

SEAFARERS LOG



Official Organ of the Seafarers International Union of North America

VOL. X

NEW YORK, N. Y., FRIDAY, MARCH 12, 1948

No. 11

SIU WINS WAGE INCREASES

New Freight Scales — And Old Pay Hikes Of 6.3—14.2 Percent Giving Seafarers The Highest Scales In Maritime Okayed By Membership

Department and Rating	Old Scale	Amount of Increase	New Scale
DECK DEPARTMENT			
Bosun	\$228.17	\$32.27	\$260.44
Carpenter	228.17	14.37	242.54
Storekeeper	219.82	13.85	233.67
A.B. Maintenance	208.69	13.15	221.84
Quartermaster	191.99	18.02	210.01
Able Seaman	191.99	18.02	210.01
Ordinary Seaman	166.95	10.52	177.47
ENGINE DEPARTMENT			
Chief Electrician	327.78	20.65	348.43
Assistant Electrician	253.21	15.95	269.16
Unlicensed Jr. Eng.-Day	255.99	16.13	272.12
Unlicensed Jr. Eng.-Watch	228.17	14.37	242.54
Plumber Machinist	263.78	16.62	280.40
Deck Engineer	228.17	14.37	242.54
Storekeeper	219.82	13.85	233.67
Engine Utility	228.17	14.37	242.54
Evaporator Maintenance	211.47	13.32	224.79
Oiler	197.56	12.45	210.01
Oiler-Diesel	217.32	13.69	231.01
Watertender	197.56	12.45	210.01
Fireman Water (FM-WT)	197.56	12.45	210.01
Fireman	186.43	11.75	198.18
Wiper	194.78	12.27	207.05
Refrigerating Eng. (when only 1 carried)	299.95	18.90	318.85
Refrigerating Eng's. (when 3 carried)			
Chief	299.95	18.90	318.85
1st Asst.	264.34	16.65	280.99
2nd Asst.	243.19	15.32	258.51
STEWARDS DEPARTMENT			
Chief Steward	244.86	20.89	265.75
Chief Cook	228.17	14.37	242.54
Night Cook & Baker	228.17	14.37	242.54
Second Cook	205.91	12.97	218.88
Assistant Cook	194.78	12.27	207.05
Messman	166.95	10.52	177.47
Utilityman	166.95	10.52	177.47
OVERTIME RATE			
	1.06	.065	1.125
	1.325	.083	1.41

The overtime rate for unlicensed personnel receiving less than \$223.23 per month shall be \$1.125 per hour. All ratings receiving \$223.23 or more per month, the overtime rate shall be \$1.41 per hour.

All increases effective March 10, 1948.

NEW YORK, March 10—Another victory for the Seafarers International Union, Atlantic and Gulf District, was chalked up today when five steamship companies agreed to the Union's wage increase requests. The pay hikes range from \$10.52 per month for Ordinary Seamen, Messmen and Utilitymen, to \$32.27 for Bosuns. Other ratings also received boosts, and the percentage increases run from 6.3 percent to 14.2 percent. The overtime rate was revised upward, and men earning less than \$223.23 per month will receive \$1.125 per hour, while those earning \$223.23 or more per month will be paid at the rate of \$1.41 per hour.

The companies with which the agreements were reached are A. H. Bull

Heavy Voting Marks Start Of Referendum Balloting

Seafarers in all Atlantic and Gulf District Branches lined up at the ballot boxes on Wednesday, March 10, to start voting on the four resolutions recommended by the Agents Conference. The seriousness with which SIU members took the situation was indicated by the heavy voting which was reported from all ports. The threat posed by the anti-labor Taft-Hartley law, and the feeling that

the shipowners will try to break the Union by refusing to recognize the Hiring Hall makes it certain that as many Seafarers as possible will mark their ballots in the period ending April 10.

The four propositions being voted on are: 1. A \$10.00 Strike Assessment; 2. A \$10.00 Building Assessment; 3. Provision barring promotions aboard ship except in cases of extreme emergency; and, 4. A provision making it mandatory for Wipers and Ordinary Seamen to clean the crew's quarters in the time allotted for such tasks.

There is little doubt that the operators, with the force of the law on their side, will attempt to dump the Hiring Hall and Rotary Shipping so as to be able to hire men wherever they please. This would, if successful, be the death-knell of the seamen's movement since the keystone of the SIU is in the democratic Hiring Hall.

Only a strong organization, backed up by a large strike fund, will be able to wage a fight against the union-busters. And that's why the members of the SIU are lining up to cast their votes in favor of the resolution.

SIX TO GO

Another measure on the ballot is for a building assessment which would allow the Union to purchase buildings in New York, Philadelphia, Baltimore, Savannah, Galveston, and San Juan; ports where the SIU rents quarters.

It has been proven that buy-

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Steamship Company (Baltimore Insular Line); Alcoa Steamship Company, Inc.; Smith and Johnson Steamship Corporation; and South Atlantic Steamship Line. A separate agreement was negotiated with Seatrains.

The membership of the A&G District, assembled in regular meetings tonight, voted overwhelmingly to accept the new scale, and since the rates are only effective for the companies named above, instructed the Negotiating Committee to present the increases to all companies contracted to the Union.

Negotiating Committee for the SIU was composed of Paul Hall, J. P. Shuler, Robert Matthews, Lindsey Williams, Joe Algina, and Ray White.

The complete text of the Com- (Continued on Page 5)

New Strike Pamphlet

There is little doubt that the Bosses will attempt to use the Taft-Hartley law to torpedo unions whenever contracts come up for renegotiation. The T-H law gives them a perfect chance to try to break unions, and in this campaign they will have the active assistance of the bureaucrats.

For that reason this organization must be prepared for any possible strike action. In line with this, the Union will issue a new pamphlet, "Strikes and Strike Strategy," which will be available for distribution in the near future.

Until then, however, all members of the Union are urged to read the text of the pamphlet, which appears in this week's LOG, starting on page 3.

Seafarers' Tanker Drive Rolls On

NEW YORK—Another development of major importance in the SIU tanker drive took place this week, when the Federal Motorship Corporation signed a standard Seafarers tanker contract. The announcement of the signing was made by Lindsey Williams, Director of Organization.

First ship crewed under the new agreement was the SS Mosoid, which shipped a full crew in Savannah. As other vessels are put into operation, crews will be assigned right off the shipping lists.

The contract contains provisions which are standard in all SIU tanker agreements, and which are the tops in the industry. Wages and conditions far exceed those prevailing on unorganized ships or on tankers contracted to other unions.

NEW YORK HQ

Headquarters for the company is New York City, and the fleet will be operated mainly from east coast ports.

The Union Negotiating Committee consisted of Brother Williams, Paul Hall, Robert Matt-

hews, J. P. Shuler, and Ray White and Joe Algina.

Signing this new company gave added momentum to the SIU tanker organizing campaign. Recently two other companies were signed, and acquisition of the Federal Motorship Corporation made it three in a row in as many weeks.

Other tanker companies are in the process of being organized, and details will be printed in the LOG as soon as it is practicable to do so.

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SEAFARERS LOG

Published Weekly by the
SEAFARERS INTERNATIONAL UNION
OF NORTH AMERICA
Atlantic and Gulf District

Affiliated with the American Federation of Labor

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

HAnover 2-2784

PAUL HALL - - - - - Secretary-Treasurer

Editorial Board

J. P. SHULER LINDSEY WILLIAMS
JOE ALGINA

Entered as second class matter June 15, 1945, at the Post Office
in New York, N. Y., under the Act of August 24, 1912.

George K. Novick, Editor



Real Unionism Pays Off

The big news this week is that the Seafarers International Union—Atlantic and Gulf District—has once again taken the lead in wage gains for merchant seamen. Without arbitration, and without the fuss and ballyhoo that marked the so-called negotiations of the National Maritime Union, CIO, this Union won increases for its membership ranging from 6.3 percent to 14.2 percent.

But the final result is not the whole story. To realize what really happened, it is necessary to look behind the bare facts of the story.

The SIU is distinguished in the labor movement for three things. One is its strict adherence to honest trade union principles. Two is its unity of membership, and three is its willingness and proven ability to extend a helping hand to any honest union involved in a beef.

All these factors worked to force the shipowners to grant our just wage demands. The operators knew very well that they could not count on factions within the SIU to weaken the Union's drive for more take home pay to help equalize rising costs. They knew very well that on this point, as well as on every other section of the SIU program, the membership acts as a united movement, prepared to fight for its rights.

And the shipowners also realized that when the chips are down, the Seafarers does not have to fight alone. Other unions in the AFL, as well as in the CIO, stand ready to support the SIU in any beef. That was definitely proved in the 1946 General Strike and in the Isthmian Strike.

This is not the first time that the SIU has showed the way to other maritime unions. Since the Union was first formed, the entire waterfront has come to expect leadership in all maritime matters to come from the Seafarers.

Go down the list of beefs and in each one the SIU sparked the movement that prevented the government and/or the shipowners from forcing seamen to return to the old days of semi-slavery. The Bonus Strike, the struggles against the WSA Medical Program, the WSA Competency Card, and the Coast Guard Hearing Units, the battle against the Wage Stabilization Board—all these were initiated and carried through by the Seafarers International Union.

However, while engaged in these activities, the Union still continued to safeguard and advance the wages and conditions of the membership.

The seamen's movement in the United States has benefited from the work done by the unified membership of the SIU.

This wage increase is just another victory to be added to the long line of uninterrupted wins gained by the Union. As a single victory, it is magnificent, but as part of the overall picture, it adds to a record without parallel in trade union history.

"Above all others..."



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

LEROY CLARKE
JOHN E. KENNAIR
NORMAN A. CAMPBELL
FRANK MARTIN
HARRY R. LEWIS
OLAF HERMANSON
A. J. STEPHENS
GEORGE D. BRADY
A. AMUNDSEN
LAURENCE A. HOLMES
JAMES LEA
ERNEST M. LOOPER
JOSEPH DENNIS
JAMES T. O'DONNELL
CENTRAL MASON
ANTHONY M. LIPARI
ABRAHAM A. SAMPSON
K. WESTERGAARD

WM. H. HACKETT
M. V. MOBLEY
RUDOLPH SCHMIDT
DENNIS SAUNDERS
LUCIEN MARRERO
E. BOWERS
JOHN SCARA
WAYNE NAPIER
WALTER B. ORMAN
WALTER J. HANEY
MARIANO MALESPIN
STANISLAUS LeBLANCE
AARON C. McALPIN
COY PAXTON

FT. STANTON MARINE HOSP.

R. B. WRIGHT
ARCH McGUIGAN
R. S. LUFLIN
JULIUS SUPINSKY
FRANK CHAMBERLAYNE
J. LIGHTFOOT

STATEN ISLAND

J. H. HOAR
C. GREEN
J. SLAMAN
P. FRANKMANIS
J. McNEELY
A. JENSBY
T. McNICHOLAS
J. PRATS
G. FRESHWATER

Hospital Payments

Members of the Seafarers are entitled to a weekly payment from the Union if they are laid up in a hospital. Be sure to get what is coming to you: Notify the Union of your ward number so that there will be no delay in your receiving the money due you.

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.)

P. TAURASI
R. STROM
D. HERON

BRIGHTON MARINE HOSP.

W. CAREY
J. LEE
E. DELLAMANO
E. HARRISON
J. NORRIS
C. GALLANT
W. FEENEY
J. McDONOUGH
H. FAZAKERLEY
P. CASALINOVO
T. BOGUS
J. KLENOWICZ
T. RITSON
J. McWHINNIE
F. FERNANDES
H. ALLEN
H. McDONALD
R. KING

BALTIMORE HOSPITAL

A. DURBANCA
J. ARCHIE
J. A. CARROLL
E. FRENSTAD
P. D. CURTIS
L. J. SWAN
C. KING

Strikes And Strike Strategy

Introduction

The strike is the Union's most powerful weapon.

It is the full mobilization of every Union resource—manpower and physical apparatus—to achieve basic objectives upon which the life of the Union, and the membership, depend.

This mass display of economic strength may be regarded as the Union's "ace in the hole" against its enemies who (1) seek to deny its right to bargain for those who have designated it as their representative; (2) refuse to grant economic demands which the Union regards as essential to the decent living and welfare of its membership, and (3) intent generally on destroying the Union as the workers sole instrument of protection and security.

Obviously, then, once the strike weapon is brought into play, no other phase of Union activity has greater significance. Because of the tremendous implications of the strike, it is a last resort measure. It is initiated only after all other means of attaining Union objectives are exhausted. The strike is the signal for an all-out fight.

The strike is serious business. And to protect the interests of the membership, it is the Union's duty to exercise every possible means of negotiation and arbitration—consistent with the preservation of its independence—before deciding on this course of action.

The oldtime theory of "striking for strike's sake" is as dead as a doornail and is contrary to forward-looking and intelligent unionism. It is the product of immature and irresponsible Union direction.

Regardless of a final outcome, the conduct of a strike is costly, both to the Union whose financial resources are strained and to the membership, who suffer loss of wages and may have to eat into their personal savings to sustain them during the conflict. Trade union men quite often are subjected to many



other hardships—even persecution—when they clash with the powerful interests whose hatred for organized labor knows no bounds. But unfortunate as this may be, the consequences would be disastrous without the strike.

Every action of organized workmen—the strike, in particular—is a signal for a barrage of vilification and slander in most of the nation's press and in the halls of Congress, where influential employer-lobbying groups are constantly campaigning for laws to throttle labor's strength.

The steady attack on labor reached a peak in this country in the summer of 1947 with the passage of the Taft-Hartley law, an anti-labor measure making the trade union's position extremely tough. But the full implications of this measure are still to be tested. For the Seafarers International Union, this crucial period will come with the expiration of its present contracts in the summer of this year.

With the National Association of Manufacturers, the U. S. Chamber of Commerce and every other organization of employers determined that organized labor be stripped of its vitality and power to fight, offensively or defensively, the showdown appears to lie in the interpretation of the Taft-Hartley law.

Organized labor must gird its strength to meet this impending attack. Failure to meet it squarely, utilizing the full force of union apparatus might end in disaster.

Despite the many moves on the part of labor's enemies to hamstring unions with legal restrictions, the right of the worker to strike has been unquestionably established in this country. Both the common law and the Thirteenth Amendment to the U.S. Constitution, which prohibits slavery and involuntary servitude, make this clear.

To successfully conduct a strike, the Union apparatus must be geared to meet any and all emergencies that arise. Preparation, therefore, should be the Union's constant goal. Being prepared for any eventuality not only provides the greatest possible degree of success in prosecuting a strike, it also is the best safeguard against having to go out on strike.

In view of the all-important role of the strike in the life of every Union member, it is absolutely necessary that every Seafarer learn the meaning of strike action and how it differs from job action. Every Union man should know the various types of strikes, how they are conducted, the manner in which policy and strategy is determined, the apparatus that is needed, and the functions of the committees handling the innumerable tasks incidental to strike action. In

short, every Seafarer should be acquainted, at least, with this Union weapon, its use and effect.

Volumes have been written on this subject. The object of this manual is to give, as briefly as possible,



a basis for understanding what is involved from the union man's point of view.

It will attempt to show how the character and needs of strike prosecution change from day to day and even from hour to hour.

The more the Union member knows about the functions of his strike apparatus and the conduct of the strike as a whole, the better equipped he will be to meet these vital issues squarely and decisively—and the more certain victory will be.

