

SEAFARERS LOG



Official Organ of the Seafarers International Union of North America

VOL. IX.

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No. 30

SURVIVORS OF ACCIDENT AT SEA



More than a month ago the SS Newhall Hills, Pacific Tankers, was rammed and cut in two in the English Channel. SIU member Ed Bolehala, AB, was killed by the explosions which rocked the boat following the crash. Above are some of the members of the crew who have just returned to the States. This crew was praised by the Master of the ship for the "sheer guts" they showed in manning the hoses and standing by the engines while a raging fire threatened the center tank. White Caps off to all of them!

NLRB Calls Meeting On The SIU Demand For Cities Service Vote

The drive to organize the unlicensed seamen of Cities Service Oil Company entered its second round this week when the National Labor Relations Board, Second Region, announced that a representation hearing would be held on July 28.

This hearing would have been held quite some time ago, except that the National Maritime Union had filed charges of "unfair labor practices" against the company—charges which were recently withdrawn, thereby opening the way for a bargaining election.

There is no doubt but that the NMU will claim a place on the ballot. There is also little doubt that the NMU will suffer the same defeat which it has suffered whenever it came up against the SIU in bargaining elections recently.

All unlicensed personnel will be included in the bargaining unit eligible to vote, except for Pursers and Radio Operators. It is estimated that more than 300 Cities Service employees will be affected.

STRONG SUPPORT

On February 14, 1947, the SIU turned over to the NLRB pledge cards for more than four-fifths of the total strength of the bargaining unit. This is an indication of the popularity of the SIU with these unorganized seamen.

The first shot in the campaign to organize Cities Service was fired on October 31, when the SIU petitioned for an election in that company, claiming a sufficient number of the unlicensed personnel had authorized the SIU to act as their bargaining agent.

Although this was undoubtedly true, the action of the NMU in charging the company with "unfair labor practices" held up proceedings until this time.

House Gets Bill To Extend Medical Service For Seamen

WASHINGTON — What seamen have been fighting for over a long period of time may soon turn out to be a reality. By that is meant hospital and medical service for seamen who have been on the beach for more than

60 days after the date of the last discharge.

It is common-knowledge that many seamen, out-of-work for more than 60 days, have been refused treatment at Marine Hospitals. Now if HR 4163, which is at present in the Committee on Interstate and Foreign Commerce, becomes law, seamen will be accorded the same rights which are granted to members of the Army, Navy, or Marines.

The pending bill is intended as an amendment to the Public Health Service Act, and provides that seamen "who are or have been" employed on "board in the care, preservation, or navigation of any vessel, or in the service, on board, of those engaged in such care, preservation, or navigation, and, (2) any person who (A) has been so employed, (B) has not changed his occupation as a seaman, and (C) by reason of age, unavailability of jobs or disability is not able to work," is henceforth entitled to medical and hospital service.

Only pressure from seamen's unions could have brought about the introduction of such a bill, and it will take even more pressure to make sure that the bill passes. When open hearings are held, the Seafarers International Union will be represented and will press for the enactment of the measure.

Waterman Adds To European Run

The Waterman Steamship Corporation is doubling its services from New York to Antwerp and Rotterdam. Two sailings will be made every week, instead of the hitherto once-a-week sailing.

A Waterman ship will now leave New York every Tuesday for a direct run to Rotterdam, with another vessel departing every Friday for Antwerp.

Waterman also has announced that its intercoastal service, known as the Arrow Line, which it will operate jointly with Sudden and Cristenson, Inc., will begin operations on Aug. 1 on a fortnightly basis.

Neither New York nor Boston will be included in the Arrow Lines initial schedules, which will be made with chartered Victory ships. The first sailing on Aug. 1 will be made from Baltimore with subsequent calls at Philadelphia and Charleston, S. C.

Slickest Trick Of The Year

A little inside story on the art of manipulation—one that makes the late Harry Houdini look like a second-rate street corner pitchman—came out of a hearing held by the State of Washington's Department of Transportation. Subject of the hearing were the rate increases asked by the Black Ball (that's the right name) ferry line monopoly.

Said Capt. Pebody, the company head, as he leaned back in the witness chair:

"Now, the fact that the state built those bridges down there (in San Francisco) and we were able through—I don't mean to brag about this but I have got to get this one over—through careful planning and careful manipulation to go down there and get, for practically nothing, 17 of the 21 ferryboats that were owned by the S. P. Golden Gate Ferries, and the further fact that by careful planning and careful manipulation we were able to sell one piece of our equipment that gave us more money than we paid for six vessels that we bought in Frisco, and that before the program was over, by selling four pieces of equipment that we owned we got one and a half times what we paid for the whole fleet, without that, we couldn't have done it."

Two Bills Would Aid Aliens

Uncle Sam may yet remember the alien seamen who helped deliver the goods during the darkest days of American history.

Two bills to recognize the role played in the war effort by alien seamen are currently receiving consideration in the House of Representatives.

Already approved by the House Merchant Marine and Fisheries Committee is a measure to allow aliens with wartime service aboard American ships to sail all U. S. ships.

If enacted by the Congress,

this bill would supersede the law that went into effect May 31 banning aliens from American subsidized vessels.

The second bill, introduced last week by Rep. Emanuel Celler of New York, calls for the granting of citizenship to all alien seamen who have three years of wartime service on American ships.

Passage of these two measures would bring to a successful conclusion the strong fight the Seafarers International Union has been waging in behalf of all alien seamen.

N.J. Now Pays Compensation To Jobless Seamen

TRENTON, N. J.—The state of New Jersey this week announced that it was prepared to pay unemployment compensation to out-of-work seamen who in the last two years worked on vessels of the War Shipping Administration.

The weekly payments would range from \$9.00 to \$22.00, for a maximum of 26 weeks, depending upon the wage levels and duration of jobs when last employed.

Seamen, willing and able to work, but who cannot find suitable employment, are eligible. Work at other jobs covered by New Jersey law also counts.

Payment eligibility may expire soon for seamen who have been idle for some time, and they are therefore urged to apply as soon as possible.

Claims should be filed at the nearest State Employment Service to where the applicant lives, and must be accompanied with either of the following: United States merchant mariner's document or merchant seaman's certificate of identification, continuous discharge book or certificate of discharge, and union book.

SEAFARERS LOG

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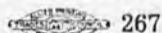
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 GEORGE K. NOVICK, Editor



The Task Ahead

The men of the Seafarers International Union were thrilled last month when the National Labor Relations Board announced that the Union had been certified as the bargaining agent for the unlicensed seamen of the Isthmian Steamship Company. Mingled with the thrill, was a feeling of relief that the hard work and money expended on the campaign had borne fruit.

A lot of men settled back and said, "Well, that job's over. Now let's relax."

But the job for the Seafarers is not over as long as there is one unorganized company left on the American waterfront. Just as an infection can start from a slight cut on the finger, so can the shipowners and operators use one non-union company as a spearhead in an all-out, anti-union drive.

Even while the Isthmian campaign was going on, the SIU was planning and taking part in other organizational activities. Within the past few months elections were won on the Mathiasen Tankers, the Huron Transportation Company, and the Wyandotte fleet.

It takes men to organize these companies. No company gives in to the just demands of the men sailing the ships, unless the men are organized into a strong union that can fight for better wages and conditions.

Volunteers have to work aboard those ships carrying the message of unionism to men who need the help of a strong union, but who don't know how to go about getting it.

Just recently the SIU petitioned for an election in the Cities Service tankers fleet. More will follow; and volunteers will be required to sail those ships, talking union and acting in good union fashion, until they are added to the growing list of SIU-contracted companies.

What SIU seamen have today in the way of decent wages and conditions was won by men who thought of the seamen's movement first, and of themselves second.

Cities Service can be organized; the Great Lakes can be completely organized; all non-union shipping in the United States can be brought under the SIU banner—if Seafarers will volunteer to go aboard unorganized ships to do the job.

So, now is not the time to relax. Now is the time to see the shoreside organizers in all ports and ask for an assignment. You may not be hired by the company the first time, but you can keep trying.

That's the only way to keep our standards high.

COMPLETING THE JOB!



Men Now In The Marine Hospitals

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

NEW ORLEANS HOSPITAL

- J. PROBST
- C. CAHILL
- C. LANGSTON
- L. COOPER
- W. CAUGHEY
- R. LUXEMBURG
- J. L. WINN
- F. McNUTLY
- F. HOMANN
- G. ELDRIDGE
- LEROY CLARKE
- V. A. QUINN
- M. A. HIGGINBOTHAM
- A. J. LeJUENE
- J. ZADAVIL
- E. L. WANDRSI
- E. M. LOOPER
- J. J. O'NEAL
- A. B. ZIELINSKI
- R. B. WRIGHT
- J. E. MAGUIRE
- C. MASON
- W. BROCE
- J. DENNIS
- E. P. JANOSKO
- H. W. WATTS

STATEN ISLAND HOSPITAL

- N. NEILSEN
- J. MORRISON
- E. J. SIDNEY

- J. A. DYKES
- E. E. CASEY
- E. F. PAUL
- P. FELICIANO
- P. GELPI
- H. STILLMAN
- T. J. KURKI
- E. P. O'BRIEN
- C. KERSTENS
- P. C. CARTER
- M. PISKUN
- G. ROGERS
- C. F. CONSTANZA
- H. SELBY
- R. WALTHER

BALTIMORE HOSPITAL

- M. PLYLER
- F. O'BRIEN
- J. WYMOND
- E. CAIN JR.
- J. TARQUELLOS
- F. MILLER
- D. COPPAK
- P. PODOLSKY
- R. GORDON
- M. FINDELHURST
- H. GREEN

NEPONSET HOSPITAL

- L. CLARK
- J. S. CAMPBELL

Hospital Patients

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

Staten Island Hospital

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

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

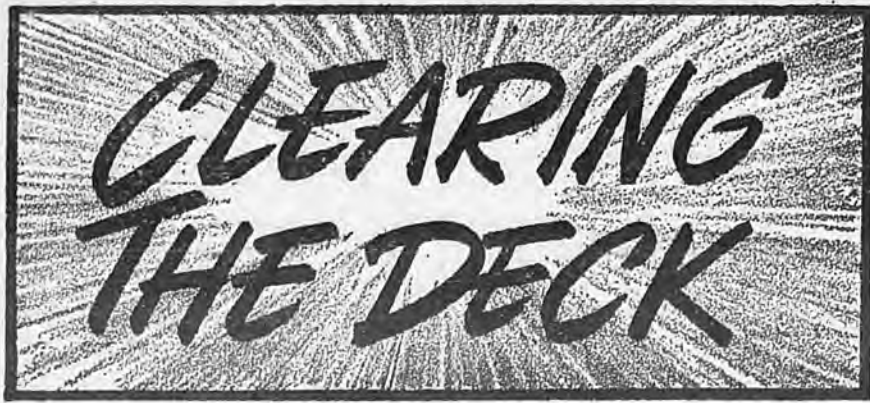
- E. FERRER
- J. R. HANCHEY
- C. LARSEN
- L. L. LEWIS
- J. R. LEWIS
- L. TORRES
- C. SCHULTZ
- J. HAMILTON
- R. A. BLAKE
- H. BELCHER
- J. T. EDWARDS

CHICAGO MARINE HOSP.

- LOUIS JOHNSON
- STEVE SCHULTZ
- HENRY LALLY

BRIGHTON HOSPITAL

- L. ANDERSON
- J. CALHOUN (SUP)
- R. BAASNER
- R. LORD
- E. JOHNSTON
- E. DELLAMANO
- H. WALSH
- R. HUNT
- H. SMITH
- J. DRUMM
- R. MORRISON



By PAUL HALL

Maybe he doesn't know it but the guy who puts the best argument in the shipowners' mouths everytime they try to knock down our conditions is the donkey aboard ship who probably doesn't know the first thing about a seaman's job and tries to cover up his lack of knowledge by sounding off like a super-militant. What he doesn't know about his job he makes up for by running off at the mouth. Most of the members have, at one time or another, watched this type of guy operate.

It's pretty well agreed that a good Union man never substitutes his Union book for ability to take care of his job aboard ship. However, not once, but several times lately, situations have arisen where a guy found he couldn't handle the job for which he had been shipped and instead of asking one of his shipmates to wise him up, used the line: "I'm a good Union man and I carry an SIU book."

A defense like that is strictly from the bilge. Now its no disgrace not to know everything about a job because savvy is something we all pick up as we go along. But it is a disgrace to try to hide that lack of knowledge by falling back on the argument that holding a book solves everything.

Beef Hits Electricians

In most instances, this beef comes up in regard to Electricians. It generally develops when a Chief Electrician orders an Assistant to do a certain job, for which, in some cases the guy lacks the proper know-how. Instead of simply admitting he's stumped and taking advantage of the chances to learn, the Assistant has been known to reply, "I'm not supposed to do that kind of work."

When the Chief Electrician insists the work has to be done, the old song and dance comes up: "I'm an SIU member and you can't tell me what to do." Well, its nice work if you can get it but a guy must have a little more in his tool kit than a lot of sharp talk.

A Chief Electrician is, in the same respect as is a Chief Steward, a key man—and a Bosun, and he has definite work for which he is responsible. The Assistant Electrician works directly under his jurisdiction and is naturally responsible to him.

Should an Assistant Electrician or for that matter, any guy aboard ship, be he an AB, OS, Messman, or what have you, be told to do a job by the Chief Electrician, Bosun or Steward and the work is one of his duties, he should do it. No sound argument exists for a refusal.

Happens A Little Too Often

There have been too many instances lately where guys didn't know their stuff and took advantage of the fact that they are Union men by trying to twist the incident into a Union or personal beef. Wherever possible, members witnessing gags like this should do their best to set the guilty party straight.

We all have to learn and it is up to the guy who does know the score to pitch in and help break in the guys who still need a little boost in learning how.

This applies to Union education as well as job education. We of the SIU have a policy which we believe in—that the place in which Seafarers can best learn how to handle their jobs is aboard ship at the point of production and not in government training schools. We must demonstrate that this policy can be practicable as well as a principle.

The whole thing, then, boils down to this: If a guy doesn't seem to be able to handle a job he is supposed to know, lend a hand by telling him how. On the other hand, if he isn't interested in learning and pulls the old cover-up, "I'm a Union man and you can't do anything about me and my job," then the quicker you take care of the character by setting him straight or unloading him from the ship, the better it will be for the Union and its membership.

Affects Union Hiring

The mention of so-called key ratings on board ship brings up a highly important point. Our membership, and the entire waterfront knows that the SIU is one of the few unions that ships key personnel, such as Chief Electricians and Chief Stewards, right off the hiring board. The shipowners made a very strong effort at our last negotiations to take this hard-won right away from us and the negotiating committee had a hell of a tough time to keep them from doing it.

It is the natural thing and the intelligent thing, then, for us to support these Chief Stewards and Chief Electricians aboard ship after we have shipped them from our Halls. To fight for the right to ship these men from the union hiring hall and then force them to put up with some lazy bum that refuses to carry his end of the load aboard ship doesn't add up.

We won't allow men sailing in these ratings to hardtime any SIU man. But they have responsibilities. Let's meet them half-way.

Unless we follow this policy we are running the risk of having the company demand the right to select their own people for these jobs. If the membership is interested in keeping these two important jobs right where they are—on the union hiring board—they'll damn well support these men when they have a reasonable beef aboard ship.

Take up this point at your next shipboard meeting. Discuss it thoroughly.

Gt. Lakes Negotiating Committee Meets With Huron On SIU Contract

By PAUL WARREN

DETROIT—Thanks to the Atlantic and Gulf District, we've had the capable assistance of Brother Lindsey Williams up here on the Lakes for the past few days.

Lindsey is up here for the express purpose of drafting the new Huron Transportation Company agreement in line with the demands and requirements of the Huron seamen.

Since NLRB certification of the Seafarers as the sole bargaining agent to represent the Huron seamen on June 16, crewmembers of the two Huron ships, the SS Crapo and SS Boardman, have been patiently waiting for good news concerning the contract negotiations.

This week, the second meeting with the Huron management will take place and the actual opening of contract negotiations will begin.

At the first meeting with this management, arrangements were made to secure passes for boarding the Huron ships, exploratory discussions on the agreement were made, and a date for the next meeting was set.

Since then, and with the valuable aid of Brother Williams, the new contract demands have been drawn up and presented to the Huron management for their consideration. Wage demands are on a comparative basis with those secured in the recent Midland wage agreement.

WYANDOTTE AGREEMENT

As of July 16, the SIU was certified by the NLRB as the sole bargaining agent for the unlicensed personnel of the Wyandotte fleet. Now that this certification has come through, meetings with the Wyandotte management leading to an SIU agreement will be started at once.

We are fully confident that when the Huron and Wyandotte agreements are finally signed that the crewmembers of these two fleets will be completely satisfied that they are the best agreements on the Lakes, and that they will set a new standard for other contracts to shoot at.

