but must be good strongarm individual with ability to make Isthmian seamen think red is white. Apply to Messrs: Curran, Smith, Stone, Myers, Stack et al.

Actions by the NMU as enumerated here are convincing Isthmian men day by day that they want nothing to do with that outfit. As Warner puts it, "I'm getting damned tired of those guys acting so tough with me simply because I told them that I preferred the SIU."

LIES HANGING COMMIES

In the Log editorial of January 18, an affidavit of Brother Whitis of the William D. Hoard appeared which clearly stated how one man had been brow-beaten and bamboozled by NMU phonies before, and after, he got wise to the score and joined the SIU. It is a self evident fact that the Seafarers is winning Isthmian hand over fist, and in addition to the SIU contracts and conditions, it is the commies own lies which are hanging them.

Keep it up, comrats! Shortly, all Isthmian seamen will know the Union score, and then the NMU will be buried under the landslide of Isthmian votes for the Seafarers!



moved and carried to close discussion.

Vote results: SIU—24; NMU 0; No Union—0.

Moved and supported by Brothers Hunt and Cannon that the SIU be contacted by the Dept. Delegates to inform them of the crew's actions, and to secure information regarding the coming election. Carried.

GOOD AND WELFARE

Several suggestions were made on how to make the trip as good as possible by cooperation between all Departments, and one man stressed the point that the best way to have a good ship and handle all of the crew's beefs to their satisfaction was to operate



TOP: SIU Organizer Cal Tanner is congratulating the Hoard seamen for choosing the SIU as their Union. Signed pledge cards from the entire crew, which they gave Tanner, attested to their determination to fight for the Seafarers in the coming Isthmian election.

LEFT: This is a group picture of the Isthmian Line's William D. Hoard crew taken shortly after they made their unanimous decision to join the Seafarers, completely repudiating the NMU's lying, strongarm tactics. The placards they display, give further evidence of their pro-SIU sympathies.