Nature of Strikes

Strikes occur only when all other means of reaching an agreement with the employers have failed. Strikes naturally involve the loss of wages and many other sacrifices for the striker. The Union, which is charged with the responsibility of protecting the interests of the member, is responsible for exercising every possible means to bring about a peaceful settlement of disputes.

When these means have failed and a deadlock is apparent, the steps provided for in the Union constitution are followed. As provided for in Article XXVI, of the constitution of the Seafarers International Union, a strike vote may be taken upon the presentation of a resolution setting forth the purposes of the strike. The referendum following the passage of the resolution requires a two-thirds majority exclusive of blank ballots.

The main reasons for the calling of a strike in order of their relative importance are:

- (a) Against a lock-out.
- (b) Against a reduction of wages or lowering of conditions.
- (c) For a wage increase and betterment of conditions.
- (d) To enforce the opening of negotiations.
- (e) To enforce the signing of a written contract.
- (f) To aid affiliate unions.
- (g) For the general welfare of all workingmen.

In general, all strikes can be roughly classified as either "economic" or "political."

The term "roughly" is used because in any strike, no matter how small or how large, both economic and political factors will be brought into the picture on one or the other side. This labeling is then done not to give any strike a specific classification, but to provide general groupings for a clearer study.

Any strike in which the question of wages, hours and conditions are the points of issue is economic.

Any strike in which no specific economic demands are made is political.

THE LOCK-OUT

A lock-out occurs when an employer refuses to any longer recognize a union as the representative of the employees and declares an open shop. In other words, it is a strike of the boss against the worker.

The only answer to a lock-out is an immediate strike, the establishment of strong picketlines and a single demand—recognition of the union.

The single demand does not mean that the only issue involved is union recognition but it does mean



that no other method of ending the work stoppage, lock-out and strike, can even be discussed until recognition is established.

The lock-out is a final showdown and must be fought to a finish. In a strike of this type, the very life of the union is at stake. A lock-out can be classified as economic.

AGAINST WAGE REDUCTIONS

Agreements between employers and Unions generally contain a clause giving either party the opportunity to open the agreements or announce their intention to terminate the agreements within a specified time period prior to the termination date.

An additional clause generally provides that if neither party gives such notice, the agreement is automatically continued.

Frequently the employer will use this period of grace to announce a wage-cut sometimes as a test of strength or as a counter-measure against an expected demand for a wage increase.

It must be assumed by the union, however, that such an announcement reflects the policy of the employer and the matter should immediately be put before the entire membership in the form of a strike resolution for a referendum vote on strike action.

Inasmuch as this is a question directly involving wages and conditions, it can only be classed as economic.

WAGE INCREASES

As in the case of action against a wage cut, any strike for increased wages and betterment of conditions is highly economic in character.

The question of wage increases, betterment of conditions, etc., should grow out of general discussions and a final decision by the membership.

The matter is then taken up with the employer through negotiations and if these fail to produce an agreement satisfactory to the union membership, then the routine procedure of a strike call should be followed.

THE OPENING OF NEGOTIATIONS

Many times, even though the employees of a certain company are 100 percent members of the union, even when this has been certified as a result of an NLRB election, the employer will continue to stall and avoid entering into negotiations.

In this case, the union has perforce, the duty of exercising every legal means of forcing negotiations through NLRB and Labor Department directives, court action and any and all possible procedure.

In the event these moves fail to produce the desired result, the only means left are a series of harrasing job actions or a strike limited to the particular section of the industry which, in the case of the Seafarers, would be one particular steamship company.

This can be labeled as political in character, although it is a definite step to establish negotiations for economic demands.

FOR A WRITTEN CONTRACT

Even after negotiations have been opened, and both employer and the union have agreed, the employer will often hedge on the signing of a written agreement or contract. He does this in order that he may always have an escape hatch through which he can avoid being bound to specific wages, conditions, etc.

These so-called "gentlemen's agreements" are as worthless as a dictator's treaty. If the shipowner cares to repudiate it at any time, there is no possible legal way to prevent his doing so.

It is sometimes advisable to work under this gentlemen's or verbal agreement for a period of time, espe-



cially when there is a strong possibility of being able to negotiate a better written contract than the verbal agreement.

However, if the employer remains adamant and continues to refuse a written contract, the only answer is job action or a strike limited to the company involved. Such action is strictly economic.

TO AID AFFILIATE UNIONS

The slogan "an injury to one is an injury to all" holds true always in all cases, and especially when affiliate unions are involved. For example, a wage reduction for longshoremen is an economic threat to seamen's conditions.

A strike to aid affiliate unions is often referred to as a "sympathy strike." This is untrue. A strike of such a nature is purely economic in character, involving the wages and conditions of all workers in the industry.

The first step, however, in such aid is to follow the constitution of the union and honor the affiliates' picketline by refusing to cross or work behind it.

The next step is giving material aid in the form of pickets, financial support, etc.

If then, as in the case of a strike of the longshoremen, the shipowners would man an idle ship and either sail or attempt to sail it, such move on their part would be a violation of the agreement and the only recourse of the Union would be to follow the strike procedure.

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GENERAL WELFARE

Any action in behalf of all workmen can roughly be classed as "sympathetic" up to the point where it reaches general strike proportions.

Although generally termed as "strike," this sympathetic support most generally consists of a temporary work stoppage of a demonstrative nature intended to publicize and create support for the struggle of another group.

So long as no specific demands are raised, this action must be classed as political in character, although it is most generally in defense of the economic demands of another group.

Such action can be either localized or general in character, but most frequently is used locally.

The Use of Strike Funds

In time of strike, the entire union apparatus becomes a strike apparatus. They pay of all union officials ceases immediately, they live and carry out their tasks the same as any other striker.

Every striker is assigned a task to carry out and is accountable for this task. These duties will be explained in detail under the description of the functioning of the various committees.

Through the medium of the Annual, Strike and Organizational and General Strike Assessment, the Union has set aside funds in special banking accounts earmarked for use only in time of strike.

Although this is a substantial sum, it would last only a short period of time if it was used exclusively for the purpose of feeding and housing strikers. Even with the payment of as little as a dollar a day to each striker, the fund would vanish in less than two weeks. The Union does not expect to and cannot compete with the shipowner in the matter of expenditures.

During the course of a strike, the income of the Union ceases, yet the functioning of the Union apparatus, the maintenance of the Union Halls, the issuance of the LOG and the general detail work of the Union must continue.

Many additional expenses are involved. Pickets must be furnished transportation, additional halls must be rented, a legal apparatus must be established for protection in the courts and all emergencies must be met promptly.

If the strike is won and the Union apparatus wrecked in the process, then the victory is empty. Throughout the strike, the apparatus must be maintained so that with the conclusion of the strike, dispatching can start, beefs be handled, sign-ons and pay-offs covered and the whole apparatus function at peak efficiency.

The strike funds are primarily intended to guarantee the continued functioning of this apparatus and to set up such extra apparatus as is needed for the conduct of the strike.

Structure of the Seafarers

In order that the membership of the Seafarers International Union of North America may understand how to organize an effective Strike Organization, it is necessary that our members have an understanding of the basic structure of our Union, how it functions, and how to establish a strike apparatus.

The Constitution of the Seafarers International



Union of North America, Atlantic and Gulf District in Article Ten (10), Section One (1), gives an outline of the Headquarters. It says, "This Union shall be administrated through Headquarters and such Branches as shall be established by a majority vote on a general ballot."

SIU Headquarters, as the Constitution directs, is the administrative arm of the Union which puts into effect the decisions made by the membership at the regular bi-weekly meetings, and which coordinates the activities of the various port branches.

The Headquarters of this union is presided over by a Secretary-Treasurer, 3 Assistant Secretary-Treasurers, as well as a Director of Organization. Their function is to receive the remittances from the Branches and keep the general records of the Organization as a whole. Headquarters also serves as a message center where all communication concerning the membership as a whole passes through, and in this way, coordinates the business of the Branches.

Section Three (3) of Article Ten (10) says, "Each Branch shall bear the name of its respective locality."

Article Eleven (11), Section Two (2) says, "Each Branch shall have one Agent (Port Agent) and the necessary Patrolmen and Dispatchers needed from time to time."

According to the outline of the Constitution of the Seafarers International Union of North America, Atlantic and Gulf District, the basic structure is its

Port Branches administrated by a Port Agent responsible for port activities. These Port Branches are tied into our Headquarters in New York, through its regular channels of communication.

The Constitution of the Seafarers International Union of North America, Atlantic and Gulf District, provides for the election of all Branch Agents, Secretary-Treasurer and Assistant Secretary-Treasurers and Patrolmen, by referendum ballot. Due to this fact, they are the key men in time of strike who are authorized to act immediately on emergency measures.

So it will be wise to keep in mind that in setting up the strike apparatus, the functions of the Union must be considered. In setting up any strike organization to be effective, it will have to follow the basic structure of the Seafarers International Union of North America.

The key men, such as the Port Agents, are elected by the rank and file on Referendum Ballot and as such, are always responsible to the membership. Whatever they may do in emergencies, such as appointing temporary committees, must always be confirmed by the membership where such appointments are made before they become legal and responsible under the Constitution.

The Union Strike Committee

The Strike Committee is the executive arm of the membership in time of strikes and lock-outs. It is the democratic method of the rank and file, placing responsibility in the hands of several, instead of a single individual.

Should the Seafarers International Union of North America, Atlantic and Gulf District be compelled to strike on an industry-wide basis, as in the 1946 general strike, each affected Port would have a Port Strike Committee which would be responsible for all Port strike activity.

It will be necessary to have a District Headquarters Strike Committee, however, in this booklet only the Port Strike Committees and their functions will be dealt with so that members of the Union will be able to better understand what to do in case of a strike, thereby making the Union stronger in the fact of action.

PORT STRIKE COMMITTEE

The duties of the Port Strike Committee is to supervise all strike activity in the different ports, coordinate the functions of the sub-committees under



their supervision and report their progress to the membership from time to time.

The Port Strike Committee, upon being elected or appointed, should meet and elect a Chairman, Vice-Chairman and Treasurer. Members elected or appointed to the Port Strike Committee should be full book members of the Union and are subject to confirmation or rejection at any strike meeting.

Each sub-committee should have one member from the Port Strike Committee and if acceptable to the sub-committee members, he should be their chairman. In this way, the sub-committee's work may coordinate with that of all other committees, as their progress and activity will be reported directly to the Port Strike Committee.

Upon the election or appointment of the Port Strike Committee, the following sub-committees should be organized and instructed in their duties:

- 1. Picket Committee
2. Food and Finance Committee
3. Local Speakers Bureau
4. Publicity Committee
5. Communications

PICKET COMMITTEE

This should be the first sub-committee organized. Their first duty is to record the names of those who are participating in the strike on a form provided for that purpose by the Union.

This form, when properly filled out, is actually the picket card. It will show the date, port and name of the striker. It will show whether he is a full book, probationary or triparted member. The name of the ship the striker is from, and the company it is operated by, will also be entered on this form.

When all information has been recorded and the picket committee is satisfied that the striker is a bonafide seaman, the Chairman of the Port Strike Committee will sign and issue a picket card to the striker.

PICKETS ORGANIZED IN WATCHES

The strike pickets will be assigned to watches the same as on shipboard. The number of piers or docks to be picketed will be taken into consideration in assigning the pickets to the watches. Each watch for each pier or dock will have about an equal amount

of pickets. In this way, a strong picketline can be maintained at all piers and docks. Assignments should also be made so that each picket watch should have at least eight hours off or stand-by, if possible.

DUTIES OF PICKETS

The duty of a strike picket is to be on hand a few minutes before going on watch so that he may receive any last minute instructions from the Union pertaining to the strike. In case of illness or legitimate reasons for absence, he should notify the Picket Committee several hours, if possible, before he is due to go on watch.

In this way, a replacement may be obtained, and by doing this, the picketline can always be strong. Always remember that the shipowners have men to look the picketline over every day, and that any time it is not fully manned, it shows a sign of weakness, and may precipitate an attack by the shipowners' Goons.

The strike picket, in accordance with his obligation, when he becomes a member of the Seafarers, is to obey the order of the Union. While on picket duty



he should carry himself in a quiet and dignified manner. While picketing, he is under the supervision of a Picket Captain and he should give him his whole-hearted cooperation.

The General Orders of a picket is "to take charge of this picket beat and walk it in a Union manner, observing everything that takes place within sight or hearing and reporting same to the Picket Captain".

A picket should never leave a dock or pier without being properly relieved; and in case he is driven off by the police or strike-breakers, he should immediately notify the Union.

DUTIES OF PICKET CAPTAIN

The duty of a Picket Captain is to take charge of the picket watch. He receives the latest orders of the Port Strike Committee and passes them on to the pickets. He is required to check the names and picket cards of all men assigned to his watch before going out to picket, and to see that all are present and accounted for, reporting those absent. He should report regularly, either by phone or courier to the picket committee.

At the completion of a watch, the picket captain should see that all pickets on his watch receive due credit and their picket cards are properly stamped by the picket committee. A picket captain should understand that his assignment is a trusted responsibility and should never allow any drinking or shirking on his watch.

He should never leave any dock or pier without being properly relieved, and in case the relieving watch is late, he should notify the picket committee so that a check-up can be made.

FOOD AND FINANCE COMMITTEE

The duties of the Food and Finance Committee are to secure food and finances. This is a very important committee and should be fairly large, as it has to perform a great many functions. It will need many more men assigned to it than the other committees. The nature of the work of this committee, being to perform a number of varying tasks, it should be divided up into Units.

UNIT (a): The duty assigned to this Unit is to contact all labor and sympathetic organizations in the port, and ask for food and finances with which to conduct the strike.

Where it is necessary to speak before the membership of such organization, a member from the Speakers Bureau, who is qualified to give the facts of the strike should make the appeal for finances.

All donations of cash are payable to the Port Strike Committee of the Union and receipted for on a regular organization receipt provided for that purpose, by the treasurer of the Port Strike Committee. It is also a good practice for the Port Strike Committee to acknowledge all donations by letter thanking the organizations for their support. By doing this, it shows



that donations are being turned into the proper channels for the benefit of the strikers and is not being collected by some "racketeers" for personal gain.

Unit (a) should be provided with credentials signed by the Chairman of the Port Strike Committee author-

(Continued on Page 13)

Seafarers' Case Nears Happy Ending

Boutwell Back; To Return For Youtzy's Trial

Smiling and happy as a result of his acquittal last month on a manslaughter charge in a Georgetown, British Guiana, court, Seafarer Robert Boutwell turned up in New York this week after paying off the Alcoa Planter in Halifax.

However, Boutwell made clear that his joy was tempered by concern for his former shipmate Ralph Youtzy. Tried on a similar charge at the same time, Youtzy faces a new trial in April because the jury was unable to agree in his case.

Boutwell, now on his way home to Mobile, plans to ship out to Guiana again soon to testify in Youtzy's behalf.

In an interview with Headquarters Special Services Representative Joseph Volpian, Boutwell voiced lavish praise for solicitor Francis Diaz and barrister Lionel Luckhoo, the Guiana lawyers who defended them, for the SIU members who donated to the defense, and for Charles Robertson and Frank Knight, the Seafarer witnesses who made a special trip to Georgetown to testify.

Knight and Robertson will also be on hand for Youtzy's second trial, he said.