HANNA PROGRESS

Progress is expected in the Hanna case from the NLRB in Washington. The Board has to decide on whether or not the Chief Steward shall be included in the bargaining unit, and we should have a decision on this in the near future.

Rumors have it that both the NMU and LSU are working like eager beavers on the Hanna fleet. However, we have it on direct authority from the majority of

the Hanna seamen that they are waiting patiently for a chance to register their vote for the SIU as the Union of their choice.

Hanna seamen have not forgotten how NMU goons and terrorists attempted to intimidate them during the NMU's so-called strike of 1946 in an attempt to force Hanna crewmembers into the ranks of the NMU.

Hanna seamen are also well aware of the fact that they have nothing to gain from membership in the one company Lake Sailors Union.

This outfit is tied so closely to the shipowners that the LCA would be running their affairs, if Hanna seamen joined the phony LSU.

Hanna seamen want no part of either of these outfits, but they do want the SIU. They know that the SIU leads today, like it always has, in securing the best possible contracts with the best possible wages, hours and conditions for the Lakes seamen.

WILSON STALLED

An election for crewmembers of the Wilson Transit Company ships is still stymied temporarily through the company's efforts to stretch out the case before the NLRB in Washington.

Wilson attorneys have pleaded that the Chief Stewards and Utility Engineers should be ex-

cluded from the bargaining unit which is to vote on the union of their choice.

They have also requested that they be allowed to argue orally in this case, another factor which serves to hold up the proceedings.

In the meantime, SIU representatives are bending every effort toward the holding of a speedy election among the Wilson seamen. We feel that Wilson seamen have been denied SIU conditions, wages and union representation for too long.

This is another fleet in which both the LSU and NMU are concentrating their organizational efforts. Very few Wilson seamen are falling for their line of phony propaganda, as a majority of them have signified their wish to become members of the Seafarers.

Wilson seamen, just like the Midland seamen last year, and the Huron and Wyandotte seamen this year, are fed up with LCA conditions. They, too, realize that the SIU leads on the Lakes when it comes to winning the best damn contracts for the seamen on the Lakes.

Yes, the SIU leads today, and the SIU because of its strength and militant membership will continue to lead on the Lakes just as we lead on the Pacific, Atlantic and Gulf Coasts, too.

SIU Membership Still Has Big Job In Cities Service

By AL KERR

Now that the NMU has withdrawn the unfair labor charges which they had filed against the company in the Cities Service case, the National Labor Relations Board will be able to go ahead and process our representation case. In line with processing our case, we have received a notice from the Board to the effect that a hearing will be held in this case on July 28th, 1947.

At this hearing it will be decided as to who will be allowed to vote, what date the voting shall start, and whether or not the voters will vote by mail or manually.

The Seafarers has no doubt at all that the Cities Service fleet will vote SIU the same as the Isthmian Fleet did. The men who are sailing the Cities Service tankers have seen the Isthmian fleet, Huron, Wyandotte and several Gulf Tugboat outfits vote for the Seafarers to be their bar-

gaining representative in recent elections.

Cities tankermen know that the SIU is the outfit that has made the seamen's wages and working conditions what they are today. Not only has the Seafarers taken the lead in the establishing of working conditions and wages, but will continue to hold the lead in the maritime field.

For the Seafarers to be able to win the election in the Cities fleet as we did in the Isthmian fleet, it will be necessary for the membership to come forward and volunteer again as they did then.

Although the men that are on the Cities Tankers will undoubtedly vote for the SIU, many of them have questions in regards to the Union Constitution and the other benefits of a Union. At times it is impossible for the shoreside organizers to get on board these ships. Therefore, it would be a big help to have a Union man riding the ship to answer any questions of this type that may come up.

Why not take a run around to the Cities Service office at 70 Pine Street, N. Y. It's on the 7th floor, to your right when you get off the elevator. Don't let them know that you belong to the Union or they won't have a damn thing to do with you.

When you go, report back to the organizers as to whether or not you filled out an application, talked to any of the men in the hiring hall, or whether or not you heard anything about the movement of their ships.

A few minutes now may mean more jobs on the board to choose from later.

Ship Cities Service!

Gear-Grabbers Hurt Union

The membership of the Seafarers International Union has consistently reaffirmed its position that gear-grabbers can't be good Union men. Any individual who stoops to pilfering gear such as coffee percolators, linens, etc., which are placed aboard SIU-contracted ships for the convenience of all hands, is, above all, guilty of a malicious disregard of his shipmates' welfare.

Crew conveniences on most SIU ships today are not there by accident. They are there because of the Union's successfully-fought struggles to bring greater benefits and comforts and to provide decent conditions for the membership while out at sea.

These hard-won conveniences are for the benefit of ALL HANDS. They ARE NOT to be appropriated by any individual for his own personal use. Violators of the membership's welfare will be dealt with in accordance with the firm stand taken repeatedly by Seafarers in all ports.

Dirty Ship Is Pain To Crew And Officials

By HARRY M. GALPHIN

When we took the Enos A. Mills, Bull Lines, out of the boneyard in Charleston she was a clean ship in spite of her long lay up, but it wasn't long before she looked like she had been in the boneyard since the first World War.

We made a trip to Europe and came in to New York for the payoff. Patrolman Gonzales, who handled the payoff, called the crew together and told them that there would be no payoff until the Mills was cleaned up.

Most of us were heartily in agreement with Brother Gonzales and we all turned to, and in a



HARRY M. GALPHIN

short while the vessel was ship-shape and we paid off.

The morning after the payoff, however, I stopped in the scullery and from the filth and junk laying around, one would never think the place had been cleaned the day before. The mess-room, and scullery were terrible. I've seen some crummy ones, but this one took the cake.

All the oldtimers aboard, Moon Mullins, the Bosun, Patty O'Neill, AB, and a few others turned to with a will, but below in the Stewards Department it was a different story.

Aboard the Mills there were a lot of youngsters who didn't seem to care too much about the care of the vessel. Most of them felt that they were aboard for a pleasure jaunt, but if they were sent down to a ship and found it as filthy as the Mills, they would be the first ones to raise hell.

It's up to us to keep our ships clean. The Patrolman in New York did as much as he could to clean up the Mills, but we shouldn't have to be told.

As SIU members, we pride ourselves on clean ships both while we are aboard and when we leave them for another gang, so let's get together and bring in a clean ship that will be no headache to us, the Patrolman or the next crew.

To Our Contributors

Note to Arthur Thompson, F. Curls, and other LOG contributors: Sorry, but timely material forced us to hold your stuff over, but they will appear very shortly. How about more? — The Editors.

THANKS FROM SHIPYARD WORKERS

Industrial Union of Marine and Shipbuilding Workers of America

Affiliated with the Congress of Industrial Organizations

NEW YORK REGIONAL OFFICE

1133 Broadway : New York, N. Y.

WAtkins 9-8952

July 10, 1947

Mr. Paul Hall, Int'l 1st Vice Pres.
Seafarers Int'l Union of N. A.
51 Beaver St.
New York 4, N. Y.

Dear Paul:

Thanks a lot for your fine resolution regarding support of our strike by the S. I. U.

Our union is fully aware of our mutual cooperation in the past and here's hoping everything comes out alright.

Here's luck, also in your present negotiations, and that you make out O.K.

Fraternally,

Charles A. Leone
Charles A. Leone
Reg. Dir.

CAL:hm

CC: Ross D. Blood, Nat. Sec. Treas.
Thomas J. Gallagher, Org. Dir.

Above is a reproduction of a letter sent to the Union by the Industrial Union of Marine and Shipbuilding Workers of America, CIO, thanking us for adopting a resolution supporting their stand even before they hit the bricks a month ago. In a few past instances the SIU has assisted the Shipyard workers, and the best wishes of the Seafarers are behind the IUMSWA in its present struggle with the shipyard owners.

Reuther Beats Commies In UAW

DETROIT — President Walter Reuther, of the United Auto Workers-CIO, won one of the toughest battles of his labor career last week when a referendum of UAW members voted down amalgamation with the United Farm Equipment Workers-CIO.

The Reuther victory was conceded by UFE President Grant Oakes who complained that "We cannot accept this result as authentic expression of the UAW rank-and-file..."

Reuther's success was seen as a sharp setback to Vice-president R. J. Thomas, and Secretary-treasurer George Addes who has been favored by Communists for UAW president. Reuther supporters contended that the amalgamation proposal was a device by which the Thomas and Addes forces could pick up 450 convention votes to unseat Reuther.

Warning Bell Sounds: Don't Smuggle Butts

Word has just been received from Germany that the Captain and Second Officer of a Waterman Lines ship were fined for trying to smuggle cigarettes into Bremen in exchange for diamonds. The Skipper was sentenced to pay \$3000 or serve a year and a half in jail, and the Mate was fined \$300.

It has also been learned that all seamen are searched before going ashore, and are under surveillance while in Germany to prevent any thing of value leaving the country.

Remember, when you get into that sort of trouble, the SIU can't do you a bit of good. Even Joe Volpian, Special Services Representative, won't be able to get that kind of log broken.

Commie Sheet Has Had Long Anti-Labor Record

NEW YORK—For a long time the Daily Worker, organ of the American communist party, has slandered honest union officials because they would not allow themselves to be led around by Stalin's nose-ring. Very few, if any, did anything about it—because of the old myth that the Daily Worker was a labor newspaper.

Recently, in the fight for power in the National Maritime Union, the DW has been supporting the commies, and employing their usual tactics of mud-slinging, character assassination, and outright untruths designed to prove that the opposition to the commies is trying to gain control of the union so as to wreck it.

Curran has cracked back at the paper with a suit for libel, while at the same bewailing the fact that the Daily Worker "once was a paper which carried truthful statements on unions."

Curran easily forgets or glosses over the way the DW has consistently attacked labor when it was the commie line to do so.

MINERS REMEMBER

Can anyone have forgotten how, during the coal miners' strikes, the commie paper ran columns of abuse against the miners and their leader, John L. Lewis.

Well, the miners haven't forgotten the DW headline on

March 30, 1945, during a stoppage, "Not An Hour's Stoppage! The Mines Must Be Seized!"

The Montgomery Ward strikers, hounded on one side by America's number one openshopper, and on the other side by a bosses' government, found another enemy in the communists and the Daily Worker.

Party-liner Harry Bridges ordered his warehousemen in Montgomery Ward's St. Paul unit to continue work after the CIO Retail, Wholesale and Department Store Employees quit work.

"CALL IT SCABBING"

When he was appealed to bring this practice to a halt, he replied, "We will handle Chicago orders eight hours a day, call it scabbing if you want to."

"Call it scabbing?" Is there anything else to call it?

The Daily Worker jumped right into that one. In story after story, the M-W strikers were called scabs, and the government was advised to treat them as such.

The record is long and filthy. The commies and their anti-labor paper backed President Roosevelt's plan to draft labor, even though all non-CP elements of organized labor had denounced it; they advocated retaining the "no-strike" pledge even after the war was over; and they were

very quiet when it came to protecting workers' rights from the bosses and the government during the whole course of the war.

Honest trade unionists know by now that there is no sincerity in communists, and that they would not hesitate for an instant to cut labor's throat if they thought that it would help Stalin's policy of world conquest.

In opposition to Curran's attack on the DW, Ferdinand Smith, Secretary of the NMU, devotes his July 18 column to defending it.

Congressman Defines Freedom: 'Right To Pay Starvation Wages'

Freedom means the right to pay starvation wages.

So said a liberty-loving member of the Congress of the United States in a subcommittee hearing a few days before the nation — and the Congress — celebrated the signing of the Declaration of Independence.

The congressman, Representative Schwabe, a Republican from Missouri — was arguing against increasing the minimum wage from 40 to 60 cents an hour, saying that it was against the "American way."

His conception of the "Ameri-

He confines himself almost exclusively to the period between 1934 and 1936; the reason for that is obvious—from then on the paper was constantly guilty of attacking honest labor unions and whitewashing those which followed the line as set down in Moscow.

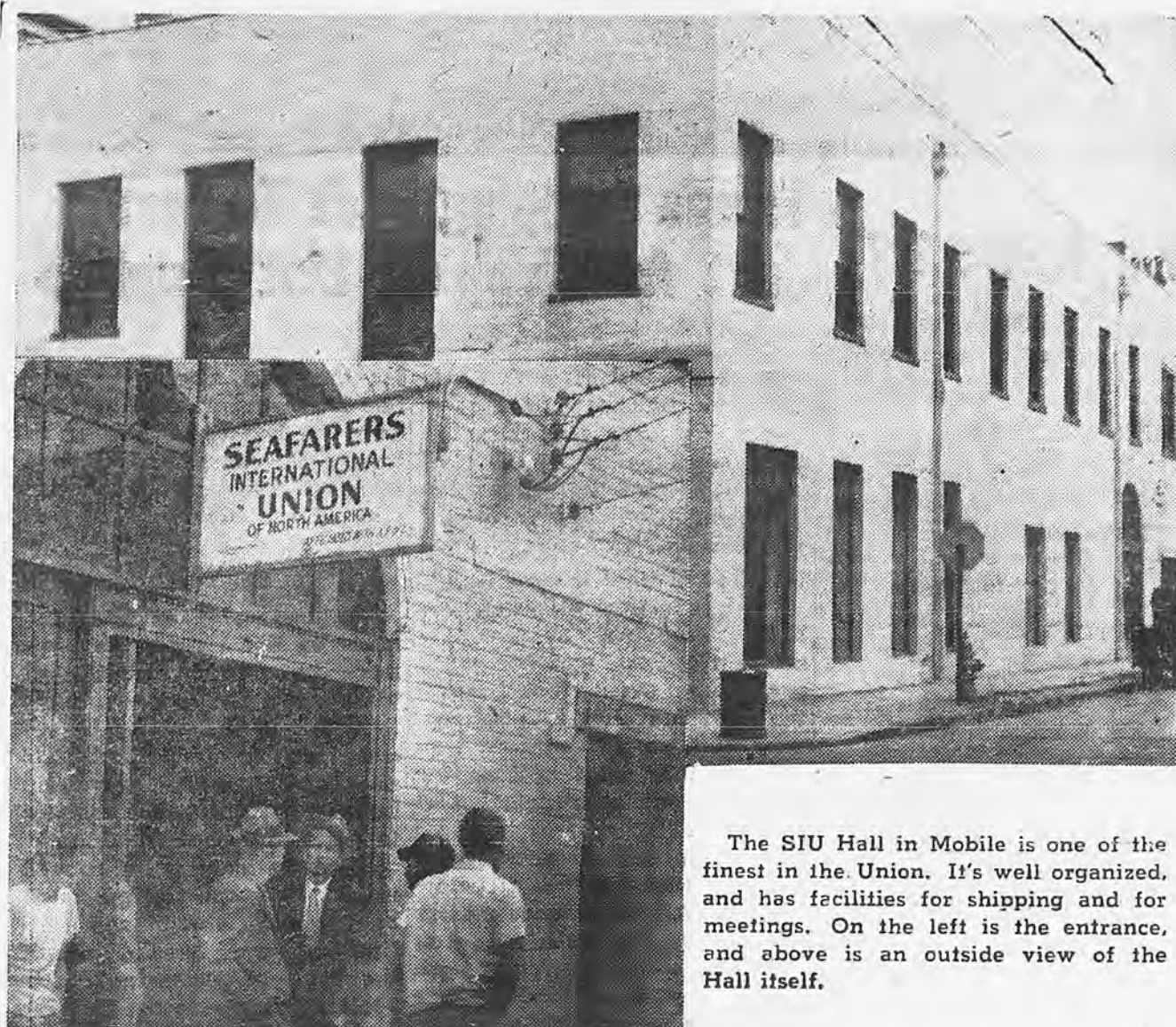
It will be interesting to watch what happens. If Curran wins his suit it may set a precedent that will force the Daily Worker to rely on facts, not on the hate-filled scribbles of viciously anti-labor, pro-Stalin writers.

can way," was clarified later in the hearing. If a man went to a public sale, he said, and bought an article cheaply it was his right and he added: "If he hires a worker cheap, that's the American way of doing it."

Schwabe's definition of freedom was made in response to a question put to him repeatedly by Rep. Arthur Klein of New York. Klein asked if "freedom meant the right to pay starvation wages?"

"If you put it that way, yes," answered Schwabe, who believes in the "American way."

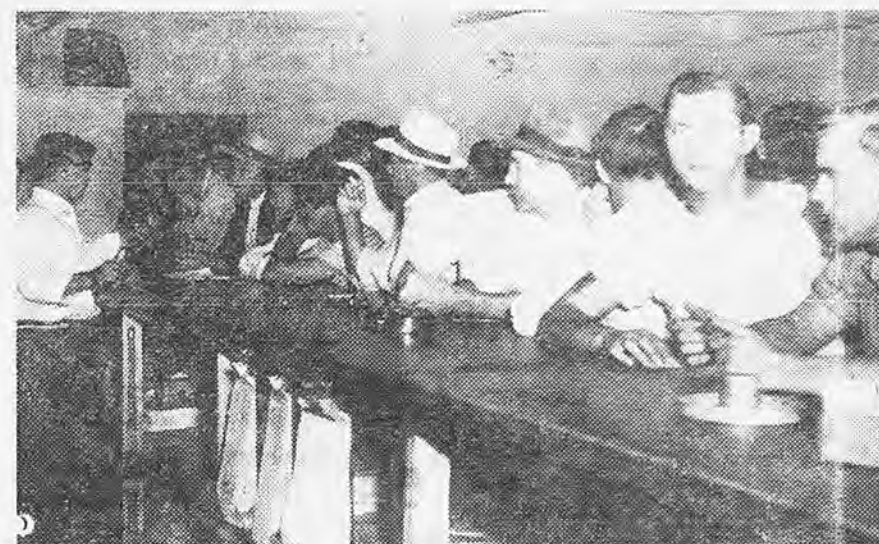
Hall In Mobile Is Center Of A Growing Port



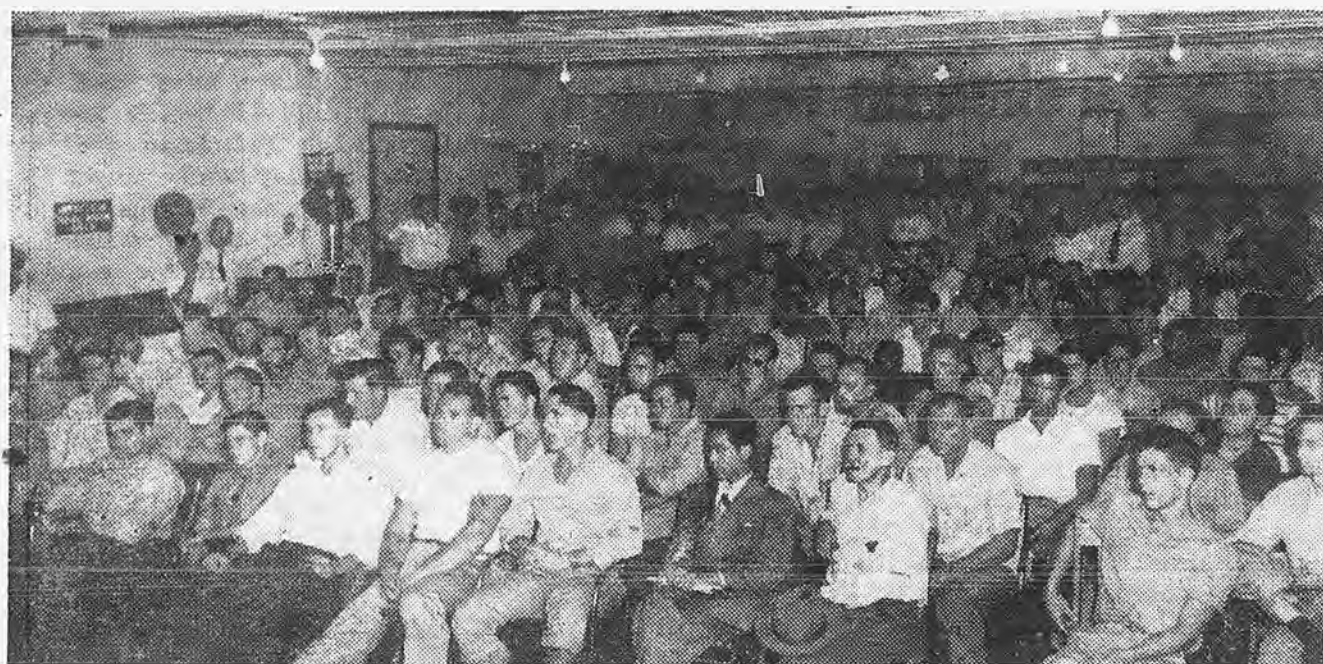
The SIU Hall in Mobile is one of the finest in the Union. It's well organized, and has facilities for shipping and for meetings. On the left is the entrance, and above is an outside view of the Hall itself.



Left, Cal Tanner, Mobile Port Agent. Cal is an oldtimer in the Union and did an outstanding job organizing during the Isthmian campaign. At the last convention of the SIU, he was elected a Vice-President of the International. Mobile is a busy Port, and under the able direction of Brother Tanner, things run smoothly all the time.



Hard at work dispatching men to ships is Bobby Jordan, Dispatcher. Bobby also helps out as a Patrolman when the need arises. Shipping is good in Mobile, and it keeps Bobby on the run keeping the vessels crewed up.



Above is a picture of the special meeting called to give the news that the Seafarers had been certified in the Isthmian bargaining election. More than 400 members were present, most called off ships in the harbor, and the Hall rocked with cheers and applause when the news was announced by Agent Tanner. Present also at that meeting were Director of Organization Paul Hall, and Gulf Area Organizer Lindsey Williams.



This is what the Dispatch Board looks like from out front. The above picture was taken during an hourly call, and shows Seafarers throwing in their cards for jobs they want. In true democratic fashion, the man who has been registered longest has first crack at the jobs that come up. However, with shipping booming, no man has to stay on the beach for a long time unless he wants to.



At the close of the meeting, the men who had volunteered to sail Isthmian under low wages and poor conditions were called forward to receive the thanks of their Brother members. These men, and men like them in every Port, were the ones responsible for bringing Isthmian under the Seafarers banner, and to them goes the credit for making Isthmian SIU, too.



Charley Kimball, one of the Patrolmen (behind the counter) discusses a beef with Brother Wilford Tracy. Left out of the pictures on this page are Doorman Whitey Lewis and Patrolman Jeff Morrison, both of whom just didn't stay put long enough for the LOG photographer to get a shot.

Organize Non-Union Outfits Now, Or Suffer When Shipping Slumps

By EDDIE HIGDON

PHILADELPHIA — Since July 2 we have had 29 ships in here, but few payoffs. Where we did have a payoff, all beefs were settled right on the ship, at the point of production. Here's the listing of the scows which have touched here so far this month:

SS Steel Navigator, Aram Pothier, Clyde L. Seavey, Rider Victory and Steelmaker, all Isthmian.

SS Joseph Hews, Cape Breton, Benjamin Williams, Edith, and Evelyn, Bull Lines.

SS Grange Victory, Cornell Victory, Belgium Victory, Alfred Moore, and Columbia Victory, Waterman.

SS John Weyerhauser, Robin Hood, Robin Tuxford, and Marine Runner, Robin Lines.

SS Baylor Victory, Hattieburg Victory, and Birmingham Victory, American Hawaiian Lines.

Besides these mentioned above, we had a bunch of tankers drop in here in transit.

COAL MOVING SOON

Shipping has been slow in regards to payoffs and the few ships coming in for annual inspections have not been able to get repairs due to the shipyard strike. Within the next week, however, we think things will pick up and shipping will be back to normal.

Most of the ships were in transit and most of our shipping was replacements for these transit ships. Since the miners have gone back to work, it looks like coal will be moving pretty soon and this being the case, I believe Philly business will pick up soon.

The writer has put in seven months on the beach, made the Union Hall every morning at eight and left every night at five, six days a week, and believe me, I would have been very glad to take an unorganized ship.

Let this be a warning to you tardy book members. If we don't crew up these unorganized ships and get them under contract, we will see the day that we will regret that we didn't sail and organize them.

Let's get together and sail these ships.

HOT AND HEAVY

The Taft-Hartley Act seems to come up for very heated discussions of late; in fact, it becomes so heated at times that it is be-



coming dangerous between men of opposite views. However, to date the only action being taken against this measure by these arguing militants' is the fact that they want to batter each other around.

I believe that the best way for our Union to handle this is a voluntary assessment—one like the \$2.00 SIU assessment and this being the case instead of chewing each other up in an argument, you will have ammunition

to fire the bullets at the bigwigs, to help undo what they have already done to labor.

The beef of the week was a Brother who called into the Hall and stated that he was an Oiler, and that he turned the steam off on deck as the Deck Engineer was ashore. He asked whether or not he was entitled to be paid for this work.

He further stated that the Deck Engineer told him whoever turned steam on or off the deck would be paid for it.

I informed the man that if the Deck Engineer was ashore and he was told to shut the steam off deck, that he, the Oiler, was entitled to be paid for it.

Right before he hung up, however, he asked what union was he talking to. I answered, "This is the SIU, and a damn good Union."

"Oh," he said meekly, "I am a member of the NMU and I thought I was contacting my own union hall."

1-Month's Dues Gets SIU Book On Great Lakes

By EINAR NORDAAS

DULUTH — There are a few Mates on Lakes carriers who think that the Taft-Hartley Act was passed just so they could make it tough on the seamen who sail these ships for a living. Every time the least beef comes up, some bucko gets the bright idea to threaten the crew with the T-H law.

Those characters better wise up. They work for a living too, and that same Slave Law might be used against them unless they form a solid front with the unlicensed seamen against the ship-owners.

Saturday and Sunday overtime is practically unheard of on those ships, and many men would flock into the SIU if it wasn't for some cock-and-bull stories that are being passed around. One story is that we are charging enormous initiation fees.

For the benefit of all who are misinformed, we would like to clarify the whole matter. Since the beginning of the 1947 season, we have not charged any initiation fee whatsoever. A full Book is issued for the first month's dues.

My advice to any one who is mixed up is to come into any Hall in the Great Lakes District and get the score.

MTC MEETS

The Maritime Council had its regular meeting at the Superior Labor Temple on July 15, and it was well attended considering that many delegates take their vacations at this time.

Among the subjects discussed was the drive to organize the unorganized. Every Delegate present pledged his support in all ways possible. Our next meeting will be held in Ashland, Wisconsin, on August 10.

Shipping has been good up here at the head of the Lakes, and we expect it to continue. With hot weather at the lower end of the Lakes, our turnover should stay okay for quite some time to come.

AROUND THE PORTS



NO NEWS??

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

- JACKSONVILLE
- MONTREAL
- SAVANNAH
- CLEVELAND
- BUFFALO
- SAN FRANCISCO
- BALTIMORE
- GALVESTON
- MARCUS HOOK
- SAN JUAN
- TOLEDO
- ASHTABULA

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

Tampa Shipping Back To Normal Just As Shipping List Empties

By SONNY SIMMONS

TAMPA — During the past few days shipping slowed down a bit, and a damn good thing too, since our shipping list is almost completely used up. Waterman has taken three Victories off the coastwise run, so now shipping will stay at a normal pace.

For a long time we have been beefing about not having a payoff in the Port, and last week our wishes were granted when the SS Ora Ellis, Waterman, blew in from a five-month trip. After waiting all this time, the ship paid off at midnight that same day.

The ship was in good shape, however, with a typical SIU crew on her. All beefs were settled where they had come up — on the ship — and overtime was settled the same way. It was a pleasure to payoff a scow like that with all hands sober and not a slip up.

We are still having trouble getting ABs and Blackgang men

for the good ship SS Florida. She is scheduled to go into dry-dock the last of October or the first of November, and we hope to be able to keep her running with a full crew until at least then.

BEEFS GALORE

The last trip the Patrolman made to the Florida, he found more beefs than on all the previous times put together. Everything was ironed out finally, and everybody made happy. This man Keys is a hard guy to do business with, but we managed to get things squared away.

Since we have to cut down to making only one trip per month to the ship, things will be a little tougher to handle, but with the type of Delegates on the Florida, it's a sure bet that they will be able to keep the situation well under control.

These men are strictly on the ball, and they never pass up a chance to cooperate with the officials.

The fish are biting and the beer is cold at Drew's Fishing Camp. Our Patrolman went up there Sunday and caught 57 stump knockers. It was raining that day, but the way the fish were biting, a fellow couldn't tell whether it was raining or not.

ANTI-LABOR CANDIDATE

Our esteemed Mayor has come out with the announcement that he will run for reelection. For his platform, he is using the record he built up in the past four years.

This record consists mainly of using the Police Department as a strikebreaking agency. Both the SIU and the Teamsters were fouled up by the police on his orders.

The Chief of Police, "Machine Gun" Eddings, is also running for Sheriff. If these two phonies are elected, then things will become even tougher for labor down here.

There are some damn good men running against the anti-labor ticket; one candidate carries a card in the Plumbers Union, the other is a strictly union contractor. Stumping is hot and heavy, and these men have a good chance to beat Mayor Hixon and company.

NMU Is Finished On The Lakes, Its Members Flocking To The SIU

By HERBERT JANSEN

CHICAGO — During the past week, shipping in this Port has picked up a little. Altogether we shipped: 7 ABs, 9 Firemen, 4 Coalpassers, 16 Stewards, 2 Cooks and 2 OS, up to date.

Paying her usual visit was the Midland ship, SS Carmi Thompson. Among the missing was the Tanker Westcoat, and she was a steady Chicago customer all last year. The SS Michigan is just about ready for her crew now, and will be in operation within two weeks.

The D&C ship, SS City of Cleveland III, was also in Port. Reports are that this is the only Port she ever hits on time. Some rumormonger claimed that it's because the C III boys want to hit those North Clark Street spots and gurgle some of that good old Chicago brew. We wonder?

Saw a recent article in the NMU's propaganda sheet, the Pilot, where they are sounding off about conditions on SIU ships. This is really a laugh. Here's the NMU criticizing the SIU, and they have some of the worst conditions on the Lakes on their own contracted ships!

It's common knowledge on the Lakes that the NMU contracted ships have the worst conditions of any ships, with the exception of some of the unorganized companies.

How can any of the NMU politicians find time to take up any beefs for the members when they spend most of their time fighting among themselves and pushing the party line?

The NMU has reached such a state of disintegration that it's only a question of time before this outfit is finished on the Lakes. As far as organization is

concerned, the NMU is finished now. None of the unorganized Lakes seamen want this bankrupt outfit.

Hardly a day passes, but what NMUers as well as unorganized Lakes seamen flock into this hall, asking about SIU membership, and how they can become members of the SIU, with the SIU taking over their ships.

Response to the Seafarers organizing drive on the Lakes has been so good that a number of men on NMU contracted ships have been sending in pledge cards for the SIU. They're fed up with that phony outfit, and want the job security and union representation that only an SIU contract can bring to them.

We have only one word for these disgusted NMUers, and that is to clean out the commie hotshots, rid their organization of the bickering politicians who are always quarreling among themselves, and prepare for the day when the SIU will be the only union on the Lakes for unlicensed seamen. That day is not far off.

Gear-Grabbers Hurt Union

The membership of the Seafarers International Union has consistently reaffirmed its position that gear-grabbers can't be good Union men. Any individual who stoops to pilfering gear such as coffee percolators, linens, etc., which are placed aboard SIU-contracted ships for the convenience of all hands, is, above all, guilty of a malicious disregard of his shipmates' welfare.

Crew conveniences on most SIU ships today are not there by accident. They are there because of the Union's successfully-fought struggles to bring greater benefits and comforts and to provide decent conditions for the membership while out at sea.

These hard-won conveniences are for the benefit of ALL HANDS. They ARE NOT to be appropriated by any individual for his own personal use. Violators of the membership's welfare will be dealt with in accordance with the firm stand taken repeatedly by Seafarers in all ports.

New Orleans Ready To Back SIU Negotiators

By EARL SHEPPARD

NEW ORLEANS—The Brothers here in this Port are prepared to hit the bricks to back up the demands of our Negotiating Committee.

The last meeting here made that very clear when they went on record as being heartily in accord with Committee's proposals of a 5 per cent wage increase, two weeks vacation with pay, and overtime for all Departments for holidays in port and at sea.

They also agreed to let the working rules stand as they are until September 30, 1948.

Any attempt made by the operators to take away the conditions which we won the hard way should be met with economic action at the point of production. The Brothers are very serious about that, and they mean to strike to protect the provisions of our SIU contracts.

The way we sum it up in these parts is that the operators are attempting to use the Taft-Hartley Act to blackjack our Committee into making concessions that would be distasteful to the entire membership of the Seafarers.

That doesn't go down so good, and if the Negotiating Committee gives the high sign, we will be organized to give the ship-owners a hard time.

BLOODSUCKERS

The Taft-Hartley Act came in for considerable discussion, and it was the consensus of opinion that the Slave Law will play into the hands of the parasites who are thirsting for union blood. Before they get any of our blood, they will have to battle us, down to the last man.

Shipping is very good, especially in the Deck and Engine Departments. Any Brothers who find it a little tough to get out in the other ports can come down here and catch a scow to the land of those curvaceous South American Senoritas, down Santos and Buenos Aires way.

I'd like to close with a little poem. It may be a feeble attempt, but it sums up how effective the Taft-Hartley Act will be if a union uses its economic strength.