At the time of the incident, Youtzy and Boutwell were members of the crew of the T. J. Jackson, Alcoa. Their loyal shipmates donated \$553 to a defense fund and several other crews raised the total to upward of \$700.

"A wonderful bunch," Boutwell said feelingly.

Boutwell expressed his gratitude to Mary Eugene, proprietress of the Grand American Hotel in Georgetown, who went bail for him and Youtzy, put them up while they were on the beach and also took care of Knight and Robertson when the last two arrived.

The American Consul was also extremely cooperative, Boutwell declared.



Seafarer Robert Boutwell (right), happy to be acquitted of the manslaughter rap hung on him in British Guiana, talks with Special Services Representative Joseph Volpian at the New York Hall.

Youtzy Awaiting New Trial; Thanks Membership For Help

Although he has been tried once for manslaughter in British Guiana, Seafarer Ralph Youtzy must go through the ordeal of a second trial because the jury was unable to agree on a verdict, as reported in the LOG of February 27.

However, in a letter to Headquarters Special Services Representative Joseph Volpian, he expresses his delight that Seafarer Robert Boutwell, who stood trial with him, was acquitted.

He also thanks the Union members who made the long haul to Georgetown to testify at the trial, and he thanks the many Seafarers who donated money for his and Boutwell's defense.

Youtzy's letter to Volpian follows:

"This is to let you know that our trial has been held and that the verdict of the jury for Robert Elmer Boutwell was not guilty, and that the jury could not reach a verdict concerning me, Ralph W. Youtzy.

"This being the case, the judge has remanded me on bail until the next criminal session of the Supreme Court which starts on April 6, 1948. I will be brought up for a new trial at that time.

"The next day after the trial,

the American Consul shipped Robert Boutwell and our two witnesses, Frank Knight and Charles Robertson, to the Army base here. On Saturday the 14th they were flown over to Trinidad and the same day Boutwell and Knight joined the SS Alcoa Planter.

"They returned here on their vessel the 17th and left today, the 18th, on said ship for Halifax, Nova Scotia.

"On their leave-taking, both assured me that they would return and testify for me at my trial."

"As concerns Robertson, as yet I have received no word from him as to whether he has gotten a ship. Before he left he also assured me that he would return in time to testify for me.

"As things progress, or if anything in particular comes up, I will notify you at once.

"I wish once again to express to you, the organization and the membership my gratitude and appreciation for all you have done in backing me and my shipmates in this trouble. The SIU is a great Union and I'm very proud to belong to such an organization.

"Fraternally,
"Ralph W. Youtzy."

New Increases Give Seafarers Highest Pay In Maritime History

(Continued from Page 1)
mittee's report on both sets of negotiations follows:

Your Negotiating Committee, after various sessions with the shipowners as previously reported over a period of time, has reached an agreement with them pertaining to the matter of wages.

It is to be pointed out that this agreement will not at this time cover the entire SIU fleet, but only, the following companies: A. H. Bull Steamship Company (Baltimore Insular Line), Alcoa Steamship Company, Inc., Smith and Johnson Steamship Corp., South Atlantic Steamship Line.

Your Committee points out that these scales, while effective immediately for those companies listed above, will be presented to all companies contracted to the SIU immediately upon membership action on this report.

Your Committee further points out that the SIU at this time as a result of these negotiations tops the entire industry in wages in the ratings of AB, Stewards and Bosuns.

Your Committee, as the above scale shows, acted in accordance with previous membership instructions to make every effort to eliminate some of the long standing inequities existing in key ratings of Stewards and Bosuns.

This Committee had also been instructed in their negotiating sessions on wages to eliminate the inequities of wages whereby a Wiper made more in basic wages than an AB. Your Committee, in accordance with membership's desires, has been successful as the above record shows, in eliminating this inequity.

Your Committee further points out, on the question of Bosun's wages, that not only has the Union been successful in raising the Bosun's wages to an all-time high of \$260.44, but has maintained at the same time in our contracts the clause that allows the Bosun to make overtime equivalent to the high man in the Deck Dept.

In conclusion, your Committee recommends to the membership that these new wage increases as negotiated be accepted, so as to allow the Union sufficient time to immediately contact all other SIU operators on the proposition of setting this wage scale into effect on all SIU contracted vessels for the same effective date as carried in this report.

Fraternally submitted,
SIU Negotiating Committee

- J. P. Shuler
- Robert A. Matthews
- Paul Hall
- Lindsey Williams
- Ray White
- Joe Algina

New And Old Seatrain Scales

DECK DEPARTMENT	OLD	INCREASE	NEW
Bosun	\$235.67	\$32.27	\$267.94
Carpenter—when carried	235.67	14.37	250.04
A.B. Maintenance	216.19	13.15	229.34
Quartermaster	199.49	18.02	217.51
Able Seaman—Car Deckman	199.49	18.02	217.51
Ordinary Seaman	174.45	10.52	184.97
ENGINE DEPARTMENT			
Electrician	265.71	15.95	281.66
Deck Engineer	265.71	15.95	281.66
Engine Utility	235.67	14.37	250.04
Oiler	205.06	12.45	217.51
Watertender	205.06	12.45	217.51
Fireman	193.93	11.75	205.68
Wiper	202.28	12.27	214.55
STEWARDS DEPARTMENT			
Chief Steward	257.36	20.89	278.25
Chief Cook	235.67	14.37	250.04
Night Cook and Baker	235.67	14.37	250.04
Third Cook	202.28	12.27	214.55
Messman	174.45	10.52	184.97
Utilityman	174.45	10.52	184.97

The overtime rate for unlicensed personnel receiving less than \$223.23 per month shall be \$1.125 per hour. All ratings receiving \$223.23 or more per month, the overtime rate shall be \$1.41 per hour.

The effective date of this agreement is March 10, 1948.

In view of the fact that this new wage scale represents a substantial increase, as well as maintaining the higher difference as between Freighters and Passenger type vessels as compared with Seatrain, this Committee recommends the adoption of this report.

Referendum Balloting Starts

(Continued from Page 1)

ing buildings is much more economical and efficient. Branches in Mobile, Boston, Tampa, Norfolk, and New Orleans are housed in facilities owned by the Seafarers, and has worked out to the complete satisfaction of the membership.

On the question of shipboard promotions the membership has taken the position that this works a hardship on rated men. Therefore, it has been recom-

mended that this practice be stopped, except in cases of emergency where the Hall cannot ship the desired rating in time for the vessel to sail.

The matter of Wipers and Ordinary Seamen failing to clean up the crew's quarters has come up many times in the past. Time for cleaning has been won from the shipowners only after a hard struggle, and the membership feels that any man who refuses to carry out his full job is a detriment to the organization.

Report From A&G Headquarters

FINANCES

The Union's overhead is being further reduced in Headquarters, as well as in some of the Branches. A complete study on Finances will be carried in the SEAFARERS LOG within the next few issues, so as to give the membership a clear and concise picture of the complete finances of the Union.

CONTRACTS AND NEGOTIATIONS

Wage Increases

The Union is still in negotiations with the operators pertaining to wage increases. As of the writing of this report, no conclusion has been reached, although there is a possibility that a report will be made to the membership at the next regular meeting.

Calmar and Ore SS Companies

Once the wage increase issue has been settled with our contracted operators, the balance of negotiations to be done on Cal-

mar and Ore contracts will be completed.

Balloting on Resolutions

Voting started today on the four Point Resolution. It is urged that all members take an active interest in this voting, and see to it that the Union turns out a big ballot.

BUILDINGS AND HALLS

Boston Hall

As per the recommendations made and concurred in the Boston minutes of February 11, and upon the request of the Boston Port Agent, the sum of \$1,000.00 has been sent to Boston for the purpose of paying bills for furnishing the Boston Hall.

This sum has been drawn from the Building Fund of the Union. The Boston Agent has been instructed to render a full report on all articles purchased with the committee's and membership's approval.

Philadelphia Hall

A check in the amount of \$2,500.00 has been sent to Phila-

delphia for the purpose of securing new quarters and a suitable rig in Philadelphia, as per membership recommendation.

New Orleans

A check in the amount of \$3,000.00 has been sent to New Orleans for the purpose of securing fixtures and equipment for the new Hall.

The new building has been damaged by fire, and we have been informed that we shall be reimbursed by the insurance co. for all damages. The New Orleans Agent has been instructed to account for this on his regular weekly financial report.

ORGANIZING

So as to avoid passing out information on new companies being worked on by the Organizing Staff, the Organizers will not make a report at this week's meeting. Occasional stories and reports will be carried on organizing activities in the SEAFARERS LOG.

PR Dockworkers In Election For Union Shop

By WOODY LOCKWOOD

SAN JUAN—Members of ILA Local 1675 will participate in an NLRB election to gain a union shop on the docks. The voting will take place March 16 with observers from each interested party present.

The ILA and the companies came to a deadlock in their negotiations recently over a 23 per cent increase demanded by the workers.

Meanwhile, San Juan continues as a truly cosmopolitan seaport.

Seamen from ships flying the flags of half a dozen countries can be seen along the waterfronts and in the towns any day—or night. In one spot recently, a Seafarer observed four groups of seamen speaking four languages as they hoisted a few.

There were four Frenchmen, four Norwegians, three Spaniards and five Americans, each group speaking its own tongue. The place was strictly a "Bar International."

RED SAILS IN SUNSET

Ships of all types as well as many nations come into San Juan. In the opinion of most of the men who hit here, the most picturesque vessels are the sloops and schooners which ply the inter-island trade under a number of flags. The trade itself is colorful, too.

Among the men to hit here recently was Albert Dubruyne, an Oiler now on the Angelina. Al hails from Superior, Wisconsin, and once had a stretch on the beach here.

Another Seafarer seen around was John Q. Nunn of Ardmore, Oklahoma, who is Deck Delegate on the Angelina these days. He's been on this run with the Bull ships for nearly a year now, so he must like it. John is an ex-oil field worker and was one of the men who organized the Isthmian fleet.

Sal Colls returned from the Agents Conference in New York. He looked fine but declared he didn't like New York's winter breezes.

Frisco To Have 'Free Port' Area

SAN FRANCISCO—This city will soon have a "free port" area, similar to those now in operation in New York and New Orleans.

Secretary of Commerce W. Averell Harriman was scheduled to present the charter to the president of the California State Board of Harbor Commissioners in a ceremony in Washington on March 10.

The city already has received approval for a world trade center and already has established a World Affairs Council.

The trade center, authorized by the state legislature, will consist of a group of downtown buildings costing approximately \$60,000,000.

The free port or foreign trade center — through which merchandise can be routed without payment of duty provided it does not actually enter the United States—is expected to build up business for the port of San Francisco.

AROUND THE PORTS

Arizpa Performers Top All Former Marks

By JOE ALGINA

NEW YORK—For months at membership meetings and through the pages of the LOG, the SIU has been hammering away at performers and gas-hounds. The membership emphatically went on record to stop these disrupters. The results were better than good; the percentage of foul-ups aboard ships hitting this port fell off appreciatively.

Several ships reported successful disciplinary methods for curbing the irresponsible members of their crews. But last week came the lulu of them all.

The Arizpa, Waterman, came into New York from a foreign voyage. The ship was destined for Mobile, but a change in orders put her here.

Immediately after SIU Patrolmen boarded the vessel, the Union received reports that a good percentage of the crew was gassed up and performing. Others were reported to have fouled up completely — everything was loused up.

The crew began to come to its senses when the Patrolmen went around picking up all books and permits, and they were a sober bunch when the Patrolmen told them to appear at the New York Hall the next morning for a meeting.

Looking like the morning after, the entire crew showed up at the Hall and steps were immediately taken to straighten out the ship.

I didn't take much questioning to find out what was going on aboard ship, the entire crew—

somewhat shamefaced—admitted what had taken place and owned up to negligence of their Union duties.

The worst of the lot, four bookmen and three permitmen were quickly disposed of. The bookmen were placed on charges and will face a rank and file trial committee; the permitmen had their cards revoked.

The rest of the crew, while not having performed, realized they were at fault in not curbing the irresponsible actions of the others.

They immediately went on record to fine the entire crew (with the exception of those facing trial) the sum of \$25. Red faced they paid their fines and ten of the crew were sent back to the ship. The rest were not allowed to return.

It was a messy thing from beginning to end. The Union was not desirous of fining the men or revoking permits, but the actions



of the Arizpa crew jeopardized the conditions and contracts enjoyed by every member of the SIU as well as possibly giving the SIU membership the reputation of being out and out winos.

JUST A FLING

These guys thought they were just having a little fling and didn't give a thought to the consequences. They realize now what they were doing to the Union and the membership.

Worst of all, the Arizpa episode came at a time when the Union's Negotiating Committee was meeting with the operators for a wage boost. The Arizpa crew's irresponsible actions only make a tough job that much tougher.

The action taken against the Arizpa men may seem tough to some, but unless steps are taken to protect the men who go to sea and depend upon the SIU for clean ships, good pay and a livelihood, we might as well throw in the sponge and go back to the pre-Union days.

Other ships in this port, thank God, were much different. We had some good payoffs with the men sober and the beefs all settled right on the ships. Among them were the Citadel Victory, Steel Recorder, Isthmian; and the Topa Topa, Waterman.

These were good examples of the majority of SIU ships hitting New York. Other ships visited were in as fine shape. The port looked pretty good in the clean payoff department.

Shipping, which had been bouncing at a good clip, has slowed to a walk, but it looks like a temporary lull. Prospects

are for a good week coming up with several ships due to call for crews.

Here's a tip to men who find themselves hospitalized in foreign ports:

If you see you're going to be tied to a sack for awhile, drop a card to the LOG giving your address.

It will be printed in the LOG and any SIU men hitting that port will know that a brother Seafarer is in drydock. Chances are that an old shipmate will drop in to visit.

Just blow your horn, and you'll be surprised at the number of SIU men who will look you up.

REFERENDUM VOTING

The four proposals now being voted on in all ports are important matters affecting the entire membership. As such they deserve careful consideration.

These matters have been put to a referendum vote because of much membership comment, shipboard resolutions and recommendations to the Agents Conference.

The proposed change in shipboard promotions should put an end to a long standing sore spot aboard ships and deserves the support of all Seafarers. The proposed fining of OS who do not perform their assigned work in quarters should considerably bolster our motto "A clean ship is an SIU ship."

The two assessments are much needed pillars which will lead to a stronger SIU in the event of a showdown with the operators or the government.

All of them are constructive proposals and will do much to tighten up our financial status and shipboard reputation. A vote of "yes" for all four is a vote of confidence in the future of your Union.

Things Only Fair In Baltimore

By WM. (CURLY) RENTZ

BALTIMORE — We had 10 payoffs last week and the same number of sign-ons, and everything is fine and good in the Port of Baltimore.

All the payoffs were clean except for one Isthmian ship, the SS Monroe Victory. There is a Black Gang beef on the Monroe in which the overtime question is pending.

There seem to be a lot of things that are going to be tough with the Isthmian Line before that company gets used to the agreement. They go ahead and work anybody at anything no matter how a man signs on. In other words, those Isthmian officers have a hard time getting over their old habits.

HEADACHE

However, the Stewards Department on the Munroe gave everybody a headache. Painting the messhall took 54 hours, and the painting was never finished at that. Another 36 hours was spent painting the Third Mate's room and that room never was finished, either.