An ode to the Taft-Hartley Bill
It probably will live until
It runs up against ole John L's
will.

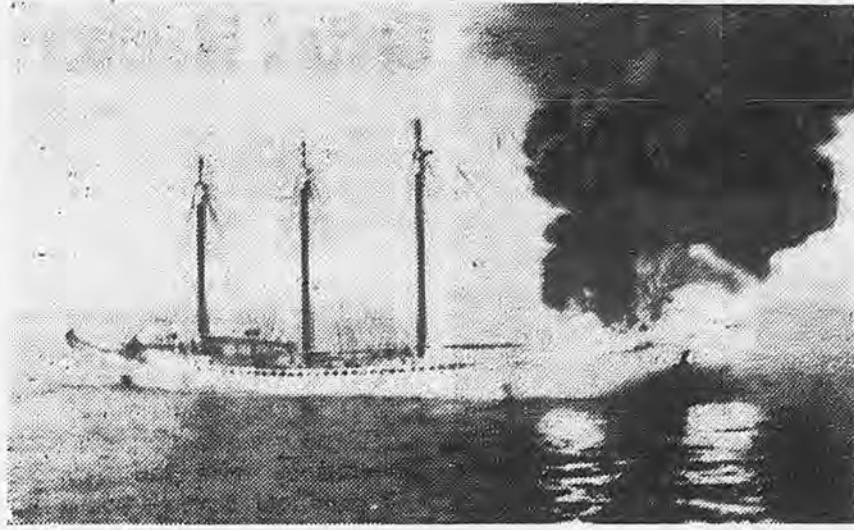
Keep Your Shirt On

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

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

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

READY FOR DAVY JONES



With black smoke hurtling high into the air, the blazing schooner looks just about ready to go down. And go down she did, but not before the crew of the Robert Hart was able to take the crewmembers off. It was a heroic rescue at sea, in the best Seafarers tradition.



These men, crewmembers of the SS Robert W. Hart, Waterman, went to the rescue of the burning schooner shown above. Using their skill to good advantage, they were able to get the crew off before the schooner sank. These pictures were sent in from Norfolk, and the LOG Editors are sorry that no names accompanied the pictures.

Weather Is Hot, But Labor Keeps Cool In Port Of Norfolk

By RAY WHITE

NORFOLK — At the present time the weather is plenty hot down here, but the labor situation is calm. Not only for us, but for the other unions in this section.

The crewmembers of the SS Robert W. Hart, Waterman, had a hot time recently, but everything came out okay. The Hart went to the rescue of a burning schooner, and took the entire crew off just before the schooner went under. It was touch and go for a while, but the expert seamanship of our men was the big factor in the rescue.

Shipping is still booming in all three departments. The Dis-

patcher has quite a time filling the rated jobs, but so far we have managed to keep them sailing on time.

Nine SIU Ships have paid off here in the last two weeks, and twice that number have called in transit. Most of the latter sign foreign articles here. This creates a bit of a problem for us since we have only one Patrolman, plus myself, to cover the entire waterfront.

CREWS COOPERATE

It is, therefore, impossible for a Patrolman to be present at every sign-on. However, to assure the membership of their rights, and to see to it that no ship leaves here improperly stored, the Union has an agreement with all companies that if a ship is not stored to the satisfaction of the Delegates and the crew, the crew will be signed off articles by mutual consent.

This has not happened to date, and in events where the Patrolman couldn't make a ship, the Delegates have done good jobs in keeping everything in order.

In paying off ships, I have noticed that there is less performing. I think that the LOG has done a lot to help curb the situation by making public to the membership the facts, and also warning what happens to guys who insist on throwing their weight around.

KEEP IT UP

I have one recommendation, and that is for the LOG to continue the good work, and to keep



giving the membership the low-down on performers and gas-hounds.

This Union does not uphold any member who gets gassed up misses his watches. It works hardships on other Brothers when this happens, and anybody who continues this practice will wind up on charges, with a damn good chance of losing his book.

The same thing applies to men who wait until payoff day to get drunk, and then try to give the boarding Patrolman a bad time.

It's a wise SIU member who sees which way the wind is blowing, and straightens himself out before it is too late.

Chief Stewards

If your requisition is cut, or if the food is not up to par, notify all three Delegates at once so that the ship will not sail until the matter has been straightened out.

It is the responsibility of the Steward to check the stores before the ship sails, and any complaints made far at sea won't do the crew any good if they have to eat short rations or poor food.

Slow Week Ends, Boston Now Hums With Activity

By JOHN MOGAN

BOSTON — After a very slow week in this port, things have started popping again, and it appears that we will still see plenty of activity for the rest of the month.

The scows paying off in this area were the SS Wacosta, Waterman, which came in with only three overtime beefs, all of which were taken up and settled by Brother Jim Sweeney in short order; the SS Horace See, Liberty tanker, which also paid off very clean; the SS Wolf Creek, which paid off in Portland; and the SS Yarmouth, which has settled down now so that the turnover in the crew is practically negligible; and the six excursion steamers, which pay off twice a month.

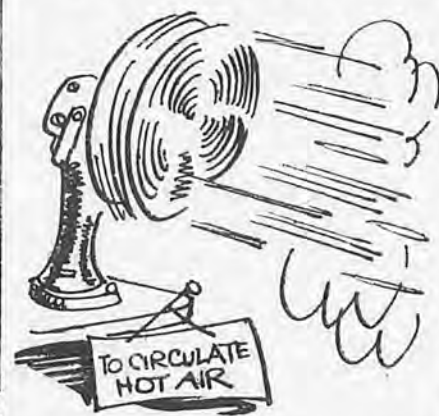
In transit were the usual West Coast American Hawaiian and Luckenbach scows, the Waterman Pan-Atlantic ships, and a couple of Isthmians which were covered completely and found to be in excellent condition.

The next week starts off with a bang—a tanker payoff scheduled for early Monday morning; the SS Wesleyan Victory, also arriving Monday to payoff and crew up; and an Isthmian from the Far East to cover. This plus other miscellaneous stuff will keep us jumping. Even though Waterman has announced that

they intend to discontinue calling at the Port of Boston on their Pan-American run, it seems that the Port will be busier than ever.

J. P. VISITS BOSTON

The last regular business meeting of the Branch was enlivened



by the presence of J. P. Shuler, Secretary-Treasurer.

All Departments

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

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

For a long time certain issues have been kicked around quite freely, and of a necessity Brother Shuler had to come here to survey the lay-out. This he did, and at the meeting he addressed the membership, giving them the background of all the inter-port beefing.

He made specific recommendations as to the economy program, and spoke at length as to the importance of keeping harmony within the Union.

His talk was well-received by all hands, and his presence here for the meeting will go far toward eliminating further bickering among officials.

It was a hot night in Boston on meeting night, and it was gratifying to everyone present to have the Secretary-Treasurer make the motion (which was carried unanimously) to have fans installed in the hall.

When the SS Pipe Springs was in here, the boys took up a collection of \$13.27 for the Brothers in the Brighton Marine Hospital. That's the spirit!

At this writing, we have just been notified that an unexpected payoff will also take place on Monday—the SS Peter Helms, a Pope & Talbot scow with an SIU deck crew. And so to work, with all the good intentions in the world to produce another literary spasm for the next issue.

New Form Provides Easy Way Of Keeping Shipboard Records

By JOE ALGINA

NEW YORK—A new form to make departmental records uniform on all ships has just been run off by the Union. Distribution is already under way and all Delegates will have copies very soon.

The new form provides a simple method of keeping a record of the men in each department and shows at a glance their standing in the Union.

Spaces are provided for members' names, Book numbers, dates to which dues and assessments are paid at the time of sign-on, and the date each member will pay to at the payoff.

These new forms will be filled in by each Department Delegate at the first shipboard meeting. Thus, he will have the name of, and know the score on, every man in his department.

At the payoff, the forms are to be given to the Patrolman, who will then be able to see the status of each member at a glance. Time and effort will be saved all around.

EARLY PICK-UPS

It has been called to our attention that some Delegates have been picking the members' books aboard ship far in advance of the time it is necessary.

Aside from the fact that the Delegate then has to safe-keep every book for a good part of



the trip, this procedure is wrong for another reason.

When ships arrive in port, many members wish to go up to the Union Halls before the payoff. They cannot do so, if the Delegates are in possession of their books.

Delegates are, therefore, urged to pick up the books just prior to the payoff, at which time they hand them over to the Patrolman making the ship.

SHIPPING IS GOOD

Shipping and business in this port remained active this week and prospects for the coming week indicate a mild boom. In fact, plenty of tankers are expected in here during the next two weeks.

New York Patrolmen haven't had a chance to cool their heels due to the steady pace in making payoffs, sign-ons and visiting ships throughout the harbor. So if you see one of these Patrolmen with his feet smoking and talking to himself, you'll know the reason.

All beefs on ships that came in this week were settled at the payoff. In addition, the beefs of the Newhall Hills crew, which was repatriated to New York this week, were squared away right here shortly after their arrival.

The tanker is still in an English yard undergoing repairs to the damage caused by a terrific explosion, when she was rammed by a small craft in the English Channel.

It was this blast that took the life of Ed Bolehala, who had served his Union well as a volunteer organizer in the Isthmian drive.

Among the beefs settled here was the one aboard the Los Angeles tanker Newberg. This ship is going into lay-up status, and was supposed to have paid off last Friday, July 18. No dough was available on that day and the payoff was postponed until Saturday.

It was the same story on Saturday: "No cash." The payoff was put over until Monday, the crew meanwhile getting a small draw.

On Monday, the men were paid off, but only up to midnight of the previous Friday, the original date set for payment.

We immediately contacted the company. The result: All hands were paid up to midnight Monday.

Leaves Post



"Smiling" Bill Higgs, Night Dispatcher in the Port of New York, who recently resigned his job to ship out as Second Steward on the Alcoa Cavalier. Bill is a real SIU oldtimer, and had quite a hand in making this Union as strong as it is today.

Seafarers, Mine Workers Prove United Membership Cannot Lose

By FRED FARNEN

DETROIT—Since the opening of navigation on the Lakes this Spring, the SIU has more than proven that it is the only active union on the Great Lakes which is fighting the battle of all seamen to secure the best possible wages, overtime, hours and conditions in the industry.

SIU gains made through direct negotiations with the passenger and sandboat operators have given Seafarers sailing on these ships the highest wage scale for seamen any place in the world.

Since then, the agreement reached with the Midland Steamship Lines on wages has given the men sailing Midland ships the highest wage scale on any bulk freighters.

Now negotiations are under way with both Huron Transportation Company and the Wyandotte Transportation Company.

We expect that the results of these negotiations will set a new

high in take-home pay for these new SIU members sailing the self unloaders.

Only through the complete cooperation of the entire SIU membership have these gains been made, and it should prove to all Great Lakes seamen the necessity of joining the SIU and taking an active part in bringing SIU conditions and wages to all Lakes seamen.

UMW LESSON

The recent outstanding gains made by John L. Lewis and the United Mine Workers Union should prove to the entire labor world that a strong union can win out against tremendous odds—as long as the members stick together one hundred percent, and put up a strong fight to win their legitimate demands.

Enormous pressure in the form of propagandized public opinion, press, radio and government antagonism failed to stop the Mine Workers from securing the best contracts they ever signed.

Let us seamen on the Great Lakes learn our lesson from the example set by the Mine Workers. They achieved their victory through the unity and solidarity of their membership, and proved beyond any doubt that such strength can win out any time it lines up in a just cause.

On the Lakes, the SIU is the only union that has set a goal for the seamen, and then gone out and won that goal. Whenever the SIU sets up a program for the seamen, we have the strength to go out and win that program.

We won the 44 hour week for the passenger boats, the 40 hour week for the sandboats, and the 40 hour week for the bulk carriers. Wage gains were also won along with hour gains.

All of these were firsts on the Lakes. The SIU sets the pace, and others follow.

Why not join the SIU on the Lakes and become a part of the greatest maritime union on the continent of North America? Be a leader, not a follower.

Join the SIU today!

The Patrolmen Say...

Busy Organizing

MOBILE — In the last two weeks this port has been booming. I wonder if it's ever going to slow up — not that we want it to. Any book man that comes into the port of Mobile won't have to worry about spending his time in a gin mill or park, as he can take a ship the day he registers.

The Patrolmen here have been working along with the Agent organizing the Marine Allied Workers. We have made considerable progress. The first thing we did along these lines was to bring all tug boats under the MAW charter.

ELECTION COMING

The port of Mobile now has 14 tugs under SIU charter, the crews of which average from 75 to 100 per week. We have also petitioned the NLRB for an election covering all riggers in the Waterman repair yard which will mean from 50 to 75 jobs.

Camels Bars 500 After Strike

The Taft-Hartley Act is a catch-all piece of legislation, and since the Editors of the LOG are not lawyers we're not sure what the score is now, on boycotts. But one thing we are sure of, and that is that no good union man will use products of a company that uses unfair labor practices against its employees.

The R. J. Reynolds Company, makers of Camels Cigarettes, had a strike a few weeks ago, and organized labor promptly started switching to other brands. The economic pressure was too much and soon the company settled.

Put now comes the joker. Ten days after settlement, 500 of the workers were let out on the grounds that their jobs had been given to scabs. That's a lockout, in any man's language.

So we're not asking you to boycott Camels, but there isn't any law that can force you to smoke them. Maybe by walking a mile away from a Camel, organized labor can force this rich company to deal from the top of the deck for a change.

These riggers hold meetings every Monday, and everything is going along in good SIU style.

We paid off the Del Valle, Mississippi, on July 7th, and I never met a better bunch of fellows — all sober and willing to aid the Patrolman in any way they could. These fellows took up a collection of \$50 for our Brothers in the sanitarium at Fort Stanton.

Things like this prove that seamen are the best people and are always willing to help a shipmate.

Whitey Lewis



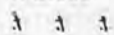
Ship-Shape

NEW YORK — The Mirabeau B. Lamarr was ship-shape from stem to stern when she pulled into this port last week for the payoff. Manned by a heads-up crew of Seafarers, the Lamarr presented no problems at payoff time. The boys aboard are a credit to the Union.

Besides being a capable bunch, the crew was very cooperative. There were no beefs; not even one hour of overtime was disputed.

The Lamarr lads didn't forget their less fortunate Brothers, either. They turned over a donation to be distributed among Seafarers in the Hospitals.

Jim Drawdy
Walter Siekmann



Ten Till Tuesday

NEW YORK — There's an old adage that goes something like "Neither a borrower nor a lender be," and I find it a good one to follow. Of course, there are times when a man is caught short and needs a little boost until payoff time.

Lately, however, a lot of men have been having trouble on various ships when crewmembers borrow money during the course of a trip, which they intend to pay back when the ship pays off.

The joker is that when the day for paying off comes, the borrower isn't aboard. Instead, the guy usually makes it his business to pay off at the Commissioner's Office, thus beating the lender out of his dough.

There isn't much that a Patrolman can do with this type of a beef as it is a personal matter between the lender and the borrower, but there is plenty the crew could do to such a parasite.

Remember, we all work for a living, and none of us is obligated to support one another while we are employed. Before lending a five spot or a ten, stop for a minute, think twice before you dig deep.

Make sure the guy putting the bite on you is reliable and can be counted upon to live up to his promise.

There is no reason why you should suffer just because some guy takes advantage of your generosity. So, in a nutshell, the old adage "neither a lender nor a borrower be," is still a good one.

I sure wish I could practice what I preach, but you can bet I'll sure try like hell.

Louis Goffin

Huron Seamen Help Committee In Drawing Up Union Contract

By LINDSEY WILLIAMS

ALPENA—The city of Alpena is really one of the friendliest, most hospitable, small cities it's ever been my pleasure to visit. After coming up here with Paul Warren to spend a couple of days on Union business, it seemed as though I'd known most of these people for a couple of years or more. That's the way they make you feel—strictly at home—in Alpena.

We came to Alpena to meet some of the crewmembers off the Huron ships, study their working conditions, and find out what they wanted in the way of contract demands from the Huron management.

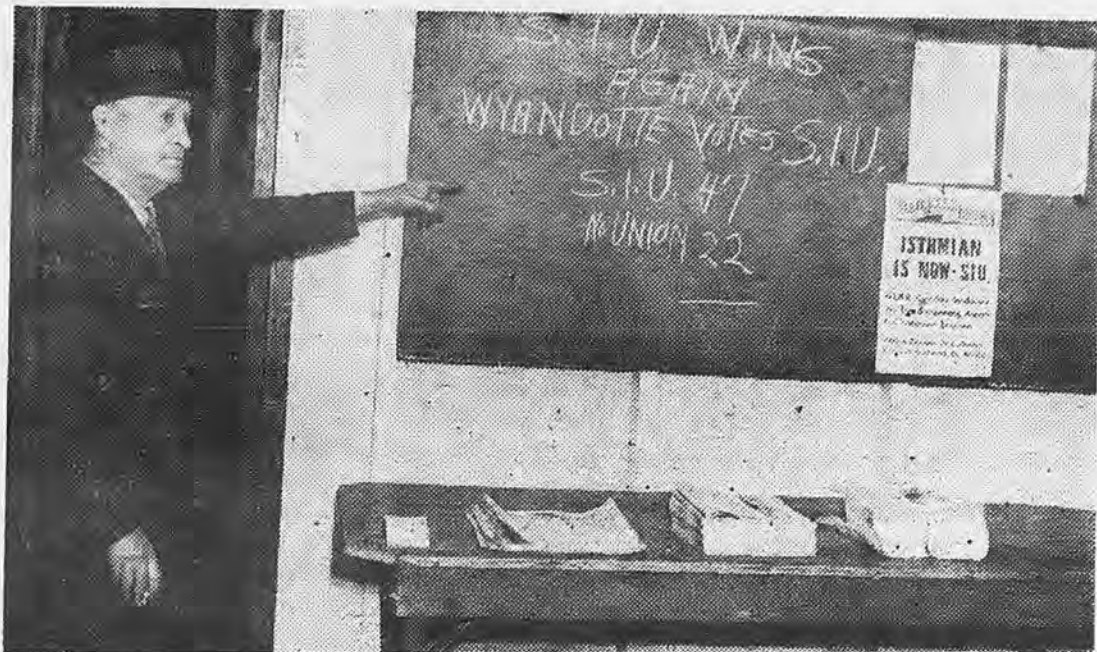
As a result of meeting with these men and talking over their mutual problems, it was comparatively easy to sit down and draft our proposed agreement for Huron as we had a much clearer picture of Huron conditions after talking things over with the crewmembers.

Certainly, the SIU can be proud to have as clean-cut a group as the Huron and Wyandotte seamen as additions to the SIU membership ranks. These men fit right in with the fighting traditions of the Seafarers. They have proved that they have what it takes when the chips are down, and that they'll fight for their union—the SIU!

A second meeting is scheduled with the Huron management for Monday, July 28, and negotiations will be completed just as soon as possible thereafter. Wages should be on a level with the Midland scale which is the highest on the Lakes today.

All in all, it won't be long now before Huron seamen have the benefits and protection of an SIU contract giving them the same high wages, standards, working and living conditions as other Seafarers now enjoy under SIU contracts.

Around The Great Lakes With The Seafarers



A Great Lakes Seafarer points to the announced results of the Wyandotte election shortly after posting on the bulletin board of the Cleveland Hall. Of course, it was a Seafarers victory, and marked the second in as many elections. Notice the copy of the LOG posted on the right side, announcing SIU certification as the bargaining agent for unlicensed Isthmian seamen. On the Lakes, the SIU is looked upon as the only organization capable of bringing better wages and conditions to the men employed on those ships.

That's a nice Hall the Great Lakes District of the Seafarers International Union maintains in Cleveland, located at 1014 E. St. Clair Street. In front of the Hall are, left to right, Paul Warren, Great Lakes Assistant Organizational Director, and Stanley Wares, Cleveland Port Agent. As in other SIU Halls, literature and copies of the LOG are available to Union Brothers and to those who want to find out about the advantages of membership in the Seafarers. Quite a number of men come into the Hall for information each week.

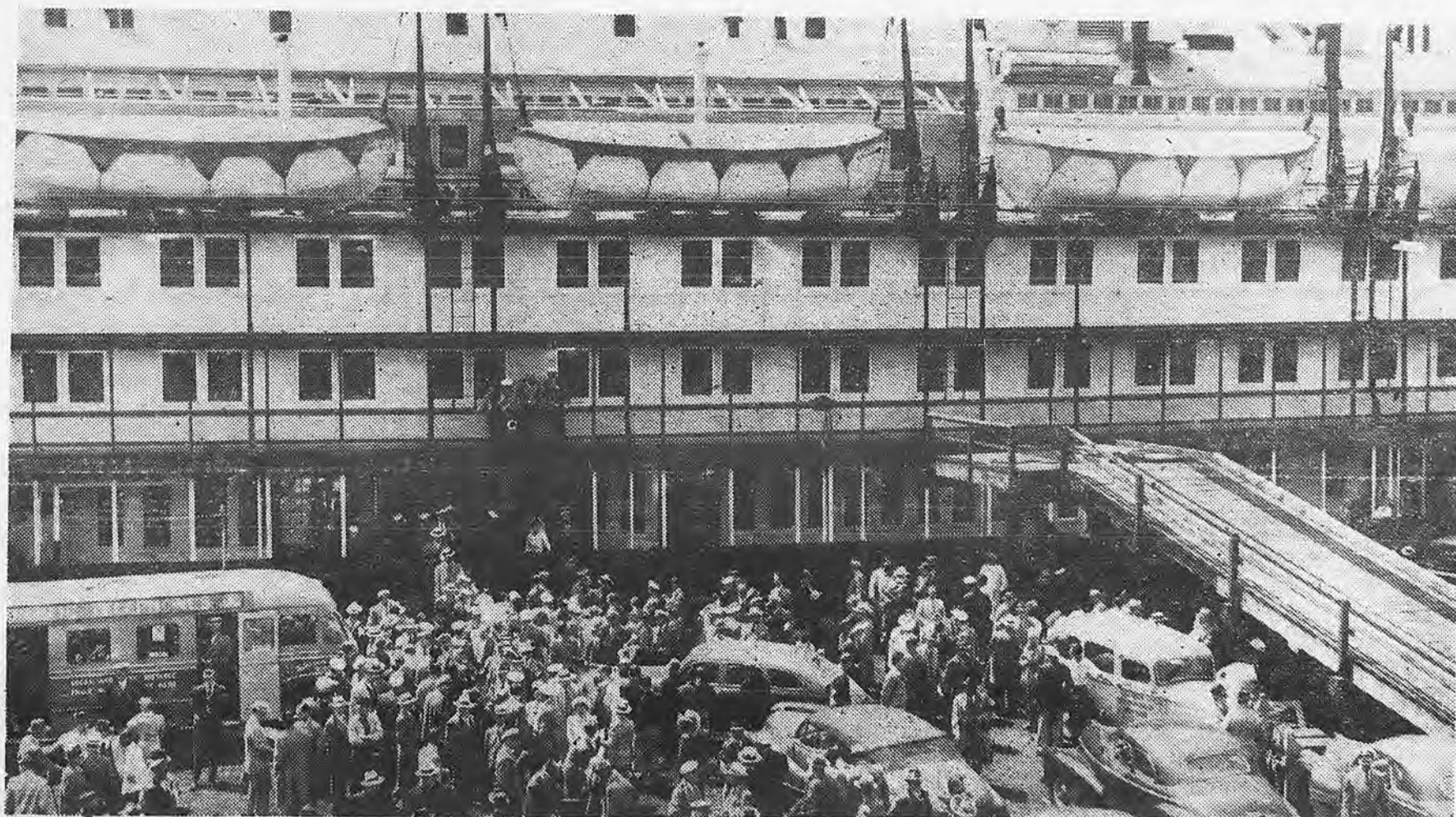


While wandering along the Detroit waterfront, the LOG photographer snapped this picture of an old three masted derelict, the J. T. Wing, right, docked near the foot of West Grand Boulevard, with the Ambassador Bridge to Canada in the background. Rumor has it that the NMU organizers are so disgusted at not winning anything on the Lakes that they are thinking of trying to get the Wing.

After the result of the Wyandotte election was made known, Organizer Paul Warren congratulated the men who had done a fine job in making the victory possible by their work on the SS Conneaut. Shot on the left shows, left to right, Warren, Elzie Wicker, Joseph Lawrence, and John Rottaris. Brother Rottaris' nickname is Curly, and it's not hard to understand why.



One of the D&C cruise ships on the Great Lakes, the Greater Detroit, disembarking passengers at Detroit after completing a voyage. She's manned by SIU crewmembers just like her four sister ships—the Eastern States, Western States, City of Cleveland III, and the City of Detroit III. It's a busy scene as the passengers leave after having enjoyed a cooling cruise on a luxury ship. But aboard ship there is no confusion as the experienced SIU crew secures the vessel and starts getting prepared for another voyage. That's the advantage of having Seafarers who know their jobs, and who carry them out in a seamanlike manner.





SHIPS' MINUTES AND NEWS

SS Strong Back; Rudder Damaged Off England Delayed Ship 2 Months

All hands heaved a long pent-up sigh of relief when the SS Caleb Strong finally put in at New Orleans for the payoff recently. Out nearly four months on what was originally to have been a seven or eight weeks trip to Bremen, Germany, the Strong piled up an eventful log of untoward incidents, highlight of which was a harrowing period in heavy seas without the use of her rudder.

Also, by the time the ship pulled in the records showed that one crewmember had been engaged, one had been married, one had died, and the wife of another had given birth. The strong men of the Caleb Strong had quite a time of it.

Story of the Strong's rudder was gleaned from a carefully kept log of one of the crewmembers, Joseph (Windy) Walsh.

STORY STARTS

With orders to call at Bremen that were later changed to read Emden, the Caleb Strong cleared New York April 9. She discharged 8400 tons of grain in the German port one week later. On April 16 the coastwise pilot was put off at Dover, England, and the ship headed for New York.

The trouble that was to keep the vessel out at sea almost two months longer started April 21, when Brother Galindez, AB, reported to the Second Mate that the Strong was not properly answering her rudder.

Examination revealed that the lower half of the countered rudder was jammed "hard left," while the upper section was answering the helm. The Strong's master, Capt. C. H. Hewlett then radioed London for assistance.

Previously it had been erroneously reported that the skipper had sent an SOS, then cancelled it. No SOS was sent because the Strong was never in great danger and the skipper's message, directed to the Waterman Steamship Corporation's London office, merely asked that a tug be sent.

FARALLON TO RESCUE

The day after the rudder became fouled up, word was received on the Strong that the Moran tug Farallon and her crew of Seafarers were on the way. Nothing further was heard until April 24. The Farallon had been severely damaged in the heavy seas and had sent out an SOS herself. Then the British tug Dexterous was reported on the way to the Strong, which by this time had drifted some 90 miles.

Radio contact was established with the Dexterous and five days later she pulled alongside the Strong. Her first two shots missed but the third one landed her line successfully on the hapless Waterman ship. Liverpool, England, 1100 miles away was the destination as the tug and her tow set out.

The tug strained and her towline creaked as high winds and heavy seas buffeted the two vessels. Progress was slow. The lower half of the Strong's rudder which had been jammed was now missing.

On the fourth day of the operation, the tug's wire parted and a new hawser wire was bent on and towing was resumed. Next day the Dexterous radioed for assistance, stating she was incapable of making sufficient headway with the tow. Word was received on the Strong that the Turmoil, England's largest tug, was being dispatched to the scene. She made it two days later.

BOTH TUGS AT WORK

Both tugs took up the towing job, halted once while the Dexterous threw another line aboard to replace one that had parted. Progress was good for four days, the vessels averaging close to 150 miles per day.

There were no further incidents and on May 10, the Strong tied up in the harbor at Liverpool to await her turn in drydock. A week later she was shifted to Langton Graving Dock No. 1. It was June 13 before all repairs were completed but next day the Caleb Strong was bound for the States.

Capt. Hewlett is reported to have greatly pleased with the work done by the Strong's Deck Gang. He said the men had done "a marvelous job in tying up the tows so quickly," according to Brother Walsh.

At the payoff in New Orleans July 2 all hands, except the Deck Engineer and one Ordinary, signed off for a short breathing period.

Final Dispatch

The recent deaths of two Seafarers—James Powers and William B. McAboy—were reported to the Log this week.

Brother Powers, a retired book member who had sailed as FOW, died in the Marine Hospital, Staten Island, N. Y. on July 7.

Born Oct. 12, 1916, Powers had been a Union member since February 1945, when he joined in the Port of New York. He held Book No. 41035.

He is survived by his mother, who resides in Bridgeport, Conn.

Information from the Baltimore branch said that Brother McAboy died suddenly at sea on July 4. Burial took place at sea. McAboy was in good standing in the Union.

Surviving are his wife, Inga; a son, Edward A., and a daughter, Virginia. The family resides at 2831 Sunset Drive, Baltimore, Md.

Seafarer John G. Riley of the SIU Great Lakes District died last week in the Chicago Marine Hospital. Known as "Burgoo Scotty," he had been in ill-health for some time. During the early part of this year he was aboard the SS Wescoat and aided greatly in the Great Lakes organizational drive.

ALL SET TO SHOVE OFF



Members of the SIU-SUP Deck Gang aboard the SS Carlsbad relax a moment to allow Seafarer Lester J. Moore to "shoot" a picture. The men had just finished pulling in the lines at Hoboken, New Jersey. Moments later the Carlsbad was under way on her South American trip. Explaining winter gear men are wearing, Brother Moore writes, "it was very cold when this photo was taken."

Harmony Between Captain And Crew Sparks Trip On Isthmian's Rider Victory

At one time or another most Seafarers find a ship that has a topflight gang of officers, and, strangely enough, that goes for vessels of the oft-cursed Isthmian fleet.

Charges of "bucko Mate," "whip-swinging Skipper," and "hard-time Engineer" are com-

Rather, the crew was loud in its praise of the officers who, instead of giving the men a hard time, worked with them in close cooperation and harmony. The Skipper of the ship, "a damned good Skipper," as the crew phrased it, is Captain John Boughman, who gave great credit to the crew, calling them "the finest bunch of seamen I've had."

NOT ONE LOG

Evidence of the excellent relationship existing aboard is the log book on the Rider which is completely void of charges



Seafarer J. P. Pople, AB, painting a block aboard the Rider Victory.

mon enough aboard Isthmian ships, but such charges were conspicuously absent aboard the Rider Victory on its recent trip across the Pacific.

Phone Workers Thank Two SIU Crews For Aid

The traditional trade union solidarity of the Seafarers demonstrated by two SIU crews in the Port of Mobile during the recent telephone strike, brought a grateful acknowledgement from an official of the Southern Federation of Telephone Workers.

The SIU crews—from the vessel Cape Romain and the Henry Longfellow—gave financial support to the phone workers Mobile local apart from the official backing of the strike by the SIU Branch in the port.

Daphne Blankenship, secretary treasurer of the Mobile Joint Local 007 of the telephone federation, sent identical letters of appreciation to both crews.

Text of the letters received by the Cape Romain and Longfellow crews follows:

South. Fed. of Tel. Workers
Mobile Joint Local 007
213 Conti Street
Mobile, Ala.

"Gentlemen:

We take pleasure at this time in expressing our appreciation to each individual member of your Union aboard the SS Cape Romain (SS Henry Longfellow) who contributed to our local union in time of need.

With your help we will win—without it, the fight would be much harder. Stick to us, as unity is what we all need to break down this big monopoly and have a good organized labor group. We'll fight to the finish.

Daphne Blankenship
Secretary-Treas.



Isthmian seaman Blackie Day, a former service man, wants very much to join the SIU.

against the men, and at no time has there been any disputes between officers and men.

The crew aboard, the majority of which is SIU, has done an excellent job of impressing the Isthmian seamen and NMU men aboard with their knowledge of seamanship and their demonstration of union ability.

The non-SIU part of the crew, after seeing the Seafarers in action, has expressed itself as being desirous of joining the SIU. Almost unanimously they put themselves in full agreement with the SIU's program.

OLDTIMER HELPS

One of the oldtimers aboard, and one who aided in establishing the excellent working arrangement between crew and officers, is Red Gibbs, Bosun.

Gibbs, who has worked as both a shoreside and shipboard organizer, is one of the best Bosuns to take a ship through the western ocean, according to the crew.

Most of the men aboard the ship felt that the SIU will have an easy time in negotiating a contract with Isthmian now that all barriers have been removed.

While Isthmian has tough mates and skippers on some of its ships, the example set by Captain Boughman, his officers and the crew of the Rider Victory, shows that shipping can be smooth for all hands on Isthmian vessels.

SIU Ships' Minutes In Brief

ROBERT M. T. HUNTER, June 8 — Chairman M. Pappadakis; Secretary S. Musco. Ship's Delegate asked members to pay to the ship's fund at first draw. Departmental Delegates reported no beefs. New Business. Repair list drawn up and approved. Good and Welfare: Following several complaints about the condition of the ship's library and recreation, the following Brothers volunteered to handle the job: Library: Nylender and Bosun; Recreation: Bismuth and Koskey. One minute of silence for Brothers lost at sea.



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ARIZPA, May 15 — Chairman Gene Dauber; Secretary L. Davis. New Business: Motion carried to bring to Patrolman's attention the beefs on water and ship's condition. Motion that all members holding linen are to return it to Steward. Motion carried to have bulletin board placed in messhall. Motion carried that no gear be placed in laundry room. One minute of silence for lost Brothers.