Philadelphia Finally Gets Its New Hall

By LLOYD GARDNER

PHILADELPHIA — Well, the big news is here. The Hall in this port is now located at 614 N. 13th Street. Yes sir, after months of fruitless searching we found and rented two floors at the above address, and after a few minor repairs and alterations we'll have just about the best set-up of any port anywhere.

One floor will house the Dispatcher's office and counter, as well as the baggage room, offices for the other officials, wash-rooms, and a small recreation room.

The other floor will be the meeting hall and a larger recreation room.

These facilities will enable us to start an educational program for the younger members of the Union. In my opinion the whole layout is ideal.

Our reason for renting this place, instead of buying the building referred to in our special Meeting of February 25, is that even though the sale price for the building was reasonable, a like amount would have been necessary to bring the place up to the specifications we would need. We feel that the Union will be better protected in this manner.

CONVENTION CITY

This city is making plans for two big conventions this summer—the Democrats and the Republicans. They'll be meeting to pick their presidential candidates, and right now that looks like quite a job.

Shipping has remained slow, but the outlook for the next week is pretty good. We expect two ships in; in fact they should have been in last week but were held up by rough seas.

The weather has improved some, but it will have to go a long way before it can be called really nice.

In closing we would like to say to all hands, "Vote YES on the four points on the Referendum Ballot."

For Referendum



A recent visitor to the LOG office was Abe Rapaport, Chief Electrician, who came up to give his views on the current referendum. "I'm all for it," he said, "because the only way to keep the Union strong is by being ready for anything. A large Strike Fund is one point of preparedness that must not be overlooked. As far as the Building Assessment is concerned, I think it ought to be doubled so that we can buy quarters commensurate with our growth and prestige. In fact, to state it simply, I'm in favor of all four points, and I intend to vote "YES" on all."

Minutes Of A&G Branch Meetings In Brief

BOSTON—Chairman, J. Gogins, 27521; Recording Secretary, J. Sweeney, 1530; Reading Clerk, W. Siekmann, 7086.

Minutes of all Branches accepted as read. Minutes and recommendations of Agents Conference read and accepted with a few minor amendments. Agent reported that business was running smoothly, and that the Brothers in the hospital had been visited. Under new business a motion was made that J. Williams, retired member, be reinstated. This was postponed to a special meeting which was to take place the following morning.

§ § §

NEW YORK—Chairman, J. Arabasz, 29836; Recording Secretary, F. Stewart, 4935; Reading Clerk, J. Parker, 27693.

Minutes of last meeting and special meetings of February 12, 16, and 24 accepted as read. Agent reported that business and shipping good with fine prospects for the next week. Also stated that lodging money for men on the MV Gadsden could be picked up in the company office. Director of Organization L. J. Williams reported that two new tanker companies had been signed up. He recommended that newly elected Boston Patrolman Charles Tannehill, who is well acquainted with the tanker field, be temporarily assigned to Galveston area to contact Cities Service tankermen there, and that he be allowed to assume his elected office at such time as the Cities Service work allows. This was concurred in unanimously by the membership. Minutes from other Branch meetings were filed. Charges against certain members for performing were read and the meeting referred the charges to a Trial Committee which was to be elected the next day in a special meeting. Under new business all reports from the Agents Conference were read verbatim and accepted unanimously. Several members took the deck to remark that the report was the best that has come out of any Agents Conference.

§ § §

PHILADELPHIA—Chairman, Lloyd Gardner, 3697; Recording Secretary, D. Hall, 43372; Reading Clerk, R. W. Pohle, 46826.

All Branch minutes for previous meeting accepted as read except for part in Puerto Rico



minutes pertaining to a Spanish Reading Clerk. This was non-concurred with. Agent reported port in good shape, with all beefs squared away. All sections of Agents Conference reports were accepted as read and met full approval of all hands.

§ § §

BALTIMORE—Chairman, Ben Lawson, 894; Recording Secretary, D. Stone, 1996; Reading Clerk, J. Hatgimisios, 23434.

Minutes from other Branch meetings accepted as read. West Coast and Great Lakes minutes filed. All reports from Agents Conference read and concurred in unanimously by the member-

The Week's Shipping From A&G Ports

As Reported At Meetings Of February 25, 1948

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston	—	—	—	103	—	—	—	93
New York	358	365	383	1,106	318	386	303	1,007
Philadelphia	52	29	26	107	24	13	21	58
Baltimore	223	108	74	405	175	108	74	357
Norfolk	—	—	—	—	—	—	—	—
Savannah	—	—	—	94	—	—	—	90
Tampa	43	21	23	87	21	17	9	47
Mobile	173	161	190	524	120	133	97	350
New Orleans	169	112	201	482	133	120	140	393
Galveston	120	54	46	220	74	42	20	136
San Juan	2	3	7	12	2	3	4	9
GRAND TOTAL	1,138	850	943	3,128	865	819	664	2,531

(Editor's Note: A&G men shipping from West Coast not included in this report.)

ship. Charges of "conduct unbecoming Union members" were read against four men and meeting voted to accept these charges. Agent and Patrolmen made their reports, which were accepted. Under new business, the motion was made that "all unauthorized persons stay out of the Dispatcher's Office and the Baggage Room." After some discussion, this was carried.

§ § §

NORFOLK—Chairman, M. Bernstine, 2257; Recording Secretary, Ben Rees, 695; Reading Clerk, James Bullock, 4747.

All Branch minutes for previous meeting accepted as read, except for section in Puerto Rico minutes dealing with a requirement that a Reading Clerk be able to read both English and Spanish which was non-concurred with. Under new business the Agents Conference report was taken up, and on the question of halting expenditures by the Atlantic and Gulf District in the Canadian District, one Brother asked to be recorded against that. All other parts of the report were accepted unanimously as read. Agent, Patrolman, and Dispatcher reported and their reports were accepted.



§ § §

SAVANNAH—Chairman, C. Starling; Reading Clerk, E. R. Smith; Recording Secretary, P. J. Dieppe.

Minutes for Branches from previous meeting read and all accepted except Boston new business which was non-concurred with. Headquarters Report on Finances accepted as read. Agents Conference reports read and discussed, and unanimously carried that these reports be accepted in their entirety. Agents were voted "thanks" for a good job well done.

§ § §

TAMPA—Chairman, G. McCarter, 4731; Recording Secretary, B. Gonzalez, 125; Reading Clerk, C. Simmons, 368.

Minutes from other Branch meetings were read. Motion made and carried to non-concur with Boston new business. All other minutes accepted as read. Agent reported on affairs of the Branch and on his activities during the past two weeks. Charges were read against one SIU bookmember and one SUP permitman, both of whom piled off the SS Christopher Gail in Cuba. Mo-

tion made and carried to have these men tried by a Trial Committee, and that findings in regard to the SUP man be referred to the SUP. Minutes of the Agents Conference were read and accepted unanimously. These reports were well received. Secretary-Treasurer's Final report was read and accepted.

§ § §

MOBILE—Chairman, Charles Kimball; Recording Secretary, James Carroll; Reading Clerk, Harold J. Fischer.

Minutes from other Branches were read, and with the exception of Boston new business, all minutes were accepted as read. Boston's new business not concurred with. Agent reported and his report was accepted unanimously. Agents Conference reports were read and all were concurred with. Charges against three members were read and referred to a Trial Committee.

§ § §

NEW ORLEANS—Chairman, Bull Sheppard, 203; Recording Secretary, Paul Warren, 114; Reading Clerk, Buck Stephens, 76.

Minutes from other Branches read and accepted, except for Boston. Carried unanimously to non-concur with that section of Boston new business regarding giving shipping information over



the phone. Rest of minutes accepted as read. Agent reported that there were thirteen payoffs and eight sign-ons in the week previous to the meeting, including coastwise and Puerto Rican ships. All beefs settled to the satisfaction of the crews. Patrolmen reported that things were popping, and that, among others, five Isthmian ships had hit port in the past few weeks. All were thoroughly covered. SS Del Sud went to drydock in Mobile. Trip-cards and permitmen were allowed to stay on the ship, and membership concurred in this action. Agents Conference minutes read and discussed. All resolutions carried unanimously, and the reports from the Conference were all accepted unanimously. Moved and carried that minutes from the Conference be posted so that all hands could read them thoroughly.

§ § §

GALVESTON—Chairman, Val James; Recording Secretary, C. M. Tannehill; Reading Clerk, Mickey Wilburn.

Branch minutes from other

ports read and accepted, with the exceptions of Boston and Puerto Rico. Boston minutes non-concurred in. On Puerto Rico minutes, membership voted to non-concur with that part of the minutes regarding Reading Clerks being able to speak Spanish as well as English. Report on Agents Conference read and discussed. A Committee of four Brothers volunteered to condense the reports and post same on



the bulletin board. Agent, Patrolman, and Dispatcher reported. All reports accepted as read. Under new business, it was voted to bring up on charges any man who gasses up in front of the Union Hall.

§ § §

PUERTO RICO—Chairman, R. J. Morgan, 10670; Recording Secretary, W. Fontan, 100842; Reading Clerk, L. Calderon, 2424.

Minutes of other Branch meetings read and accepted. Agents report and Branch Financial report accepted by membership. Under new business it was moved that any man who is dispatched to a job through the Union Hall and who is capable of doing his job, and who is rejected for no reason whatsoever, should be entitled to one day's pay. (Ed. Note: This is as per SIU contract.) This was carried. Another motion, applying to Local Port shipping rules, that no

member be allowed to payoff a ship on Sundays or holidays, was amended to read that "in case of emergency any Brother should be allowed to payoff." The amendment was defeated and the original motion was carried. Acting Agent Ortiz, who functioned while the elected Agent was at the Agents Conference, was given a vote of thanks for the splendid way in which he did his job.

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WEST COAST—No regular SIU A&G meeting. Report by representative A. Cardullo. Shipping still at even pace, with a few payoffs expected within the next few weeks. A little trouble coming up on Isthmian ships. However, this has been straightened out, and in the future all men are advised to get in touch immediately with the A&G West Coast representative at the Union Hall if they have a beef. A&G ships on the China run are pretty plentiful and rated men in the Stewards and Engine Departments have no trouble in getting berths.

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Editor's Note: The Boston new business referred to by the various Branches was a motion passed by the regular Boston meeting of February 11 authorizing the Dispatcher to give shipping information to callers over the telephone. Most of the other Branches disagreed with this since there would be no way of making certain that the information did not fall into the hands of persons who had no right to such knowledge.

The Puerto Rico new business with which most Branches voted to non-concur was a motion passed by that Branch in a regular meeting on February 11 to make it a rule that Reading Clerks elected for meetings be able to talk Spanish as well as English. Many Brothers disagreed with this on the grounds that it would set a precedent for ruling that the Reading Clerks had to talk Norwegian, or Italian or any other language in addition to English.

Copies of a special supplement, containing all the reports made at the Agents Conference, are now in all Branches and are available to the membership.

West Coast Shipping Still Good

By STEVE CARDULLO and AL BERNSTEIN

SAN FRANCISCO—Shipping Delegates do their job by studying the contracts under which they sail. In that way a lot of bum overtime beefs could be avoided. Also, there would be fewer attempts to make personal beefs into Union beefs.

It takes all kinds to make a world or a Union. One man came in and retired his book because he wanted to have solid ground under his feet for a while. Another wanted his book reinstated because he missed the roll of the sea.

Jack W. Kabelle and several other A&G men dropped in. They all showed enthusiasm for the educational plans recommended by the Agents Conference to be conducted both ashore and at sea.

Eader and Pennington have been Delegates on a number of ships and were of the opinion that crewmembers could help



SHIPS' MINUTES AND NEWS

Crew Efforts Save Adrian When Cargo Shifts At Sea



Terrific list of the Adrian Victory is shown by this shot. Reports varied but consensus was that ship went over at least 35 degrees and perhaps 50.

During the war, every GI found out that there were two ways to do everything, the right way and the Army way. Seafarer Walter Perry, Bosun and lone A&G man on the SUP-contracted SS Adrian Victory, American-Hawaiian, had this simple truth driven home to him the hard way. In fact he's lucky to be home to tell the tale.

The Adrian loaded phosphate in Port Tampa one day early in January and set sail for Germany. Only trouble was that the Army had charge of loading the holds and allowed the phosphate to be dumped in loose piles without baffle plates or any other safeguards.

It would have been a good loading job if the idea had been to lighter the stuff across a mill pond, but the North Atlantic is no mill pond in January.

The Captain protested the stowing of the cargo in this improper fashion but it turned out that there was nothing he could do about it, Perry reports. As a result, the Adrian cleared Port Tampa one winter Sunday, loaded the Army way.

LIST TO STARBOARD

Everything went pretty well until the ship ran into a storm some 700 miles at sea, Perry says, but as soon as heavy seas began pounding the sides the cargo began to slide. By Thursday, the ship was listing so far to starboard that she was in imminent danger of capsizing. The heavy seas were heeling her as much as 50 degrees or more, Perry believes and substantiates his estimate with pictures (see cut).

The Captain turned all hands to and for a day and a half it was dig, dig to save crew, cargo and ship. To help out, the Skipper ordered oil pumped from the starboard bunkers, reducing the pressure somewhat but not enough.

Perhaps it was the ingenuity

of Ship's Carpenter Theodore Webb which more than anything else saved the Adrian from complete disaster.

The problem was to shift the cargo back to port and shift it faster than 44 men could shovel. Webb rigged a big wooden scoop and devised a block and pulley system to operate it in such a manner that shifting the cargo was greatly speeded up. The scoop plus the individual efforts of everybody from all three departments eventually got the Adrian back to a nearly even keel. At least the list was only 15 degrees by the time the Coast Guard cutter USS Mendota arrived late Thursday.

However, when a Charleston newspaper reporter asked a seaman later if there were any heroes, the seaman replied:

"Hell, no! You haven't got time to be a hero when you're in a situation like that out at sea."

GERMANY AND BACK

Under escort from the cutter (an Esso tanker had stood by earlier) the Adrian limped toward Charleston. Twenty miles at sea, the cutter Travis replaced the Mendota and escorted the Adrian into Charleston harbor.

Charleston longshoremen swiftly got to work installing the baffleboards which should have been set in place in Tampa. Eventually the Adrian sailed for Germany with her cargo properly stowed. She got there and back without further eventual incident and finally paid off in Norfolk.

The company gave the crew letters of commendation for their valiant and successful efforts to save the ship—and somewhat grudgingly paid 33 hours overtime.

As Walter Perry observes, the company might better have given the men a flat thousand dollars apiece. Certainly they earned it.

In A Pensive Mood



Perched on deck cargo of the Steel Navigator, Isthmian, Seafarer George Bauer, known as "The Russian," looks questioningly at the cameraman. Shot was by Glen Vinson.

Get A Receipt

Every member making a donation to the Union for any purpose should receive an official receipt bearing the amount of the contribution and the purpose for which it was made.

If a Union official to whom contribution is given does not make out a receipt for the money, the matter should immediately be referred to Paul Hall, Secretary-Treasurer, SIU, 51 Beaver Street, New York 4, N. Y.

In advising the Secretary-Treasurer of such transactions, members should state the name of the official and the port where the money was tendered.

Knots No Problem To Moyd, Revved 300 For Mobile Hall

MOBILE — Ervin (Curly) Moyd is a true master of marlinespike seamanship as the accompanying picture of the knot board he made for the Mobile Branch fully demonstrates.

Contrary to what landlubbers may believe, every seaman knows that marlinespike seamanship, the handling, knotting and splicing of rope, is just as important in the age of steam as it ever was in the days of canvas. Main difference is that rope is no longer used to rig sails on a modern steamship but to rig a vast amount of complicated loading and unloading machinery and other gear.