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CAVALLIER, June 8 — Chairman G. Pacanouski; Secretary John Jelleite. Deck Delegate reported 1500 hours overtime. Also mentioned that a workaway, an SIU member, was being carried back to the States. Engine Delegate reported one hour of disputed overtime. Stewards Department Delegate urged that on the next trip a delegate for the galley be elected to handle beefs for that section as they have been so numerous. Everything outside of the galley running smoothly. New Business: Motion by Brother Carr, Ship's Delegate, to have ice tea cooler placed in messrooms and secured to bulkhead. Motion by Carr that if a man does another man's work for more than a day or night, the person whose job was done by another shall pay that person overtime pay. Motion by Brother Badger that Patrolman be contacted for washing machine. Motion by Joe Miller that Room 33 be allotted to 2nd Steward the same as on the Clipper. Good and Welfare: General discussion on the food, for and against. The Steward was present, and after every man, including the Steward had his say, it was decided that the menus and feeding were satisfactory.



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JAMES SWAN, April 13 — Chairman Martin A. Mickel; Secretary W. C. Hall. Delegates reported no beefs. New Business: Motion made and carried to have Steward increase night lunch. General discussion on linen and other items in Stewards Department. Good and Welfare: Suggestion made to use fresh fruit as long as it lasts then break out fruit juices. Suggestion made for each man to return his cup to sink after using and for the messman to leave out ten cups and ten glasses for the crew to use at night.

RAPHAEL SEMMES, June 4 — Chairman Ranallo; Secretary Williams. Discussion on the repairs mentioned in the previous minutes. It was found that all repairs were taken care of except the amidship drinking fountain and the Second Cook's locker door. A repair man who came aboard said the fountain was not worth repairing. Good and Welfare: Discussion on the Mate having one of the day men soogeeing eight hours a day alone. Crew felt that Mate was discriminating against the man. Steward requested that silverware be returned as his supply is getting low.

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NIANTIC VICTORY, May 3 — Chairman John Johnson; Secretary Donald P. Stafford. Deck Department delegate, Brother Brennan, stated the Deck Department had no serious beefs with the exception of repairs that were not taken care of in port. Brother Prince, stated that all was fine in his department. Brother Kidd, Steward Department Delegate, requested that the galley stove be repaired as she had no storm bars on her. Motion made by Chief Cook Riddle that ship's delegate be elected. Brother Prince elected to the position. Good and Welfare: Suggestion that each man do what he can to keep wash room clean. One minute of silence for Brothers lost at sea.



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DESOTO, May 26 — Chairman Don Hall; Secretary Philip Reyes. Chairman gave a brief talk on unionism for the benefit of the permit men and explained why meetings aboard ship are necessary. Election of Delegates. Johnny Weir, Deck Delegate; George Thomas, Engine Delegate; D. McCallum, Stewards Delegate; Philip Reyes, Ship's Delegate. Motion carried that each member of the crew donate at least \$3.00 at the end of the trip; donation to be split between the LOG and Brothers in the hospitals. Brother pointed out that the LOG is operated on the goodwill of the membership and its continued publication, without interruption, indicates the value and esteem the membership places in the Union's paper. Good and Welfare: Steward requested cooperation in not leaving cups, dishes and other messroom gear on deck.

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BEATRICE, June 1 — Chairman D. Darrigo; Secretary Charles Zinn; Engine Delegate, Florencio P. Marquez, reported no beefs except disputed overtime concerning sailing hour. Deck and Engine Departments' okay. New Business: Motion carried to check on the poor ventilation. Clothes wringer ordered. Chief Cook wants cold water on the galley

range. Scuttlebutt on port side to be repaired. To install a derrick over ice-making machine to take ice out. Good and Welfare: Discussion about not enough juice on tables and the shortage of pitchers. Messboy beefing about cups left on tables and suggests fine for same. Compliment given to the Cooks for the good food. One minute of silence for Brothers lost at sea.

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CELILO, May 27 — Chairman Maurice Norris; Secretary Floyd Bonnell. Good and Welfare. Lengthy discussion on toilets, showers, messhall, living quarters, wind shoots, etc. Membership voted to give the Purser a vote of thanks for being very accommodating to the crew. Election of delegates. Woodrow Woodill, Ship's Delegate and Deck Delegate; Raymond W. Morrison, Engine Delegate; Floyd A. Bonnell, Steward Delegate. All present stood in silence for one minute in remembrance of departed Brothers.



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FRANKLIN K. LANE, June 29 — Chairman Emile Degan; Secretary V. A. Lawsin. Delegates reported no beefs. M. H. Cross elected Ship's Delegate. Motions carried that all should cooperate in keeping ship clean; that each department use respective head and showers. Also that wind chutes with screens be placed in all portholes in messhall.

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LEBORE, July 9 — Chairman E. DiPietro; Secretary P. L. Fenton. Minutes of previous meeting read and accepted. Motion by DiPietro, seconded by John Huhta, starting July 9, that members of Ore crews who ride six months continuously be given full books in SIU. Motion by Bosun Dexter, seconded by King, and carried that men on shipping list 60 days who refuse to take a job on Ore ships in case of necessity be brought before trial committee.

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BEN WARNER, May 18 — Chairman Jones; Secretary Kershaw. Reports of departmental delegates read and approved. Suggestion by Brother Betoney that messhall be kept clean at all times. Ch. Steward suggested that all men working in galley should be cooperative but do their respective jobs and be out of the galley by the prescribed time. Suggested that water hose of the galley by the prescribed shoreworkers can have drinking water without entering ship's housing.



~ ~ ~
COLABEE, July 12 — Chairman Al Monahan; Secretary E. Cinton. Everything okay in all departments, delegates reported. Steward instructed to obtain milk at Baie Comeau. Recreation room duties to be continued as on previous trip. Motion by W. A. Vobis that matter concerning cigarettes be turned over to Patrolman on arrival in N. Y. Under good and welfare it was recommended that lights be installed along catwalk on starboard side to reduce accidents.

SEAFARER SAM SAYS:
AS EASY AS MIXING A DRINK!

IF YOU CAN MAKE A HIGHBALL YOU CAN WRITE (IF YOU HAVE ANYTHING AT ALL TO SAY - AND WHO HASN'T) - JUST DUMP A COUPLE OF HUNDRED ASSORTED WORDS INTO A TALL ENVELOPE, SPRINKLE LIBERALLY WITH PERIODS AND COMMAS, SHAKE WELL AND SEND TO THE LOG - AND LET THE EDITORS WORRY ABOUT UNSCRAMBLING THEM. ANYTHING GOES - LETTERS, POEMS, REPORTS, OBSERVATIONS ON THE LABOR SITUATION, ETC., - AND ABOVE ALL, THOSE MINUTES OF YOUR SHIPS MEETINGS.

CUT and RUN

By HANK

If any of you Brothers climb aboard your ship and find you need a library of books and magazines you can either call in person or telephone the American Merchant Marine Library Association, giving them the name of the ship, location, etc., and they'll supply the library in a jiffy. In New York, they're at 45 Broadway, telephone BOWling Green 9-0220; in Philadelphia: Municipal Recreation Pier, foot of Broadway, telephone Wolfe 4992. So if you have no library of books and magazines aboard ship or if you want to replace the old library then do so. Next week, we'll name some other ports where the American Merchant Marine Library Association supplies the ships with libraries free and quickly.

Last week we saw Brother Steve Di Girolamo and his mustache, who just came in Baltimore where he paid off from his South African trip. Steve met Johnny Meghrian, the Engineer, and his mustache, down there, who sent us his best regards. This week we met Johnny talking with Joe Barringer, the Electrician, about shipping right out again... Charlie "Carioca Red" Benway is still in town... Little Robert "Scotty" Morton is going down to Baltimore to pick up his mail, etc. "Scotty" says that he saw his shipmate, Julius "Tex" Morton, and his dark mustache about a month ago... Brother Alex J. Janowski is down in Baltimore, too... Brother Dusan Dei Duisan, otherwise known as "Old Chile" is in town right now with his mustache. Where's your shipmate, Brother Arthur Thompson, did he ship out?... To Brother Weaver Manning: Your shipmate, Joe James, shipped out recently right afger coming in from a trip!... Our best regards to the crew of the SS Charles Hull, American Liberty Line. Keep the ship clean and happy, fellas!

One of the oldest Gulf oldtimers is in New York right now. Brother J. Quimara, the Steward, how's everything with you?... Here are some more oldtimers who may still be anchored in town waiting for a ship: W. Montalvo, M. Flores, G. De Jesus, E. Caligiura, J. Lewis, C. Patraiker, J. Bujewich, E. Blaha, A. Graf, J. Cruz, C. Morales, S. Johanssen, Frank Fromm, (Gulf oldtimer), J. Pape, M. Salcedo, F. Nonziaute, L. Hogan, L. Kimbriel, J. Latorre, S. Rodriguez, M. Rosenberg, G. Ostolaza, A. Duddle, V. Acabeo, P. Barbosa, J. Cabral, Steward J. Calhoun, Steward A. Espeneda, Steward V. Johnson, J. Clamp, W. Hockman and D. Crockett.

Here's a letter from Brother Woody Lockwood from down there in San Juan, Puerto Rico, dated July 16: How's everything in New York? The Beach here is getting crowded. Sorry to hear that my old pal, Blackie Vince Kane, didn't get here. His best friend, Dumbe, was expecting him. The Beachies here are all working. "Red" Morgan, Tommy Murray, Beachie Benny and Vic Sukenick are shore-ganging on the SS Kathryn and "Boy Smokem Pipe" Lindon is on the J. Hewes. I'm on the sick list with a busted right hand. You should come down here and get some of this sunshine for that office pallor of yours. When are we going to get the LOG here on time. As the LOG crew knows, there is a ship leaving Brooklyn, Pier 22, every week. Brother Frenchy Michelet is down here. I think he likes Puerto Rico. It may be the sunshine. He sure is doing a fine job down here. Well, regards to everyone.

Okay, Brother Lockwood, thanks for the newsy letter about you beechies down there. The shortage of newsprint and several other things cause the LOG to be delayed slightly. Woody, tell Tommy that our ship keeps sailing faithfully over the kitchen ice-box!

THE MEMBERSHIP SPEAKS



SS Semmes Men Made Knots Repairing Port Fan At Sea

To the Editor:

In my last letter to you I told of some of the troubles of the woe-is-me Semmes. As a matter of fact, that is about all I have written about in my last two letters. In the last one, which I wrote just after leaving Manila, I don't think I mentioned the latest and worst breakdown of this floating junkyard.

At 11:30 p.m. May 8, the port fan gave out. At midnight the Chief Engineer, the Deck Engineer, two Wipers, the four day men and the 12-4 watch on deck turned to to tear out the burned out fan. This they accomplished by 6 a.m., when the 4-8 and the 8-12 turned to.

WHIRRING AGAIN

By noon, when the first gang came back, we had the fan in place and plastered in with asbestos. By 5 p.m. the fan's electric motor was in line, with only the electrical connections to go. The fan was turning over at 8 p.m., the fireman made steam in the port boiler and we were under command again.

In all, the repair work took about 18 hours, which is exactly half the previous fastest time that any shoregang had been able to do this work.

Members of the Black Gang who read this should be ashamed of having a bunch of "rope-chokers" do their work. During

SIU OFFICIALS, HALLS ON BALL, BROTHER FINDS

To the Editor:

As a constant reader of the SEAFARERS LOG, I have noticed very little written about our officials. I sometimes wonder if the membership ever gives thought to the good work they are doing for us.

In the past four months I have had occasion to register and ship from New York, Norfolk, Baltimore and Mobile. It was a real pleasure to walk into the Halls in these ports and find the Agents and Patrolmen there to greet me and the other brothers with a glad hand and a smite.

Brothers Ray White, Curly Rentz, our 1st Vice-President Paul Hall and Vice-President Cal Tanner are really doing a fine job. I have not met the other officials, but from the excellent condition of the union I'm sure that all the other officials are equally as much on the ball keeping the Union on a clockwork basis.

The Hall here in Mobile, where I'm relaxing at the moment, is centrally located, big, roomy and well lighted with plenty of comfortable leather chairs and settees with red leather upholstery.

It is very comfortable here on these hot days with exhaust fans and large floor fans keeping the air in circulation. It sure makes a man proud to belong to an organization with such high standards.

I've seen quite a few of the old-timers around, and shipping is good, so I'm told. James Porter

the entire repair job, damn little was seen of most of the Engineers and unlicensed engine room ratings.

DID IT AGAIN

They didn't seem to trust this repair job to the Deck Department, however, so when we got to Honolulu a shore gang came aboard and tore it apart again.

Since leaving Honolulu we haven't had any trouble — that is, no trouble up to the time of this writing. If all goes well we should be in New Orleans around the 17th of this month, with a probable payoff in Mobile.

Let's hope this will be a better-conditioned ship when she comes out of the yard after a six weeks rest. But no matter how good she comes out, you could never again get this crew on her if she were the last ship afloat.

The Patrolman that pays off the Seemes will have a headache, as there is quite a bit of disputed overtime both in the deck and engine departments.

Milton B. Williams
SS Raphael Semmes

BACK FROM A HECTIC TRIP



The SS Raphael Semmes finally made it back to the States after a rugged 5½ months trip to the Far East. Among those in the Deck Gang were the ABs pictured above. From left to right: T. Holt, M. Townsend, J. Hisko, Milton Williams, and L. Walberg. "Red" Campbell submitted this and the photo below to the Log.



Feeding preparations get under way on the Semmes. Stewards Department men performing the task are, left to right: M. Miranda, Baker; J. Lopez, 2nd Cook; J. Sanchez, Ch. Cook, and T. Tooma, Steward.

Campbell's note accompanying the photos said the trip featured close to 20 breakdowns during the voyage to Kobe, Shanghai, Manila, Batangas, Romblon, Honolulu and Balboa. There were also a fire in the No. 2 hold, and in Kobe, a ruckus between an American soldier standing gangway watch and a Japanese resulted in the latter's death.

'Dark Ship' Left Him In Dark

To the Editor:

Believe me, I am forced to write this after reading your review of the book, "The Dark Ship," (LOG, June 6). My opinions are somewhat stronger and not all printable, as I read the book last winter but hated to admit reading it.

It turned my stomach with each turn of a page. Characters in the book crawled all over each other to drag family skeletons out of the closet as far back as the 16th century. Positively putrid, poorly written. It is effective only with the simple-minded

characters around whom the story was written.

I suggested to the librarian that she file this "masterpiece" in a dark corner, instead of where I found it among "heavy reading."

However, I do recommend a good, impartial, well-written book entitled, "Lowdown on the Unions," by Fr. Smith. Also suggest that Frenchy Michelet and Steamboat O'Doyle get their roggins together and write a masterpiece. They are well able.

Best wishes for continued success.
T. Bishop
Alton, Ill

Guys On O'Gara Had First-Rate Trip To Antwerp

To the Editor:

Just arrived in port on the Waterman scow, Francis J. O'Gara, after a trip to Antwerp. We had a good trip going over and coming back. We had three swell Mates aboard: Chief Mate John T. Mahoney, Second Mate Len Sporman and Third Mate Jack Hunt.

These three mates are the tops. It sure was a pleasure sailing with them and a hell of a lot of fun, both at sea and ashore. We wish there were a lot more Mates like them. It sure would make sailing more pleasant. If anyone has a chance to ship with these guys they should take the job.

The one bird aboard who is a bit of a character is the Captain. He is a good egg in some respects but his main weakness is interfering with the work being done aboard.

He will not let the Mate run the deck gang or check overtime. Perhaps a word to the good will wise him up as he has the makings of a good Joe otherwise.

The Stewards Department, headed by Jim Lomas, cooperated all the way with the crew. We had French fried potatoes twice a week and real Italian spaghetti. There is no lack of good food on any ship that has Jim in the galley.

I noticed that the LOG was handed out in most places in Antwerp, which was good to see. Keep up the good work, Brothers.

Salvatore Frank,
Gulfport, Miss.

Log - A - Rhythms

Painting The Mast

By THURSTON J. LEWIS

With chairs made fast,
We painted down,
From atop the mast,
Around and around.

There the air is clean,
And the view is grand,
And the trees are green—
If you can see the land.

Off to the left,
Was the open sea,
And each deft stroke,
Was a mark for me.

The wind blew high,
The clouds were wool,
And in the blue sky,
The moon was full.

It watched in wonder,
As we painted the mast,
When a single blunder,
Would have been our last.



The ground swells broke,
In slow white spray,
And the sea-wall stones
Kept them away.

Cristobal's roofs
Were red in the sun,
Where many a love's
Full course had run.

With chairs made fast,
We painted down,
From atop the mast,
Around and around.

Where the air is clean
And the view grand,
And the trees are green—
If you can see the land.

Shave And Shower — But No Dominoes

To the Editor:

This is Bregg but not beefin, instead I have a few words of praise. If you have the occasion to go to Gulfport, Miss., go to the West Pier Cafe.

A nice guy owns it and if you need a drink or a shave when you are broke, you'll get one; if you have gear on a ship, he will get his truck and take it off or move it on. He'll even stake you if he can, but please, let's not run it into the ground. It's a swell place.

Another place in Gulfport that I recommend is the Anchor Bar. If you treat the owner right he will do likewise. If you need a shave, ask for a razor; if you need a lift back to town, he will see that you get there. Visit all you want, but a word of caution—leave the dice table alone.

Buddy Bregg

Strong Union Needed To Back Labor Law Stand

To the Editor:

The Taft-Hartley Act means there are rugged days ahead for all organized labor. And there's no time for fooling around if we mean to protect ourselves and our Union.

Right now is the time for all SIU members to make our Union stronger and get ready to fight this slave labor law put over on us by the Congress.

We've got a program that says the SIU will regard as a lockout any stunt any one may try to pull to use the Taft-Hartley law to smash our Union hiring hall. It's a darned good program, but we have to act to show everybody we're going to make it stick, if and when a beef on it ever comes up.

That means that every member must get in there and pitch. All of us have to work to make the Seafarers strong, if we're going to be able to back up our program.

It is true that the SIU is most always ready and able to fight anybody it has to. But in my opinion this will probably be the biggest of them all, so there's no use in taking chances.

That's the reason why we want to get the decks cleared for action. The Union has got to be on its toes and ready to go anytime, anywhere.

Walter Siekmann

BRIGHTON HOSPITAL BEST ON COAST, BROTHER SAYS

To the Editor:

Just a line or two from the Brighton Marine Hospital to give you the latest up here. There are quite a few SIU boys here whose names you can find on the hospital page (Page 2.)

Everyone here seems to be quite happy and well satisfied. This is a swell hospital and I know as I've been in about all of them along the coast. Some of the fellows in here were hurt quite seriously, but in a very short time they are up and around. The fine atmosphere and hospitality no doubt aid greatly in speeding recovery.

I expect to go under the knife this week so you see I picked a good hospital for the undertaking. I'll get my barnacles scraped and be out of this first rate shipyard in no time, ready for the first ship that hits port.

George Meaney
Brighton Marine Hospital

Deck Men Salute Stewards Department

To the Editor:

We, the SUP-SIU deck gang of the SS Robert Forbes, American Haywire, want to say a word of praise for the good Stewards Department on this vessel.

The galley and messrooms are a credit to the department. And the chow is of the best.

Worthy of special mention in the department are Steward Booker T. Jones and Second Cook James R. Lewis. In fact, the whole gang is tops.

Deck Gang
SS Robert Forbes

AWAITING HER TURN



The Fire Island, tug of the Moran Towing and Transportation Company, as she looked prior to her transfer recently to the Alabama Drydock in Mobile.

Unpopular Anti-Labor Law Seen Headed For Boneyard

To the Editor:

Senators Taft, Hartley, Ball and the rest of the anti-labor group in Washington can now take their well earned vacations after turning in such a good job for the employer group who, as Senator Taft said, pressed the anti-labor bill on them so urgently.

They can take a rest from their puppeting for the employers, but they will find that their legislation, if passed, will not result in rest for the employers whom they hold so dear.

It has been pointed out repeatedly that the passage of such a law will result in more strikes



and labor unrest than now takes place. Taft and his NAM cohorts will find out that passage of a law does not take care of the situation.

The experiment of prohibition proved that when the majority of people in this country do not approve of a law, that law will be openly flouted and become a thing of contempt.

This law will prove that point again when the bill's authors will gradually become targets for derisive and jeering cartoons and statements as were the sponsors of the 18th amendment.

They will find that organized labor does not intend to give up the gains that it won through bitter fighting and bloodshed of militant union men.

Jail sentences and "legal" union busting will not stamp out

the practice of millions of Americans organizing into unions to fight for their rights. It will prove to be no more effective than the 18th Amendment was in attempting to keep a guy from having a beer. Henry Chappell

MEMBER BEEFS ABOUT MISSING PORT NEWS

To the Editor:

I have a beef with some of our officials.

I see where you are always asking for letters to the LOG, while at the same time some of our agents do not bother to send in regular news about what's going on in their ports. What kind of business is that?

Boston, Philly and New York are regular customers in the LOG, but some of the other ports don't have news often enough. Some of the ports missed far too often are Mobile, Jacksonville, Savannah, Norfolk, as well as our new port, Montreal. What's the matter with those port agents?

I've seen guys from those ports who ask, "Why isn't a story about our port carried in the LOG?" I ask the same question.

After all, that's why we have a paper, so the membership will know what's going on.

So, Dear Editor, why not put the old pressure on these fellows and let's hear what's happening in all the ports, instead of just what's going on in a few of them.

Blackie Colucci

Send 'Em In

Don't hold your pictures and stories of shipboard activities. Mail them to the Seafarers Log, 51 Beaver St., New York 4, N. Y. If you haven't the time or don't feel in the mood, just forward details. We'll do the rest. Pictures will be returned if you wish.

Knot Banana Eaters Act As Ship's Ballast

To the Editor:

We are writing to you about one of the stinkeroo trips that a man following the sea will run into occasionally. Don't get us wrong, we are not habitual grippers, but this you must know about.

We signed on in Mobile, Alabama on April 15, and left the next day for Philadelphia, Pa. Well, we got up there okay but it was cold as hades when we got there and there wasn't any heat on board. Naturally a guy coming off deck after tying up likes to come into a place that is warm, but it was just no soap. The boiler wouldn't percolate. Again, don't get me wrong about the heat, I mean — we got it for an hour one day, but that day it was nice and warm, so when we came in off the deck we sweated our heads off. I know that the other departments felt the same as we did.

Well, we had a meeting after we left Philly and decided to put in for so many days subsistence, and when the "Old Man" and the Chief Engineer heard about it they nearly blew a gasket. The black gang was told that they would make no more overtime and the others were told it was ridiculous.

TIME FLEW

As the days flew by (at ten knots per) that subject was forgotten and we were once more on a nice trip. Off the Bahamas we fished, sunbathed, and ate lousy grub. If this guy is a Steward, I'm a mate, and I'm not as I'm only an OS acting AB. More



gripping and still we sailed on.

Well, finally after so many days we got to Panama and on to Buena Ventura, Columbia, Oh, yes, in Panama we got some bananas that were so green and they never did get ripe. Had some banana cake made out of them, and some guys were silly enough to eat them and at present we are using them for ballast.

South America, land of Spanish señoritas and amour. Bah. Every time we turned round it was peso this and peso that. We were scheduled to be there for about ten days, but as this is an American-Hawaiian ship and Grace Lines practically owns the port, we lay out in the stream for twenty-three days. So far on this trip we have been gone 46 days and we are stored with fifty some odd days of grub. Brother, are we tightening our belts.

Fruit juices and ice are as scarce as nylons were during the war. The only thing that is different is that there isn't a black-market agent around the corner.

On the night of May 18, our bos'n went ashore and got conked on the noggin with something that wasn't soft. He staggered back to the ship in the early hours of the morning and then crapped out in his sack. On the

25th of the month he was paid off and went to the Panama hospital for treatment. He wrote us and told us that his skull was fractured, but some of us doubt it as we don't comprehend anything that would be hard enough to do that to his skull. (He's back aboard now; we picked him up in Panama the other day.) He is an Okay guy.

From Columbia we went to Santa Rosalia, Mexico, where we discharged a few tons of cement and took on manganese ore. God, I think that stuff should be a penalty cargo. It's about the blackest ore there is, and about the blackest anything could be except a certain guy's clothes; he never washes them.

Do you want to hear more about the grub? I hate to do this as I'm afraid you'll have cramps like we have. We have about three different menus. One for breakfast, one for dinner, and one for supper. Day in and day out. Greasy spuds, rotten eggs, moldy bread (hardtack would be better), weevils in the farina. The only thing that we have plenty of is meat, and the only reason we have a supply of that is because there are so many worms in the chow.

ACTION WAS NEEDED

I think that something could have been done about this chow situation by the company, as they knew the docking conditions in Columbia, and we could have been informed of this while transiting the Canal.

All in all it hasn't been too bad as all hands are paying off with quite a few "C" notes and a few singles. Thank God, though, that we pull into Mobile tomorrow morning.

The Skipper, Captain John Brady, and Chief Mate R. M. Curtice, as well as Chief Engineer George Kirker are swell men and it is a pleasure to sail with them. I have been on for two trips, and wish I could stay on for another.

This is a good company to sail for, and they put out a lot of OT. No beefs on that.

We didn't have any fights, but I guess that is because the men are too weak from starvation.

Francis C. Podia, Jr.
For the crew of MV Tag Knot

Taft-Hartley Law Called A Menace

To the Editor:

Most of these so-called leaders of the country keep trying to stamp out crime, but it seems to me that this Taft-Hartley Act is nothing less than an invitation for the people to start a real crime wave (if fighting for a living can be called a crime).

The average man doesn't like to go hungry, I know I don't. If this Act is allowed to stay in effect we will have a depression much sooner than most people expect. It will hurt the working man, but not the capitalist, who will always grow fatter whether we have depressions or prosperity.

Therefore, I say, this bill is nothing but a political club on the workers' heads, and if I get hit hard I'm going to fight back. Down with the Taft-Hartley Law.

Jack Oliver

Summary Of Taft-Hartley Act Provisions

(Continued From Last Week)

UNLAWFUL STRIKES AND BOYCOTTS Sec. 8 (b) 4 (A) (B) (C) (D)

This prohibition on the employer is mild indeed, and it is nothing at all compared to the prohibitions against certain strikes and boycotts by unions. The Taft-Hartley Act makes it unlawful for a union to engage in a strike or concerted refusal to handle goods or perform services, or to induce other employees to take similar action, for any one of the following objects:

1. To force an employer or self-employed person to join a union or an employers' association;
2. To force a person to stop using the products or services of another person;
3. To force another employer to recognize and bargain with a union unless the union has been certified by the Board;
4. To force any employer to bargain with one union if another union has been certified by the Board;
5. To force an employer to give work to one particular union or craft as against others unless the particular craft has been certified by the Board.

This section of the Act is dangerous, because anyone injured by the prohibited acts can sue in the federal courts for damages. Certain points are clear. In the first place, it does not apply to any appeal to consumers not to patronize a struck or unfair employer. It does not apply to direct strikes over wages, hours or working conditions. It does prohibit three kinds of direct strikes: (1) a strike to compel an employer to join an employers' association or a union even if he is a working employer; (2) a strike against a rival union which has been certified by the Board; and (3) a strike over jurisdiction, unless the union claiming the work has been certified by the Board. It prohibits most sympathetic action by one union in aid of another union having a dispute with the same or another employer. Both the union seeking sympathetic action and the union giving it are violating the Act. It makes it unlawful for a union to extend any strike or boycott to other employers or to the suppliers or customers of the struck employer. There are two situations in which sympathetic action is permitted by the Act. **First**, where the main dispute is caused by the refusal of an employer to recognize or bargain with a union of his employees which has been certified by the Board, other workers can refuse to handle the products of the struck employer or refuse to furnish services to him. But, it must be noted that certification by the Board under the new procedures will, in many cases, not be easy. Moreover, the duty to bargain has been reduced to a mere formality with which any employer can readily comply. **Second**, a union can direct its members not to cross a picket line and enter the premises of a struck employer, provided that the strike is being carried on by a union which is the authorized representative of the employees of the struck employer. This strike can be over any issue, but the union refusing to cross the picket line must be sure of the status of the striking union.

Representatives and Elections

EXCLUSIVE REPRESENTATIVE—Sec. 9 (a)

A representative is defined by the Act to mean an individual or organization. The representative chosen by the majority of the employees in an appropriate unit has the exclusive right to negotiate contracts and to administer them. But an individual employee or a group of employees have the right under the Act to take up their grievances with the employer, provided the representative is notified and allowed to be present. Moreover, any settlement or adjustment of a grievance must be in line with the contract between the employer and the union. As a practical matter, an employer will not make a settlement without consulting the union, because otherwise the union could claim that the settlement violates the terms of the contract.

APPROPRIATE UNIT—Sec. 9 (b)

Under the old Act, the NLRB had complete discretion to decide what was the appropriate unit; whether, for example, it was an entire plant or separate crafts within a plant. Under the new Act, a craft union can, on demand, secure a separate election; and no craft group can be included in a larger unit unless a majority of the group votes against separate representation. The fact that the NLRB has previously established a larger unit in any particular case does not prevent a well-defined craft group from now asserting its claims.

PROFESSIONAL EMPLOYEES

In the same way, any professional employees can get a separate election and cannot be included in a unit with non-professional employees if a majority of them vote for separate representation.

PLANT GUARDS

Plant guards and other plant protection employees cannot be included in a unit with other employees,

On this page we present the official AFL analysis of the Taft-Hartley Act. Part appeared in last issue, the remainder this week, to be followed by bulletins answering specific questions. The best way to fight the law is by knowing exactly what the provisions are. Save this section for future reference.

whether they want to or not. These employees have to bargain by themselves and no union of plant guards can be certified if it is affiliated directly or indirectly with a union of the other employees.

SUPERVISORS—Sec. 14 (a)

Supervisors, including foremen, have no rights at all under the Taft-Hartley Act, and they cannot be included in any unit—mixed or separate. They can belong to a union, but the employer can fire them for that reason and he cannot be compelled by law to recognize or bargain with them.

PETITIONS FOR ELECTIONS—Sec. 9 (c) (1) (3)

Under the old Act, an employer could not file a petition for an election unless two or more unions were claiming to represent the same group of employees. The new Act permits the employer to file a petition for an election if only one union claims to represent his employees. An entirely new procedure is authorized whereby any group of employees may claim that a union which is acting as the exclusive representative no longer has a majority. In the past one union could contest the status of another, but now a union can be displaced by "no-union," if it loses an election brought about by the employer or by a group of employees. A union can now be "de-certified." There are, however, some checks upon new elections. First, the NLRB must find that there is a question concerning the majority, though its findings is final and cannot be directly challenged in the courts. Second, no new election can be held within 12 months after an election. Third, the NLRB can in its discretion rule that a contract for two or three years is a bar to any election during the life of the contract.

DISCHARGED STRIKERS—Sec. 9 (c) 3

The Board may, under certain circumstances, order an election during a strike, if, for example, the strike is over the negotiation of a new contract and the employer, or another union, or a group of employees challenge the majority status of the striking union. In such an economic strike, the employer is free to discharge the strikers with scabs or strike breakers. These replaced, discharged strikers have no claim for reinstatement even if the strike is called off. And by the terms of the Act, strikers who are not entitled to reinstatement cannot vote. Under the old Act, both the replacements and the strikers voted. Thus, if the employer can fill the places of a majority of the striking employees, he or the strikebreakers can petition for a new election and the striking union can lose its bargaining rights. The moral of this is that a union which loses a strike will also lose its legal rights under the Act. This section does not apply to a strike caused by an unfair labor practice on the part of the employer, because in such a case, all the strikers are entitled to reinstatement and are, therefore, eligible to vote, while no replacements can vote.

UNION REPORTS—Sec. 8 (f) (h)

There are certain conditions which must be met by any union which wishes to make any use of the Taft-Hartley Act. Before a union can ask the NLRB to certify it, or to hold a union-shop authorization election, or to prosecute an employer for unfair labor practices, it must file a report on its finances and internal structure, and affidavits by its officers that they are not Communists. The reports must be filed with the Secretary of Labor, both by the local in the case and by any national or international organization to which the local is affiliated. The items include the constitution and by-laws, names and compensation of officers, amount of initiation fees and dues and a description of its internal procedures for the election of officers and stewards, calling of meetings, negotiation and ratification of contracts, assessments, fines, strikes, handling of funds, benefits and expulsion of members. The financial report must show all receipts and sources thereof, assets, liabilities, disbursements and purposes thereof. Each year the reports must be brought up-to-date by a supplemental statement. A copy of the financial reports must be "furnished to all of the members."

These reports must be made out on forms to be prescribed by the Secretary of Labor. There is no provision in the Act requiring the Secretary to keep any of this information confidential. If a union fails to submit this information, it is nevertheless subject to any proceedings under the Act brought by others against it. It could be certified, if another party petitioned for an election, but it could not get any other benefits and it can suffer all the penalties of the Act.

ANTI-COMMUNIST AFFIDAVIT—Sec. 9 (h)

The anti-Communist affidavit must be filed with the NLRB by each officer of the local in the case and

by each officer of its parent organization. The officer must swear that he is not a Communist and that he does not believe in the overthrow of the government by force or violence. The affidavit is valid for a year and must be renewed each year. If one officer in the local refuses to make out such an affidavit, the local is debarred from any recourse to the NLRB. If a national officer refuses to sign such an affidavit, all the locals are debarred. A false affidavit subjects the individual officer to criminal prosecution for perjury.