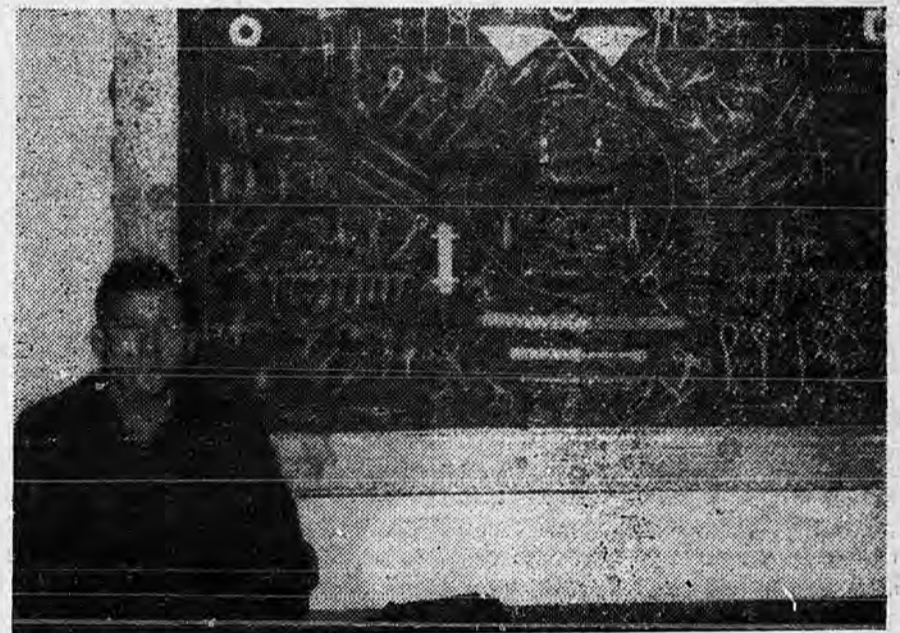
Accordingly, Moyd's proficiency with rope is not a quaint old-fashioned art but a highly necessary craft which all seaman must master.

Moyd himself is a veteran seaman having spent 15 of his 29 years at sea. And although the

knot board in the Mobile Hall represents about 500 hours of his spare time, he finds opportunities to serve the SIU in many ways, being on the tugboat negotiating committee for this port and being active otherwise.

This is Moyd's third knot board, and each one has taken about six months to complete. This one has about 300 knots and splices on it, and the border consists of seven varieties of sennits.

In reply to queries about why he spends his time making rope boards, Moyd speaks with the tone of the true and ardent hobbyist. "I like to have something to do when my work is over," he says. That other people like to look at what he does is evidenced by reports that the Waterman company may mount one of his boards in its new building now being constructed in Mobile.



Brother Moyd and the result of 500 hours work in the Mobile Hall.

Vendor Had Problems But Paid Off Clean

The trip to Calcutta and back on the SS Steel Vendor, Isthmian, was a good one according to Deck Delegate Martin O'Connor, except for the Chief Mate, the Purser and a couple of pre-contract Isthmian customs.

The old Isthmian customs will be voided by the new contract under which the Vendor is now making another run to Calcutta. But the Mate and the Purser are still aboard, according to O'Connor who is taking a stretch ashore.

Main trouble with the Mate was that he had been a full Commander in the Navy and was having plenty of trouble getting over the glory of his past. The Purser's weak spot was that, as a staff officer, he had the idea that he was second in command. Both were plenty chicken.

AGENT PROVOCATEUR

One of the Mate's little habits was to carry a gun. "This is for you and your SIU," he said to a man in the Stewards Department as he flashed the red

one day on the way out to Calcutta.

The Mate was just plain anti-Union. He did his best to stir up the kind of trouble in which one crewman was pitted against another. Once he told a man his shipmates were planning to pull his permit when the Vendor hit the States, and he did other things like that. O'Connor hopes that a few trips under SIU conditions will bring him around.

However, bringing him around may take a little time, as the following incident shows.

PHONY CHARGE

From Calcutta, the Mate wrote back to the company that the Vendor was going to be a very dirty ship when she reached the States because of the sloppy SIU crew. Things didn't work that way, though.

When the Vendor did get back, she touched at Galveston, Houston, New Orleans and Savannah. In each port, the Isthmian agent commended the crew for a clean ship—an SIU ship.

The Mate kept trying though. In New Orleans, he pulled O'Connor up on charges before

the Coast Guard. O'Connor was Deck Maintenance and the Mate claimed he was responsible for a shipboard accident. It was one way to go for the Deck Delegate, but it didn't amount to much.

The Purser was strictly a five-day a week man, both as Purser and as Pharmacists Mate. If a man was sick on Saturday or Sunday he just had to make the best of things until Monday morning.

LONG WEEKEND

In fact, there was so much dissatisfaction with the Purser that officers as well as men signed a petition to get rid of him. However, he's still aboard.

Despite the Mate and the Purser the Vendor had a good clean payoff. The reason was that she had a good SIU crew and was a credit to the long drive to organize Isthmian.

Brother O'Connor knows all about that drive, incidentally. He sailed for 16 months on four Isthmian ships passing the SIU word, and he's happy to see his work bear fruit in the form of the new Isthmian agreement.

SIU Ships' Minutes In Brief

HENRY W. BEECHER, Dec. 20—Chairman L. Nicholas; Secretary L. E. Pope. Only minor beefs reported in Deck Department. Discussion on why ship left without fresh milk since Steward reports milk was ordered. Minute of silence for Brothers lost at sea.



BRAZIL VICTORY, Feb. 15—Chairman A. J. Byrd; Secretary L. M. Morsette. Deck Delegate Weigel reported no beefs. Engine Delegate Byrd said 20 hours were disputed. Stewards Delegate P. N. O'Connor said extra meals were disputed as well as launch service off Buenos Aires. Delegates to check books for dues to ease payoff. Patrolman to check slopchest prices and rules on medical care. Voted repair list. One minute of silence for Brothers lost at sea.



LOYOLA VICTORY, Dec. 18—Chairman D. Wenger; Secretary V. Jamieson. Disputed overtime reported in all departments, to be taken up at Baltimore payoff. Chief Cook to be jacked up on food preparation. Minutes endorsed by Deck Delegate H. H. Anderson, Engine Delegate W. L. Howard, Stewards Delegate Norman Kolment and Ship's Delegate A. E. Swenson.

BEATRICE, Dec. 16—Chairman McHenry; Secretary P. Gonzalez. Deck and Stewards departments reported no beefs. Engine Department reported 1st Ass't doing Wiper's work, matter to be referred to Patrolman. One minute of silence for Brothers lost at sea.

AFOUNDRIA, Dec. 13—Chairman F. J. Soss; Secretary Eldon Ray. Voted to move hospital amidships, to have extensive painting done before next sign-on and to have belt guards installed on forced-draft blower. Good and Welfare: Agreed to have wooden gratings put in showers, and to have Patrolman check slopchest prices. One minute of silence for Brothers lost at sea.



THOMAS HEYWARD, Dec. 21—Chairman L. A. Donovan; Secretary Van Huggins. Only serious departmental beef concerned division of painting. Agreed Deck would handle limited amount of painting to be done. Reagan suggested galley be painted. Steward replied he was trying to get job authorized. Minute of silence for Brothers lost at sea.

CAPSTAN KNOT, Dec. 27—Chairman F. Harrington; Secretary F. Robinson. Deck department reported two full bookmen missed ship in New Orleans. Voted that if possible SIU men be found to fill vacancies. Elected Harrington Ship's Delegate. Good and welfare: Offenses itemized and fines fixed. Delegate to see Chief or First about steam which is not always available. Painting gear to be removed from slop sink. Minute of silence for Brothers lost at sea.

DOROTHY ANN MESECK, Feb. 7—Chairman W. Goodrich; Secretary R. P. Sirois. Elected Sirois Deck Delegate, Goodrich Engine Delegate. Deck reported some disputed overtime and an accident beef. Stewards reported need of supplies and department a man short. Voted a general review of food situation. Motion by Palmer carried to have Stewards work together with Delegate and crew to correct food situation. Also voted to get clarification of agreement in New York on a number of points in all departments. Voted to be paid every 15 days. Repair list made and approved. One minute of silence for Brothers lost at sea.



STEEL WORKER, Feb. 29—Chairman M. Cross; Secretary John Straka. Deck in good shape except for Rosenthal's 5 1/2 hours disputed overtime and another 2 hours disputed. Engine Room okay except for beef on Engineers doing Wiper's work. Stewards Department reported no beefs at all. Voted to list slopchest and Stewards stores. Voted to buy a washing machine. Decided that men on Isthmian ships should read agreement. One minute of silence for Brothers lost at sea.

STEEL WORKER, Feb. 21—Chairman J. Fediow; Secretary J. R. Butler. Deck putting in for 2 extra hours for shifting ship. Engine Room said repairs would be made and reported that man off watch would get overtime for work done by First Ass't. Ship's Delegate Frenchy Ruf reported that Jr. Engineers could put in for overtime when the First Ass't did their work, and that BR could get overtime because Steward painted own foc'sle. Voted that all departments elect new Delegates. Voted that constitution be studied.



STEEL SCIENTIST, Feb. 22—Chairman F. H. Schwab; Secretary D. O. Harvey. Ship's Delegate William Moore reported no reply to cable, Captain will okay only 3 hours for painting of hospital, matter to be referred to Patrolman. No departmental beefs. Orders of painting by de-

partments scheduled. Ship's Delegate instructed crew in shipping rule 35. Carried motion that all money raised for cables to New York Hall be given to men in hospitals. Called for Yale locks to foc'sle doors.

FRANCES, Feb. 15—Chairman Frank Base; Secretary A. Ferrara. Ship's Delegate Dan Butts reported change of Electrician's room as major beef. Departments okay. Voted to have gangway rigged for longshoremen to keep them from dirtying crew's quarters. Voted list of repairs and asked for new mattresses. Talk by Engine Delegate Jose Colon on laundry procedure.



ARICKAREE, Feb. 15—Chairman Thomas Fleming; Secretary Floyd Bonnell. Delegates: Frank E. Parsons, Deck; Edward Chante, Engine; Bonnell Stewards. Man missing watch must pay out of pocket or face charges, and men coming on watch to keep mess hall clean. Voted donation for men at Brighton hospital.

MAIDEN CREEK, Feb. 22—Chairman T. A. Scanlon; Secretary R. G. Varnon. Deck Delegate J. Benacka reported that Chief Mate worked Sunday until noon on topmast stays and opening starboard side port door. Said five hours would be claimed. Voted check on stores and slopchest and to keep ship clean.

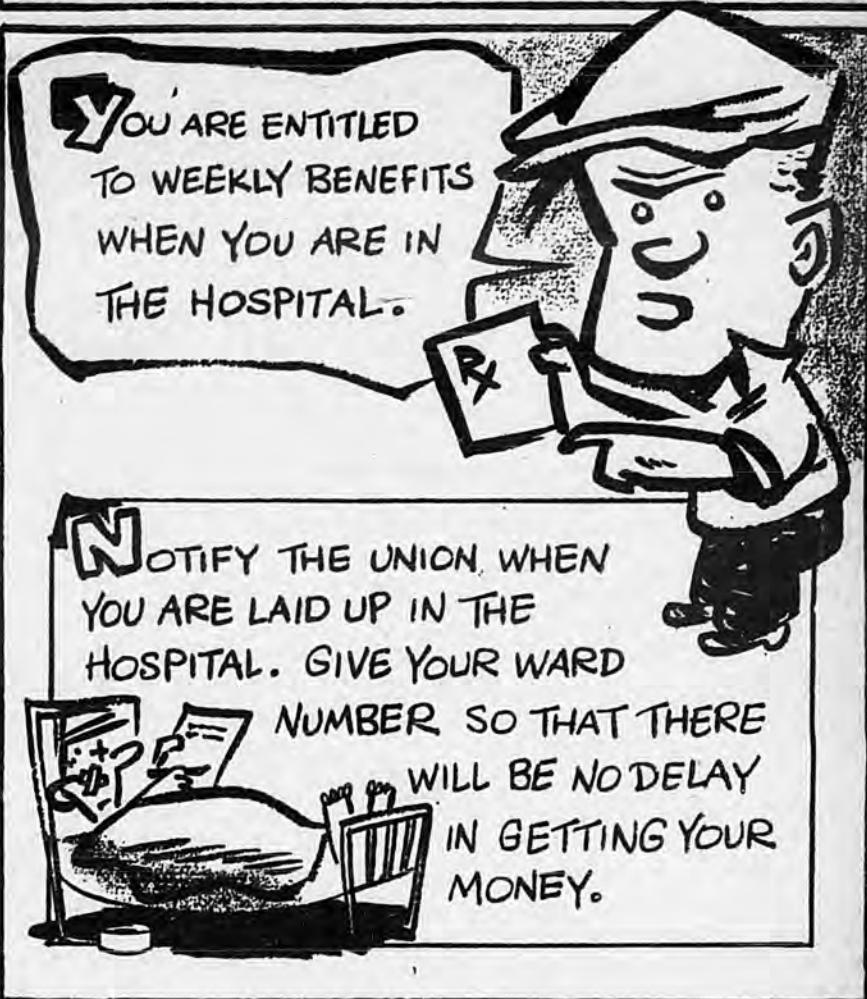
SEATRAN NEW YORK, Feb. 25—Chairman R. W. Sweeney; Secretary K. Frey. No overtime beefs reported. Engine Delegate reported that painting in Engine quarters was being done. Sweeney elected new Ship's Delegate by acclamation. Former Ship's Delegate Thompson given vote of thanks for good work. One minute of silence for Brothers lost at sea.



DOROTHY ANN MESECK, Feb. 28—Chairman R. P. Sirois; Secretary Bill Reynen. Special meeting called Ship's Delegate L. Lombardi. Motion by B. F. Goodrich, seconded by V. Moller and carried not to sail ship unless repairs demanded after Feb. 7 meeting were completed. One minute of silence for Brothers lost at sea.

ALLEGHENY VICTORY, Feb. 24—Chairman J. Kari; Secretary F. Lahaderne. Previous minutes accepted with exceptions due to incomplete repairs. Ship's Delegate F. F. Smith informed crew of rider on transportation and listed stores and slopchest contents. Deck Delegate E. Lessor and Engine Delegate N. Wuchina to be posted. Stewards Delegate submitted written watch reports G. Vesagas reported he would stow stores properly. Additional repairs voted. One minute of silence for Brothers lost at sea.

SEAFARER SAM SAYS:



CUT and RUN

By HANK

The Educational Organizing Programs in all SIU halls will really help more and more Seafarers to become better union men—with their minds and their actions—and clearly understand and appreciate their membership in the SIU. In this manner the SIU shall be doubly strengthened in many ways—and all union machinery would be able to operate more smoothly for the benefit of the membership. Every Seafarer should take advantage of his weeks in port by reading all union literature, the shipping rules, the union constitution, the contracts—and especially the new booklet on how to organize the unorganized seamen, the informational booklet for permit-men and others.

The biggest beef the SIU membership is fighting to win is the honest-hearted attempt to stop men from fouling up good, clean SIU ships with their performing whether it's because of intoxication or because of a minor beef which can and should easily be handled quietly and without argument or confusion by the ship's delegates. The delegates of every SIU ship should see to it that every beef—big or small—is either settled aboard ship in a calm and sensible manner or reserved for the patrolmen at the payoff. This is the SIU way—the only way.