RUN-OFF ELECTIONS—Sec. 9 (c) 3

This explanation of the procedures and conditions for elections under the Act can be concluded with a brief reference to a few minor points, such as run-offs, consent elections and equal treatment of independent unions. If an election for certification between two or more unions and "No-Union" does not result in a clear majority of those voting, a run-off is held and "No-Union" is entitled to a place on the run-off ballot if it is one of the top two choices in the original election. The old NLRB placed only the two top unions on the run-off ballot.

CONSENT ELECTIONS—Sec. 9 (c) 3

Consent elections are still allowed, but the new NLRB cannot certify a union without a formal hearing, unless all the parties consent. The former practice of certifying on a card check or other informal investigation, where there was no substantial issue, is now prohibited.

INDEPENDENT UNIONS—Sec. 9 (c) 2

The Act also directs the Board to give equal treatment to independent unions and unions affiliated with a national organization. This means that the NLRB cannot adopt a policy of keeping "company unions" off the ballot and ordering them to be disestablished, unless it also applies the same policy to affiliated unions which have received support from the employer in a particular case.

Preventing Unfair Labor Practices

BASIC PROCEDURE—Sec. 10

Violations by unions or employers of the unfair labor practices established in the Taft-Hartley Act are prosecuted by the General Counsel and decided by the Board. Anyone can file a charge alleging a violation with a Regional Office. Under the supervision of the General Counsel, the charge is investigated and if believed substantial, a complaint is issued. A hearing is held before a Trial Examiner. Witnesses and records can be subpoenaed, and a Board attorney acts as prosecuting attorney. The Trial Examiner's decision is reviewed by the Board itself. It issues an order prohibiting further violations, and granting re-instatement with or without back pay. If the order is not obeyed, the Board can apply to the Federal Courts for a mandate, or the party adversely affected can ask a federal court to set aside the Board order. Final appeal is to the Supreme Court of the United States. Once a Board order has been upheld by the Courts, any failure to obey the order is punishable as contempt of court by fine or imprisonment.

SIX MONTHS' LIMITATION—Sec. 10 (b)

The Taft-Hartley Act introduces a number of new features to basic administrative procedure. A charge of unfair labor practice must be filed within six months after its occurrence.

TEMPORARY INJUNCTIONS—Sec. 10 (j)

The most important new feature of the procedure for preventing unfair labor practices is that the Counsel can go to the Federal Courts for a temporary injunction to stop any unfair labor practice. If he or his regional officers issue a formal complaint, they can, without further hearing and pending a final decision by the Board, go to the nearest federal court and ask for a temporary injunction against the alleged violator, be it union or employer. The judge in his discretion can find that a prima facie case exists and thereupon issue the injunction. The injunction will last until the case is finally determined by the Board. The Norris-LaGuardia Act is suspended in these cases.

MANDATORY INJUNCTIONS AGAINST UNIONS Sec. 10 (l)

Under the Taft-Hartley Act, injunctions against unions must be sought by the Board in cases involving unlawful strikes or boycotts, which have been described above. Full authority is delegated to the Regional Offices to handle these injunctions. The Regional Officer or Attorney must immediately investigate a charge alleging an unlawful strike or boycott; he must give it priority over all other business in the office. If he has reason to believe that the charge is true, without waiting to issue a complaint, he is directed to go to the nearest federal Court and ask the judge for an injunction. The union can be enjoined by a judge in the district where the strike or boycott is being carried on or wherever it is doing business through an officer or agent. This injunction takes effect immediately; and lasts until the case is decided by the Board.

(Continued on Page 15)

(Continued From Page 14)

MANDATORY HEARINGS IN JURISDICTIONAL DISPUTES—Sec. 10 (k)

Where a charge grows out of a jurisdictional dispute, the Board is directed "to hear and determine the dispute". Unions can avoid this intervention by establishing their own voluntary methods for settling jurisdictional disputes, within ten days after notice of a charge.

DAMAGE SUITS FOR UNLAWFUL STRIKES AND BOYCOTTS—Sec. 303

Injunctions against unlawful strikes and boycotts are to be brought by the NLRB lawyers. Thereby the Government provides employers with counsel to bring injunctions against unions. The Taft-Hartley Act also gives the employer, and anyone else who claims he is injured by an unlawful strike or boycott, the right to sue the union for damages in the federal courts. This suit will not cost the employer or the injured party anything, for, in addition to damages, he can recover the costs of the lawsuit, which includes lawyers' fees. So, if the NLRB cannot or will not take up a case for an employer, he can go to court himself. While he cannot, like the Board, get an injunction, he can collect damages. He can sue the union where the strike or boycott is taking place, or wherever the union is doing business through an officer or official agent. The union can be held liable for the conduct of any agent even if the union did not "actually authorize or subsequently ratify" his actions. One limitation is that if any damages are awarded, they can only be collected from the union and not from the individual officers or members.

Damage Suits for Breach of Contract

CONTRACT DAMAGE SUITS—Sec. 301

The breach of contract between a union and an employer is not an unfair labor practice. The contract is, however, enforceable by the union or the employer by a suit for damages in the Federal Courts. This section of the Taft-Hartley Act does not change in any way the rights and duties of parties to a contract. It does not authorize injunctions to enforce contracts. But the Act does make certain legal procedure changes. It opens the Federal Courts to such suits where before most of them had to be brought in the State Courts. And like the suit for damages for unlawful strikes or boycotts, the suit can be brought wherever the union is doing business through officers or official agents. On the other hand, while it is hard to limit the liability of a union for unlawful strikes or boycotts, a contract can completely control the liability of the parties to it. For example, a contractual provision for the arbitration of all disputes, would preclude a suit in court for breach of the contract, unless the entire contract were repudiated by one of the parties.

Payments by Employers to Unions

**CRIMINAL PENALTIES—Sec. 302 (d)
EXCEPTIONS—Sec. 302 (c)
BENEFIT FUNDS—Sec. 302 (c)**

Unfair labor practices are risky; all of them can be enjoined, some very quickly, and the union may have to pay damages. A breach of contract may likewise bring on a lawsuit. But payments of money or anything of value by employers to unions or to union representatives, except as permitted by the Act, are absolutely illegal. Both the employer making the payment and the union officer or agent receiving it are criminally liable and can be fined \$10,000 and given a year in jail. Violations can also be enjoined. The Act expressly excepts any payments made to a union by an employer under a court judgment or an arbitration award, or in the settlement of a grievance. Its two most important applications are to the check-off and union-employer conditions. The legal check-off has already been explained. The Act does not apply to any benefit scheme financed solely by the union and its membership. Nor does it apply to any plan administered solely by the employer. It does not apply to benefits paid by the employer directly to individual employees, such as sick vacation pay or insurance premiums. The requirements applicable to joint union-employer schemes are technical and any union administering a benefit fund to which the employer contributes will need technical advice.

Political Contributions

POLITICAL CONTRIBUTIONS—Sec. 304

The Taft-Hartley Act makes illegal any "contribution or expenditures" by a union in connection with primary and general elections for President, Senators or Congressmen. A violation is a criminal offense.

Senator Taft has claimed that the prohibition prevents a union journal from commenting on political issues if the journal is financed from regular union dues. This interpretation is, we believe, unconstitutional. Union officers and representatives have a right to express their opinions, particularly on political matters.

In 1944, Congress prohibited unions from making political contributions in connection with general elections. The Taft-Hartley Act extends this ban to include "expenditures" and also to include primary elections. "Expenditures" can only mean, constitutionally, payments made in behalf of a candidate for political literature, meetings or broadcasts which express political opinions of the union and its members.

Conciliation of Disputes — Other Matters

FEDERAL MEDIATION SERVICE—Sec. 201-205

"Federal Mediation and Conciliation Service" is established as an independent agency. This Service takes the place of the old "United States Conciliation Service" of the Department of Labor. Under the amended

National Labor Relations Act, parties to an existing contract must give notice of any dispute over a new contract to the Service. The conciliators, however, are not given any legal powers and they still operate on an entirely voluntary basis.

LABOR MANAGEMENT PANEL—Sec. 205 (a)

They are to be aided by a special panel of twelve members, six from management and six from labor. These men are to assist the Service "particularly with reference to controversies affecting the general welfare of the country"

NATIONAL EMERGENCY STRIKES—Sec. 207-209

The President of the United States may establish a fact finding Board, delay any strike action for eighty days, and require a membership vote on the employer's last offer in any strike or threatened strike which he believes creates a national emergency. The Board can subpoena witnesses and records. At first, the Board simply reports the facts to the President without any recommendations. If the dispute continues, the President may direct the Attorney General to secure an injunction against the strike or threatened strike. For the next sixty days, the fact finding Board tries again to settle the dispute. If it fails, it again reports the facts and this time its settlement efforts as well, to the President together with the employer's last offer. Within fifteen days, the NLRB must hold an election among the employees of "each employer involved in the dispute" to discover if they would like to accept their employer's last offer. The results of the election do not bind anyone; on the contrary, within five days after the election, regardless of its results, the injunction must be dissolved. The strike can be resumed or the threatened strike can be called. In that event, the President submits a full report and recommendations to Congress. The total elapsed time is eighty days. Under the Taft-Hartley Act, it will be recalled, a union must also give sixty days notice if it wishes to change an existing contract, but this notice can be given during the contract. The "National Emergency" provisions can add eighty days delay beyond the termination of the contract and pile up all the public pressure the government is capable of mustering. The election on the employer's last offer will probably operate like the Smith-Connally strike votes.

STRIKE BY GOVERNMENT EMPLOYEES—Sec. 305

Government employees are prohibited from striking under penalty of immediate discharge, forfeiture of civil status, and a three year blacklisting for any federal employment. This ban includes employees of any wholly-owned government corporation, like TVA.

JOINT LEGISLATIVE COMMITTEE—Sec. 401-407

The Taft-Hartley Act is not sure that it has solved the problems of controlling unions and regulating labor relations. As a final touch, it establishes a joint Congressional committee with a \$150,000 appropriation, to make a "thorough study of the entire field of labor-management relations."

SIU HALLS

- ASHTABULA1027 West Fifth St. Phone 5523
- BALTIMORE14 North Gay St. Calvert 4539
- BOSTON276 State St. Boudoin 4455
- BUFFALO10 Exchange St. Cleveland 7391
- CHICAGO24 W. Superior Ave. Superior 5175
- CLEVELAND1014 E. St. Clair Ave. Main 0147
- DETROIT1038 Third St. Cadillac 6857
- DULUTH531 W. Michigan St. Melrose 4110
- GALVESTON308 1/2—23rd St. Phone 2-8448
- HONOLULU16 Merchant St. Phone 58777
- JACKSONVILLE920 Main St. Phone 5-5919
- MARCUS HOOK1 1/2 W. 8th St. Chester 5-3110
- MOBILE1 South Lawrence St. Phone 2-1754
- MONTREAL1440 Bleury St.
- NEW ORLEANS339 Chartres St. Magnolia 6112-6113
- NEW YORK51 Beaver St. HANover 2-2784
- NORFOLK127-129 Bank St. Phone 4-1083
- PHILADELPHIA9 South 7th St. Lombard 3-7651
- PORTLAND111 W. Burnside St. Beacon 4336
- RICHMOND, Calif.257 5th St. Phone 2599
- SAN FRANCISCO105 Market St. Douglas 5475-8363
- SAN JUAN, P.R.252 Ponce de Leon San Juan 2-5996
- SAVANNAH220 East Bay St. Phone 8-1728
- SEATTLE86 Seneca St. Main 0290
- TAMPA1809-1811 N. Franklin St. Phone M-1323
- TOLEDO615 Summit St. Garfield 2112
- WILMINGTON440 Avalon Blvd. Terminal 4-3131



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INDIVIDUAL DONATIONS
L. Williams, \$1.00; S. Bartoletti, \$3.00; E. Padilia, \$2.00; G. DeJesus, \$2.00.
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R. H. Hogan, \$3.00; H. T. Archer, \$3.00; S. C. Foard, Jr., \$3.00; B. M. Swinson, \$3.00; G. L. Hewitt, \$3.00; W. P. Midgette, \$3.00; J. A. Mentzer, \$1.00.
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- SS GATEWAY CITY**
J. B. Beye, \$1.00; F. O. Blanco, \$1.00; A. Hakos, \$1.00; J. Toro, \$1.00; E. W. Kurz, \$1.00; R. H. Simpson, \$2.00; M. Awall, \$1.00; E. V. Matinski, \$2.00; P. Lohas, \$1.00; H. Randoja, \$1.00; J. Fedson, \$2.00.
- SS LAFAYETTE**
Wm. R. Brieze, \$2.00; L. R. Pimentel, \$3.00; P. Legdon, \$2.00; M. Sovick, \$2.00; C. W. Heppding, \$3.00; G. A. Lueth, \$2.00; S. Trzcinski, \$2.00; V. E. Joyce, \$2.00; G. A. Muschinski, \$2.00; K. H. Smythe for crew, \$20.00.
- SS CAVALIER**
S. Regner, \$1.00; C. M. Bailey, \$1.00.
- SS C. NORDHOFF**
J. R. Davis, \$2.00; F. Sarmiento, \$2.00; E. Pantoja, \$2.00; J. B. Dixon, \$2.00; C. J. Batsou, \$2.00.
- SS COASTAL STEVEDORE**
No. B 80703, (No Name), \$1.00; Jose Rodriguez, \$1.00.
- INDIVIDUAL DONATIONS**
R. Ygulski, \$2.00; A. Cramer, \$2.00; I. Heilpern, \$1.00; J. Palmeri, \$1.00; M. Gitchul, \$2.00; G. Miceli, \$2.00; J. Arbasz, \$1.00; R. Brooks, \$3.00; J. S. Zuba, \$1.00; E. L. Rerbo, \$1.00; M. J. Acosta, \$5.00; D. B. Gardner, \$1.00; O. A. Michael, \$3.00.
- SS COASTAL MARINER**
T. M. Larsen, \$1.00; L. M. Newberg, \$1.00.

PERSONALS

- JOHN J. O'NEIL**
Contact the Second District Court of Essex, Amesbury, Massachusetts, as soon as possible.
\$ \$ \$
- WILLIAM F. GUY**
Your mother is extremely anxious to hear from you.
\$ \$ \$
- FORREST S. COX**
Mrs. Charles Lytle would like to get in touch with you regarding your son.
\$ \$ \$
- DANIEL J. CAREY**
Contact your mother as soon as possible and, also, mail your navy discharge to her.
\$ \$ \$
- ALBERT MC DAVID**
Your mother is very anxious to hear from you.
\$ \$ \$
- ESSEN A. JOHNSON**
A letter from Townsend & Doyle, Counselors-at-Law, 921 Bergen Avenue, Jersey City, New Jersey, requests that you contact them immediately.
\$ \$ \$
- ARCH JACOB SODERBERG**
Contact your brother Carl A. Soderberg, 3422 Columbus Ave., Jacksonville Fla.
\$ \$ \$
- FRISCO MARTENS**
BILL KENNY
Anthony J. Durbano is going to Italy as a passenger, and wants you to get in touch with him at the following address: San Benedetto, Imperillis, Provincia di Aquia, Italy.

- "ALABAMA" WEATHERWAX**
E. LaF. Deal Jr., who is now in the Army, lost your address. He would like to hear from you so he can repay the loan made last Fall during the MM&P strike in New York. Write to him at Fort Benning, Ga.
\$ \$ \$
- JAMES LEON OSBURN**
Your daughter, Helen Osburn, is anxious to hear from you. Her address is Spratt, Alabama, Route 2, Box D.
\$ \$ \$
- WILLIAM H. STOCK**
Get in touch with Toni Bantoja, 109 E. Houston St., New York 2, N.Y.
\$ \$ \$
- HERSHEL PORTER**
Communicate with William M. Alper, 900 Jefferson Building, 1015 Chestnut St., Philadelphia, Pa., concerning your claim for injuries sustained aboard the SS Norvana.
\$ \$ \$
- CLARENCE E. TOBIAS**
Get in touch with your mother at once.

NOTICE!

The SIU Hall in Baltimore intends to clean out its Baggage Room. Some gear, which has been held from one to six years, is cluttering up the room. This baggage will be held for sixty days, and if not claimed in that period of time, will be opened and the contents distributed.

CITIES SERVICE TANKERMEN!

THE LAST OBSTACLE HAS BEEN REMOVED

THE N.L.R.B. IS ABOUT TO SET THE DATE FOR A COLLECTIVE BARGAINING ELECTION ON THE CITIES SERVICE FLEET . . .



STAY ON YOUR SHIP-UNTIL YOU HAVE HAD A CHANCE TO VOTE FOR THE CONDITIONS AND WAGES AND SECURITY THAT WILL ONLY COME THRU

AN SIU CONTRACT!

SEAFARERS INTERNATIONAL UNION