Furthermore, a delegate's job aboard ship is not a back-breaking problem if he does everything sensibly and quietly and receives the solid cooperation of every man in his department. It's as easy as that, Brothers... Brother John Santos, who was in port several weeks after trying out the farming life, shipped out to Europe last week... Brother "Scotty" Morton, who keeps on losing his hats and can't wear a black watch-cap because it's too hot on his head, is in town after meeting his shipmate, Brother Pete McCoskey, the oldtimer.

Brother Joe Pendleton says he'll soon be sailing into the voyage of matrimony—if he gets his ship to a European port... Bosun Bera Smyley is in town after a bit of illness... Brother John Fediow was in town last week. How's everything, oldtimer?... Brother Jimmy Millican says that his shipmate, Charlie Henry, the oldtimer, shipped out recently... We would like to know if certain crews of Alcoa ships which hit Trinidad have been going to the company offices there for weekly bundles of LOGS they requested to receive?

The weekly LOG will be traveling all over the nation to the following brothers: Theodore Cumberland of Washington, Connally Platt of Georgia, Walter Grohowski of Pennsylvania, Joseph Flecca of Mass., William Rafus of Mass., William Stewart of Mass., Harry Lowther of Mass., J. F. Land of Florida, Donald Riley of Mass., Gerald Godfrey of New York, George Finklea of South Carolina, Ben Sumski of New York, Lee Born of Texas, Francis Miller of Maryland, H. B. Kent of Virginia, Joseph Mapes of Virginia, Donald Milligan of California, J. B. Waters of Georgia, Walter Pikula of Minnesota, John Yeakel of California, Harry Mossbury of Indiana and William Van Schie of Alabama.

The following oldtimers may still be in town: J. Flannery, F. Vargas, S. E. Duda, Felix Serrano, A. Russo, J. Danel, V. McMahon, W. Philip, M. J. Brown, L. Johnston, R. E. Quinn and J. Bilinki... The Senate says the Marshall Plan should use 50 percent of our American ships. Why can't it be 80 percent or even 90 percent? We can be generous to others—let's be more patriotic towards our own industries!

THE MEMBERSHIP SPEAKS



Brother Appreciative Of SIU Conditions After Ride Home On MCS-Contracted Ship

To the Editor:

Due to something beyond my control, I missed my ship in Lorenzo Marques, East Africa, and I went to Durban, South Africa, to wait for my ship.

But instead of my own, I caught a Marine Cooks and Stewards Pope and Talbot scow. What a ship! We should be proud of our Union and our living conditions on shipboard, compared to other Unions.

When I boarded this ship to look it over, I was sick and disappointed. On the outside it was perfect; lines all straight and stretched taut, masts, booms all gear and winches painted, mid-ship houses and all first class, but inside it was filthy. Mess-rooms, galley, etc. were filthy.

That was enough right there, but I ventured a little farther to the dry stores. Everything was upside down—cereals, cookies, noodles full of weevils, flour bad; coffee, beans, peas, all over the deck. The shelves were covered with crap and on top of all this,

there were no stores. From there to the boxes this was worse.

The frozen food locker had the deck covered with ice, the shelves all fouled up. The fish box was the same. The dairy box was running at about 60 degrees, eggs stinking under the grating and the vegetable box full of rotten vegetables. This also had a bunch of crap under the gratings.

NOT CAREFUL

The thaw room had a lot of stinking meat in it. The meat box had the meat all over the deck and they had been walking on it. (too damn lazy to hang it up.)

So I decided that it must be the fault of the union. While the Delegate was showing me around I was wishing to God I were going on an SIU ship instead of this scow.

Well, after cleaning this tub up, I had no food to cook with, not even potatoes, we pulled in to Dakar, French West Africa,

and got stores, if you can call them that. Rusty, rotten canned goods—no meat at all. Poor vegetables—no rice, no beans, no nothing. The Steward never checked a damn thing.

We supposedly purchased \$4,000 worth of stores and got about \$400. Canned goods came to \$1.89 a can for peas and beans.

In other words, it's nothing like our ships. You don't have the Delegates to check the stores, you don't have regular meeting or anything.

On that ship, which happened to be a C-3, you got what overtime they thought you should have. You didn't put down how much the Steward said, you get this and like it.

For example, 3 hours complete preparing and defrosting fish and sougeeing of C-3 galley, 2 hours frozen food locker, 2 hours cleaning complete vegetable box, 3 hours complete defrosting and restoring meat box—it takes longer than that to do it.

NO JAM, SCRAM

The Deck Dept. would ask for something—jam, jelly, or peanut butter. The messman would say "there isn't any"—we did have plenty. Ask for soup and we got gravy, or else he would tell us to go to hell.

How long would the SIU keep a man like that? In all around conditions, we have the best, and we should be proud of our officials for the splendid work they have done in negotiating our contracts and for the clean and decent living conditions we have.

To keep those things, we must keep our SIU ships clean ships. MCS is losing Matson Line due to carelessness. We could also lose some companies the same way should we become lax and careless, so let's keep up the good work and keep fighting and gain what other Unions are losing.

C. A. Fletcher
38460

SEAFARER-STUDENT BATS DOWN UNION CRITICS WITH LOG

To the Editor:

Just a few lines from a landlocked Seafarer who is now doing his sailing on the stormy seas of so-called higher education.

I sure appreciate receiving the LOG every week, it comes in handy as an available source of material in helping me set some of these rocking chair philosophers straight in matters of labor relations.

How about telling Matt Bruno, Al Bogran and all the rest of the former crewmembers of the Evelyn to drop me a few lines concerning sea stories and tales of the night life in those foreign ports?

Ted McLane
Gen. Delivery
University of Florida
Gainesville, Fla.

(Ed. Note: You guys can consider yourselves told.)

Transfer Of Ships Ending 'Smoke On Water': Martin

To the Editor:

A short while back I spent seventeen days in London's East End awaiting passage on the Aquitania after delivery a T-2 tanker to Birkenhead shipyard across the Mersey from Liverpool.

There I saw a parade of American tankers going into the yard. They were American going in but that was to be the end. They were fit tankers that had been running trouble-free and were being delivered to Esso and Anglo-Indian Oil Company of England.

Every sailor knows the northeast coast of U. S. was not getting fuel oil during last summer and fall, instead naval bunkers were being delivered. Now the Navy reconditions fifty old, beat-up tankers to speed oil to the

the moment, "scrap and rebuild" is the national motto.

As I remember, tankers cost about \$3½ million to build. I doubt if foreign or international oil companies pay that for them. By the way, as a citizen who has to pay off the mortgage after the ships are given away, do the oil companies pay one tenth of \$3½ million per tanker?

Millions of dollars in tanker wealth have been turned over to foreign countries in the past few months. Any country, friend or foe, can have 100-200 ships given to them.

Because, as they tell you, we Yankee sailor men want American food, wages and living conditions aboard our ships. What the hell, American money and effort built them and our great-grandchildren will never live long enough to pay off the mortgages.

Ships given away abroad do not pay any taxes here, nor do the wages of their crews support business here.

BUCK PASSING

The Maritime Commission (per press reports) states that the supplying of oil tankers to deliver fuel oil is an oil company problem. The commission's only problem is to sell them for a song with both hands.

The sailor, like all citizens, is taxed to build the ships. We went to sea in these ships during the war to save our country and many of us were sent to Davey Jones' locker.

We always knew where the Yankee sailor man was by the "smoke on the water." There's none now, so don't worry about him. Let him starve. He's the vanishing American.

It doesn't make sense to me. I'm full of wonder.

James (Pop) Martin

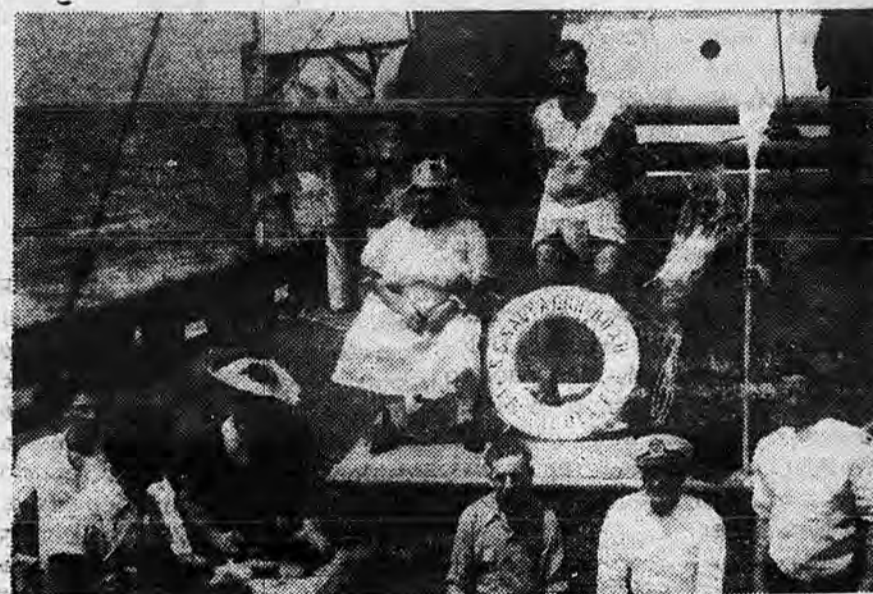


hard pressed east coast.

Tough winters. Bunk! Even if the winter had been a mild one there would not have been oil enough to go around. Perhaps when the gullible citizenry has either survived or perished of pneumonia, Naval tankers may be ready to give them bunkers for home oil-burners.

THEY'RE BUILDING

Every shipway in the United Kingdom contains a cargo ship built to cruise at 20 knots. At



The Royal Court aboard the Salvador Brau poses for its picture. On the "throne" are Queen H. Dennis, Deck Maint.; Royal Baby R. Brinn, Oiler; King Neptune S. Volpi, Bosun. In front, left to right—Royal Barber J. Ackiss, OS; Prosecuting Attorney D. Waters, AB; Judge E. Spear, Steward; Jurymen B. Peterson, Chief Eng.; Jurymen J. Dillon, Captain, and Doctor J. Simmons, Wiper.

Brau Crew Crosses Line, Enjoys Jolly Neptune Rite

To the Editor:

I am writing from Buenos Aires on the SS Salvador Brau and would like to report on a pleasant party we had on board crossing the equator.

On the morning of the crossing, the Captain declared the day a holiday and there ensued one of the best initiation parties I have ever had the pleasure of witnessing.

Fun was had by all, and the pollywogs all turned out to be good sports. As for the shellbacks, all I can say is that they were an experienced bunch and did a good job—especially King Neptune (S. Volpi, Bosun), the

Queen (H. Dennis, Deck Maintenance) and the Royal Barber (J. Ackiss, OS).

Let me also mention that D. K. Waters, AB, would make one good sea lawyer. He was the Prosecuting Attorney and a tough man to buck.

E. F. Spear was the Judge and light sentences were unheard of.

Enclosed are a few photographs of the show to give LOG readers a glimpse of their Brothers in action. (Ed. Note: see cut.) Most of these boys are real oldtimers.

P. Scidurlo
Saloon Messman
SS Salvador Brau
Buenos Aires

SOON TO BE BACK ON THE JOB



With fit-out season just around the corner, it won't be long before the excursion boats will again be running on the Great Lakes. The Greater Detroit, shown above, will, before many weeks, be calling for an SIU crew and once more the overnight trips from Detroit to Cleveland and Buffalo will be under way.

Strange Notions As To Dues Duty Steam Up Fontan

To the Editor:

I've never blown my top since being in the union, maybe it was because I had no good reason, but now I'm steamed up.

I have noticed here in San Juan that some of the brothers have the wrong idea as to their union rights. It may be that they just don't know or don't want to know.

Everytime I have an argument with a guy in the Hall he brings up the fact that he pays \$3 a month dues and that's his reason for beefing.

If I don't loan him the typewriter or if I don't let him make a telephone call to his girl friend, he brings up the matter of dues.

Listen Brothers, you pay this money not because the officials say so. Unionism is a hell of a lot more than that. Your dues go for payment of the union's functions in your interest and that means paper work, office stationary, telephone calls (on business), transportation, rent and most of all, the wages for your representatives.

Don't get the wrong impression as to the purpose of dues. It's your money and it is being used for you and your brothers.

William Fontan

Remembers Nampa And Fine Crew, Wants Pictures

To the Editor:

While reading the Jan. 23, 1948, edition of the LOG (a weekly must), I was delightfully surprised to come across my picture as well as those of some of my shipmates.

It's been nearly a year since I made that trip and while I don't remember the picture being taken, I remember very well the shipmates of the Nampa Victory.

In the past you have been very obliging in regards to requests for pictures, and since one of those pictures on page 12 of our Union paper shows such a clear picture of our messhall, I wonder if you would oblige me with a duplicate of it as well as the one where I'm cutting the cards with "Tennessee."

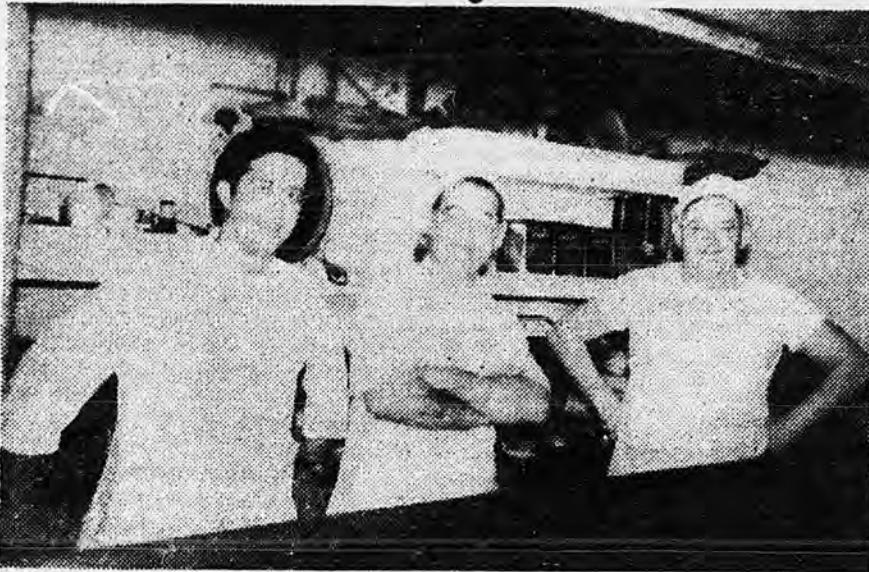
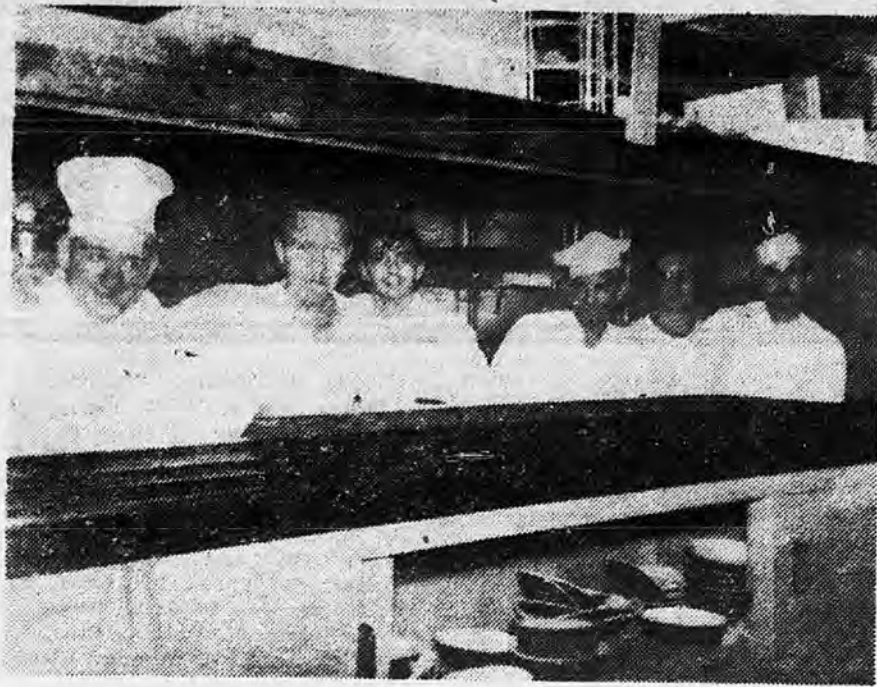
I am now on the Robin Doncaster heading for New York which we should reach late this month.

Bill Doran

(Ed. Note: We'd like to oblige you with the pics but you did not enclose an address. Come on in and pick them up next time you're in New York.)



NO SOUR FACES AMONG THIS CREW



At top are the smiling faces of the men who prepare the chow aboard the Alcoa Cavalier. From left to right they are: Walter Reidy, Chef; Eric Landburg, 3rd Cook; Carmen Morano, Utility; Johnny Murrello, Utility; Donald Malenfant Larder Cook, and Larry Durham, 2nd Passenger Cook.

Still smiling pretty we have Donald Malenfant, Rudolph Muclak, Chief Pantryman, and Christian Voss, Chief Baker.

At the right is the Chief Electrician who has just put the crew phonograph back in working order. Outfit was purchased out of donations by crewmembers.



Feels Chief Electricians Rate Greater Privileges

To the Editor:

In reply to Brother Parrot's letter in the last issue of the LOG concerning the why and wherefores of a Chief Electrician, I feel that I might as well put in my two bits worth.

I agree with everything Brother Parrot says and hope to see a committee of Chief Electricians sitting in with the negotiating committee when working rules are opened next time.

This is what I think:

I feel the Chief Electrician should have a room and private bath. It should be arranged so that the BR makes up his bunk and cares for his room. Why? Because we had it before the war and there is no reason for our not having it again.

Another thing—we ate topside before and during the war. Why not now? It isn't that we are any better than any one else in the crew, I think our responsibility and salary is such as to rate it.

IN THE KNOW

I believe the Union should see to it that we get more competent Chief Electricians aboard our ships. For instance aboard the Alcoa Runner on my second day out, I presented the Chief Engineer with a work list which contained quite a bit of overtime.

When he asked me if I was capable of doing the work I had listed, I blew my top. I guess he had been used to foulballs.

I ripped a winch down from stem to stern without any markings as to where the resistors and coils or contacts were to go. I chipped, scaled and red-leaded the insides and painted over that. I pulled the fans and broke them down. I put in new brushes and repacked the bearings. On winches alone I made 209 hours of overtime in fourteen days.

I am out here for the Union's interest as well as my own. The Electricians have the highest rated jobs in the union. I think

we out-rate the Stewards two-to one. Incidentally, I have Stewards papers.

I have talked to other Electricians on this same subject. They seem a bit leary that the crew might come right out and say, "why should he have a private room and bath, we haven't."

Our Union is for the betterment of each and every member. Does the Chief Mate bitch because the Old Man has a better room than he? I think a Bosun should have a room to himself, after all, he ramrods the crew.

ROUTED CHIEF

I ran into a situation the other day where a fellow came over to our ship and bragged about having the Chief Electrician yanked off the ship because he lived topside. If the man was a fink or a phony, I don't know. At any rate, it was a sorry move.

I left a commie outfit to get into a good union and according to our policy, holding guys down to cramped quarters isn't it. I gave up a full book to join the SIU as a permit. I even helped organize. I got disgusted with the rotten ways of the NMU and quit going to sea. I took a job as foreman for a company in Texas, but decided to come back to sea and came into the SIU.

Like Brother Parrot, I believe changes should be made in the working rules as pertain to Electricians. Some of the suggested changes are as follows:

1—Chief Electrician is to be directly responsible to the Chief Engineer.

2—No one except the Chief Electrician is to handle the main auxiliary switch board parallel the generator or system's generator on a T-2 tanker.

3—That all Chief Electricians keep a daily log and monthly megger readings of all equipment.

4—That regardless who is the Assistant Electrician, he be aided in learning the trade on the job as you did. Someday he will be sailing as Chief.

5—That the Union keep gas-hound electricians off ships and make them ship as assistants if they screw up. We must keep our contract, to do so we must have capable electricians able to sling theory back at phony engineers.

6—That on T-2's the Chief Electrician shall put his pumps on the line and stand by until they are secured. At present, the engineer does it.

7—That the Electrical manuals in the Chief Engineer's office be placed with the Chief Electrician for his reference. After all, he is the man who is supposed to do the ordering of replacement parts.

We can and will make a better job for the Electrical department of a ship if you fellows will pitch in and help out. The less we go to the Engineers for the above the better off we are. The Union will help us, we must also help ourselves.

As we all know, electricity is in her infancy and we must read, build and experiment in our time to stay ahead of the game. Our fields are expanding each and every day, so, maritime electricians, let's go.

Ben McCormick
Chief Electrician
Alcoa Runner

Kelly Kibitzes In NO, Finds Things Slow

To the Editor:

This is my first dispatch from "Kelly's Korner" so hold on tight, here goes.

Everybody down here in New Orleans had a good time when the carnival was here but now things are pretty slow. All the fun and frolic is gone and the boys are looking to ship out.

The board, however, is so bare that the cockroaches are feeling self conscious walking across that bare expanse. It looks like shipping will pick up pretty soon and both the members and cockroaches will be happy.

I see a lot of the oldtimers around. The weather here is pretty uncertain. One day the sun is shining, the next day it is very cold. There are a lot of permitmen on the beach, but it looks like they will be taken up soon.

These fellows deserve a plug. It takes a lot of guts to stand up under the strain day after day.

We are having a little trouble with the new hall. A fire broke out in the adjoining building and the fire department flooded the

second deck with tons of water causing it to buckle a little bit. It won't be long, however, before we can move back in.

The carnival was pretty big and I think every seafarer had a good time the last day of Mardi Gras. According to custom you can go around and kiss all of the pretty girls. To Moon Koons it was his day. He was going crazy trying his best to do just that and the girls were trying their best to keep away from the Moon.

Maybe Moon is only "half safe."

He is a swell guy, really. He is getting a good reputation with the local bigshots and is the only one who can get our boys out of jail providing they haven't done something too serious.

I think he will run for Mayor of New Orleans or maybe head of the fairgrounds which Moon helps support.

Boy you should see the Clipper and the Mississippi ships coming in. It makes you feel good to see how nice and clean they are. No trouble or beefs on those ships—they have a way of checking all gasbounds and

performers before they have a chance to do any harm.

I'm telling you, they are dream boats and the pride of the SIU. It looks like they are going to put more on the run which would be good for all concerned.

Old Bull Sheppard is doing a wonderful job down here and is well liked by all.

That just about ties up everything in this "Gateway to the South," so I'll be shoving along to see what's happening up the block.

Vincent J. (Kelly) Keller

Protest Proposed Change in Rules

To the Editor:

We protest the proposed rule whereby a Bosun cannot be promoted aboard ship. We feel a man qualified to sail bosun should be allowed to be promoted with crew's okay as is the present rule. Suggest maintaining shipping rule as it is now.

13 Crewmembers
Monarch of the Seas

Dispatcher Asks Members To Learn Rules, Contracts

By W. PAUL GONSORCHIK

NEW YORK—As Chief Dispatcher here in the port of New York and speaking, I believe, for all Dispatchers, I would like to hear some answers to certain questions.

We in the SIU have as intelligent, upright, hardworking, and honest a membership as you can find in any industry in the U.S.

However, there are some things that the members ought to take the trouble to do to better serve their Union and themselves. Certainly they ought to learn what they can do and cannot do, and what is expected of them under the conditions won by the SIU. Too many never have.

A good Union man should know his Shipping Rules cold. He should know his SIU Constitution and he should know the contract under which he sails.

Moreover, if he has a beef, he should know the facts and circumstances and the names of everybody concerned. Too often men come in with beefs and admit they don't know the name of the Captain, the Mate, the Chief Engineer or even the Bosun. How can they expect to get anything done?

BREAK FOR ALIENS

Shipping has picked up a bit, and the possibilities are that it will be even better in the near future. Even alien members will be getting a little better break—a break they deserve—if things go as they look.

One more bit of advice to alien members—I handed out some last week, you remember: Don't try to wait for a certain

run you'd like to make. If you get a chance for a job grab it, and grab it fast.

Another thing, this matter of the present status of shipboard promotions is widely misunderstood.

Several months ago it was legal to prevent promotions aboard ship. Right now it isn't, and there is nothing to bar such a promotion.

Meanwhile, the Agents Conference recommended that the question of shipboard promotions be decided by a referendum ballot, and voting on the question was scheduled to begin March 10. If the voting goes as expected, shipboard promotions will be barred by a change in Rule 29.

However, until and unless the membership condemns such promotions, they are perfectly proper according to the Rules now in effect. (But OS, Wipers and Messmen cannot be promoted.)

I hate to harp on the lack of interest in the Shipping Rules, and I wouldn't do it if I didn't get tired of hearing members say "I don't know that rule." everytime one is mentioned.

Try telling the judge some morning that you didn't know it was against the rule to do whatever you did and see how far you get.

All kidding aside, all the members should know the rules, the Constitution and the contracts, and know them cold. When they do, they will be helping the Union to function more smoothly, and, more important, helping themselves.



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Story's Story: Performers Must Be Disciplined

By BILL STORY

SAN FRANCISCO—I just paid off the Waterman scow—SS John B. Hathorn—here in Frisco. Seven months and one day ago, when we signed on in New Orleans, we all were assured that the trip would only last three months, and that we would be back in this country in time to celebrate the holidays—but they neglected to mention what year.

Since we left port with only three months stores, we naturally had plenty of beefs—and how—but I will say this for the Skipper: he held the ship up three days one time in order to replenish our stores.

The performing in the Stewards Department, after we were out for awhile, created an embarrassing situation time and time again. It is men like those that jeopardize our Union contracts.

When we reached the first port of Call in the U.S.—Long Beach—the Stewards Department failed to turn to, again. We were forced to call the A&G San Francisco Hall. They backed us up, and the Stewards Department went to work once more.

When some of the performers aboard ship heard that we were going to Frisco to payoff, they had the captain pay them off under mutual consent forfeiting transportation (something which the Union struggled to get) to get away!

Blackie Cardullo, who handled the payoff, did a good job and had no sympathy for the performers.

What I saw on this trip taught me a lesson. If we don't get together and crack down on these gas hounds and performers; if we don't educate the membership so that they at least fully understand the contracts under which they are sailing—to avoid bum OT and bum beefs; if we don't live up to our part of the contracts which we have with our contracted companies—we are certainly going to have tough days ahead.

Incidentally, while I was in the Frisco A&G office I saw the four amendments being balloted on and I'd like to say in closing that every Bookman should vote "Yes" straight down the line, because it means a step forward for the union—for you, and for me. Vote "Yes" down the line!

The Patrolmen say:

Pipe Dreams

By JOHNNY JOHNSTON

NEW ORLEANS — The Seafarers has never been known to let a beef pass without seeing that it was settled to the satisfaction of the men involved. But could you call this a legitimate beef?

A ship's crew submitted a repair list to the Patrolman at the time of payoff and the repairs listed were taken care of. The day before the ship was to sign-on again, the Hall received a call from the Ship's Delegate announcing that the crew would not sign on until a new list of repairs was handled.

A Patrolman was immediately dispatched to the ship and was handed this list:

1. Wooden bunks (6 ft., 7 in. by 3 ft., 1 in.) with drawers and innerspring mattresses to be installed in all foc'sles.
2. One wash basin with fresh hot and cold water and mirrors in each foc'sle.
3. One standard full length wooden locker with compartments.
4. Wooden bulkheads in all foc'sles.
5. Uniform shelves in all bunks.

6. Full length rubber mat for each foc'sle.

7. One thermos bottle and drinking glass in each foc'sle.

8. Electric washing machine with mangle in crew's laundry.

9. Dismantle bulkhead in now vacant gun crew quarters aft, leaving present water closet intact and install card tables with upholstered swivel chairs and settees adjacent to bulkheads. Also shelves for library plus neon or indirect lighting.

10. One Stromberg-Carlson radio-phonograph, long and short-wave.

11. A GE refrigerator, percolator and sink to be installed in library aft.

12. Automatic egg boiler.

13. One small radio speaker, uniform type, in all foc'sles.

14. One new electric range for galley.

15. Install sink and two-burner hot plate and percolator in Engine Room.

16. Four dozen portable deck chairs for crew.

These sixteen modest requests were all that were asked by the crew. A wave of the Patrolman's magic wand, thought the crew, would bring forth the requested items and then, satisfied, the crew would sign-on.

However, the Patrolman withheld the shower of luxuries. He sniffed around a bit to learn what had prompted this, to say the least, "unusual" list.

FOUND THE CAUSE

His efforts were rewarded. He found one crewmember, an old-timer, who had drawn up the list and received the approval of the crew. This he got because the men were relatively newcomers to the industry and thought they had better string along with him.

When the Patrolman called the crew together and explained the situation, it took but a few minutes for them to see that the oldster was all wet.

Instead of helping the crew and Union to get better conditions aboard ship—in a sane manner—he had almost scuttled everything. Capers like this set the Union back ten years.

A sensible repair list will get immediate attention and everything will be won for the crew, but it can be carried too far.

Whether you have been going to sea for 20 days or 20 years, if you run into a screwball like this, get the crew together and grease the gangway for him. He can have his opium dreams ashore where they'll do no one any harm.

Strikes And Strike Strategy

(Continued from Page 4)

izing them to collect money and food for the Strike. They should also visit all business establishments both wholesale and retail and ask for donations of food and any other commodities receiving for same in the same manner as if cash was received.

UNIT (b): This Unit performs the duty of collecting the food and other commodities that have been donated, bringing it into the strike kitchen. The chairman of this unit should be notified every day of the donations that have been received and given the names and addresses of the donators as well as any other information concerning such donations that might be helpful. They should also be provided with credentials showing their authority to perform this task. This unit should also be provided with transportation, a car or a truck, if possible, as they have a big job, and an important one. Theirs is to "keep us eating while we fight for the union's demands."

UNIT (c): This is the Stewards Department of the Food and Finance Committee. This unit operates the strike kitchen, whether stationary or mobile. They actually prepare and serve the food to the strikers. Its chairman should be a Chief Steward assisted by a Chief Cook, and this Unit should consist of as many Cooks and Stewards Department men as possible in order to get the best in efficiency, as this Unit will be working at their trade.

The Chairman of this Unit should inform the Strike Committee from day to day of the needs of the strike kitchen and should keep a daily record of the number of meals served. The Strike Committee should be rendered a "daily per meal cost" so that adequate financial reports can be made to the membership of the cost of operation of the strike kitchen. He should also institute a checking system so that those who are not a part of the strike do not eat.

SPEAKERS BUREAU

This Bureau works directly under the supervision of the Port Strike Committee. The speakers that compose it may be assigned to any other committee for the purpose of making a public address in behalf of the strikers. This committee has a chairman, or chief of the bureau, who must be a direct member of the Port Strike Committee, and whose duty it is to see that the policy pertaining to strike, as set by the Port Strike Committee, is carried out by the speakers assigned to the Bureau.

Any speaker assigned to this Bureau may be removed at any time by a majority vote of the Port Strike Committee for violating the discipline and policy set by the committee, such as making false and erroneous statements concerning the strike and conducting themselves in a manner unbecoming to a



union man, such as appearing in public drunk and trying to speak on the issues of the strike.

The speakers of this Bureau have a very important task to perform. They are the mouth piece of the union and what they say has a great deal of bearing on the outcome of the strike. They should know their subject thoroughly, and all should tell the same story in an interesting and graphic manner.

PUBLICITY COMMITTEE

Here is one of the most important committees in any strike. Their task is to issue over the signature of the Port Strike Committee every kind of publicity pertaining to the strike and all issues concerning it. Their policy is set by the Port Strike Committee and all members comprising this committee work directly under the supervision of the Port Strike Committee.

There is one caution that this committee should always keep in mind, and that is: **Never issue a statement to the press or give any interviews without being especially authorized by the Port Strike Committee.**

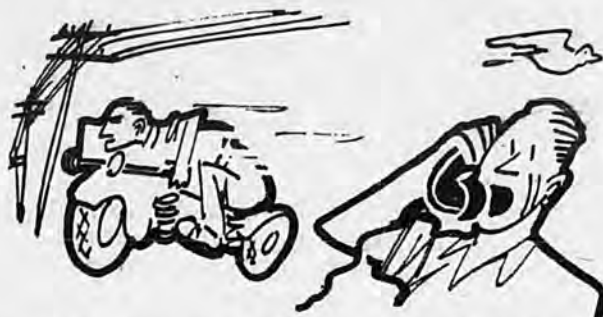
Any member of this committee may be removed by a majority vote of the Port Strike Committee for violating the set policy, such as falsifying the issues of the strike as set by the Port Strike Committee, etc.

This committee should issue a daily "Strike Bulletin" giving all strike activity in the Port, and the work of the various committees. When speakers are to make public addresses, this committee should be notified in sufficient time for the publication of leaflets advertising such meetings. They should work closely with all other committees and keep well informed on the daily happenings.

COMMUNICATIONS COMMITTEE

To this committee falls the most confidential task of all. Their duty is to be on hand around Strike Headquarters during their assigned hours, carrying communications of a confidential nature that cannot be entrusted to letter or phone and to such confidential talks as the Port Strike Committee requires.

This committee operates all telephone switchboards, teletypes, etc. The members who compose this committee should be selected from the most competent and trustworthy members of the Union, as their responsibilities to the membership and the Strike Committee is very great. Only full book members, whose loyalty to the Union is beyond question, should be permitted to serve on this committee. Their duties are too



numerous to describe and the above is only to give an idea of some of the things that this committee performs.

SPECIAL COMMITTEES

The strikers have the right to elect or appoint any other committees deemed necessary at any time to perform specific tasks, as well as they have the right to dissolve any committee that they may consider unnecessary or unworkable.

It has been the experience of many Unions, who have become involved in strike actions, that too many committees made their strike organizations top-heavy and bureaucratic. They found the smoothest running of a strike, was to keep the committees to a minimum necessary to perform the daily tasks of the strike.

This outline is not written with the idea in mind of blueprinting every committee and defining their functions. As conditions and circumstances change, they should be the deciding factor for the formation or the dissolving of any committee. This outline is written to give the membership an idea of how a strike is conducted, keeping in mind to always use common sense and apply it to the circumstances as they arise.

STRIKE PICKET CARD: The credentials of the striker is his picket card. This card is issued only after the striker has properly registered, given the required information to and been assigned a task by the Port Strike Committee.

A daily record of each striker is shown on the back of his card, which, at the conclusion of the strike, is compared to the strike records. If this record shows that the striker has conscientiously performed his duties during the strike, he is then entitled to full strike clearance.

This is done either by the issuance of a special clearance card to be attached to the picket card or by the use of a prepared stamp with which the picket card is endorsed. In all cases, the final clearance bears the signature of the Chairman of the Strike Committee.

Hitting the Bricks—SIU Style

Practically all of the Union's strike apparatus and techniques outlined in the preceding chapters have evolved from the SIU's experience in the conduct of its more important strikes. None of the material presented is theory; all of it is the result of methods tested and proved during struggles "on the bricks."

The strike strategy of the SIU combines all the successful techniques which were used in every one of its strikes. Highlighting the SIU's remarkable history is a series of successful struggles which have resulted in the unprecedented conditions now prevailing on the American waterfront, and which have stamped the SIU as the most militant union of maritime workers in the world.

Among the many struggles at the point of production which have resulted in the SIU's unrivalled con-



ditions and reputation since its inception in October 1938 are these:

1. In the spring of 1939, the Eastern Steamship Company, alarmed at the growing strength of the newly-born SIU, declared war on wages and condi-

tions. The SIU answered this attack with a strike, which lasted but 11 days and ended in a victory for the Union on all major demands. This successful strike also signalled the beginning of a period of stabilization and expansion for the SIU.

2. The war clouds which burst over Europe in September 1939 rained new hazards on the American seamen and the SIU demanded adequate insurance and war risk bonuses. At the Washington negotiations, the NMU, in complete accord with the Communist Party Line, had remained silent on the subject up to that point, put in an appearance. Continuing its usual sell-out tactics, the NMU quickly signed a separate agreement accepting a 25 per cent bonus while the SIU continued the seamen's fight on its own.

The Seafarers refused to sail until its demands for adequate protection were met. Meanwhile, the NMU, with the blessing of the government bureaucrats and openly aligned with the shipowners, attempted to put finks on SIU vessels, a task at which it failed miserably. The SIU's fight brought the desired results with Mediterranean area bonus being raised \$20.00—from \$30.00 to \$50.00 monthly. In the fall of 1940, the fruits of this victory were extended to Australian and Orient runs.

The SIU also forced a \$10.00 monthly raise in base pay for offshore ships and 10 cents an hour additional overtime pay, as a result of job action.

3. Another major SIU beef saw its beginnings in 1939, when the P. & O. Steamship Company attempted to force SIU men off their ships through the use of a company union operating under a "yellow dog" contract. The SIU struck the ships. Aided by the NMU, which finked out several SIU ships, the company was successful for a time in operating the vessels with fink crews.

But the SIU's determination brought eventual victory, with the company capitulating with retroactive wage payments to the men involved. This was rapidly followed up by a Union-negotiated \$25.00 per month wage increase. The agreement was regarded as the best in the maritime industry.

4. With the torpedoing by an enemy submarine of the first American ship—the SS Robin Moor, manned by a 100 per cent Seafarers crew—the SIU immediately launched an all-out fight for more adequate armed and insurance protection for the men who were "getting the goods over there."

The SIU carried the fight to Washington, where the Maritime Commission offered a proposal for bonuses and insurance that would have given that employer-controlled agency full rein in the situation.

The SIU turned the proposal down flat. The NMU said it wanted time to consider the proposition.

Fed up with Maritime Commission stalling and evasion, the SIU took strike action on Sept. 13, 1941. Seafarer crews hit the bricks. Waterfront picketlines were established. Rank and file NMU members, disgusted with the vacillating position of their leadership, joined the SIU picketlines in defiance of Curran's "no strike" edict.

NMU officials labeled the strike "a bum beef" and the SIU as "anti-government" and attempted to ship replacements aboard struck Alcoa ships at Weehawken,



N. J. SIU picketlines, however, defeated their finkery.

The Maritime Commission, able to man but three ships, relented and was forced to bargain with the SIU. In October, less than 30 days after the first ship was struck, the Maritime Commission and the operator yielded on their previous position—and the bonus payments were substantially increased.

5. Again leading the seamen's fight against governmental attempts at regimentation, the SIU announced on April 3, 1946 that it would ignore the War Shipping Administrations General Order 53, which called for competency examinations for Stewards Department men. The Union demanded that the order be immediately rescinded and that no crews would be dispatched until then.

Crew after crew refused to sign on vessels where competence cards were a requirement for the Stewards Department. Ship after ship was hung up in the nation's ports. Faced with possible complete immobilization of all SIU-contracted ships on both coasts, the WSA backed down in jig time and "postponed" the effective date of the order.

6. In the summer of 1946, the SIU negotiated agree-

(Continued on Page 14)

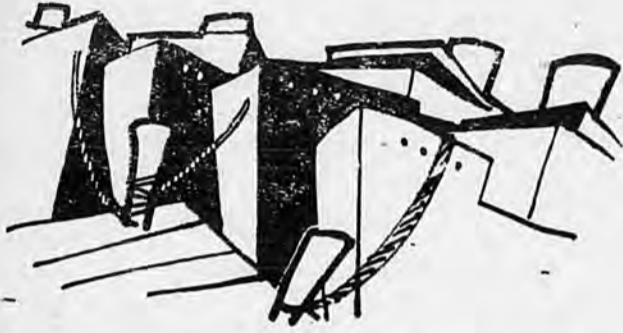
(Continued from Page 13)

ments with its contracted companies that were hailed as "the best ever seen on the waterfront." The record contracts were gained after a series of "stop work" meetings during which Seafarers temporarily piled off their ships and tied up most of the nation's shipping. In a referendum vote, the membership overwhelming favored a strike to secure the Union's demands. The membership's strike decision was an added factor in bringing the operators around.

On the heels of the SIU's contract victory came a ruling by the War Stabilization Board refusing to authorize the wage increase for ships under War Shipping Administration jurisdiction.

The SIU rejected the ruling as an abrogation of the right of free collective bargaining and informed the Board that if the decision were not withdrawn it would call for a nation-wide strike. The Board stood pat.

On Sept. 6, 1946, the SIU pulled the pin. The nation's greatest maritime strike was under way. Every port on both coasts was locked tight; not a ship



moved. An estimated half million waterfront workers left their jobs.

Victory for the Seafarers came less than 10 days later, when the WSB reversed its decision and granted the SIU negotiated increase on WSA ships. The SIU had set the pattern for the highest wages and best conditions ever received by seamen anywhere in the world.

7. Following certification of the SIU as collective bargaining agent for unlicensed men of the Isthmian Steamship Company, one of the largest dry-cargo operators in the world, contract negotiations were launched. Notoriously anti-union, the company stalled the discussions to allow the Taft-Hartley Act, which banned the closed shop, to become effective.

The law was to become effective on Aug. 22. Meanwhile the SIU's strike machinery was made ready. Convinced of the company's intentions, the SIU struck the Isthmian vessels on Aug. 12.

Never before had the Union strike apparatus been more highly geared for action. The strike was a model of efficiency and coordination. Everything that had been learned in the earlier beefs was effectively brought into play. Techniques and strategy went off with watch-like precision. The tactical plan of the strike committee was such that it enabled the Union to make a lightning-like switch in strategy that was responsible for the final victory.

The SIU notified the Isthmian company that its demands had been revised and that \$100 a month wage increases across the board now were the major issues. The Union also announced that the ships were completely tied up and would be held that way until "doomsday", while other contracted companies would be permitted to operate normally.

Isthmian saw that this plan for its isolation spelled doom and capitulated on Aug. 21, a day before the law, which they had previously looked to as their saviour, went into effect.

* * * * *

Out of all these strikes, and especially the Isthmian beef, has come a flexible strike strategy and the physical apparatus that is a most formidable weapon. Should the situation again warrant strike action by the Seafarers to protect its gains or fight for better



conditions of employment—and the possibility is ever-present—the SIU should be better prepared than ever before in its history. And it can be fully prepared if every Seafarer does his part.

Unity at the Point of Production

The development of the SIU's highly efficient strike apparatus did not come about solely as the result of experience gained in its own beefs. Considerable experience was acquired by virtue of the membership's decisions to support other bona-fide trade unions engaged in legitimate beefs.

Demonstrating a healthy trade-union consciousness that has won immeasurable prestige in the American labor movement for the SIU, the Seafarers membership in the past few years has set a standard for labor unity—at the point of production—that has no parallel. This policy has also enabled the membership to keep in trim for its own future beefs. For this reason alone, it is extremely desirable that all hands participate in as many beefs as possible.

The SIU has given valuable support to many unions, AFL and CIO. The sole requirement the Seafarers asked was that the particular union's beef be economic—that is, for the purpose of securing wages and working conditions or for a fight for the survival of the union involved.

Samples of the SIU's "unity at the point of production" occurred in the following beefs:

1. During the Coos Bay beef in the summer of 1946, when the West Coast longshoremen, led by Harry Bridges, refused to load the SUP ship, SS Mello Franco, until a CIO contract replaced the one in effect. Immediately the SIU stepped into the picture and in a supporting move of the SUP threw picketlines around NMU ships on the east coast. Such was the effect of this maneuver that eventually the NMU was forced to tell Bridges "to lay off." Bridges called off his phony raid.

2. The rulers of the world's financial capital got a first-hand sample of SIU solidarity and strike action on Mar. 5, 1946, when the United Financial Employees, AFL, struck against the Cotton Exchange. More than a thousand white-capped Seafarers, coming from as far south as Baltimore to participate in this beef, joined the picketlines and marched side by side with UFE members and Local 32-B Building Service Employees, AFL, who were out in sympathy. This display of strength closed down the world's cotton mart completely for the first time in 75 years. Within 24 hours, the brokers hollered "quits," and the UFE picked up a new contract. Wall Street financial writers still refer to the Seafarers as a factor to be considered in future labor disputes in that section.

3. Receiving considerable prominence in labor papers as an example of trade union solidarity was the SIU's all-out support of the CIO shipyard workers during its 136-day strike in 1947. In all ports the Seafarers joined the lines. Termination of the strike brought glowing praise from CIO officials and the CIO paper



stated that reinforcement of their picketlines by SIU men in the port of Baltimore "had steadily cut down the number of scabs" there. Relations between the SIU and the CIO shipyard workers as a result of this support are excellent.

4. In November of 1947, the Seafarers reputation for unity at the point of production spread out across the border into Canada. In response to a call for aid from the AFL United Hatters, Cap and Millinery Workers, Seafarers protected a group of millinery workers from intimidation by communist goons of the Fur and Leather Workers Union who were attempting a raid. The SIU action resulted in a contract for their Canadian brothers.

An official of the hatters union, in expressing his organization's appreciation for the Seafarers aid, said, "In my many years in the labor movement, never have I seen such splendid inter-union cooperation and discipline."

All of these organizations have assured the SIU of their support, whenever and wherever needed. But they are not the only ones that have pledged aid to the Seafarers in return for valuable support received in beefs and strikes. The list is long.

Among them are the Masters, Mates and Pilots, AFL; Radio Officers Union, AFL; International Longshoremen's Association, AFL; Union of Operating Engineers, AFL; International Association of Machinists, Independent; United Automobile Workers, CIO; Brotherhood of Teamsters, AFL; United Telephone Workers, Independent; Farmers Union, AFL; United Mine Workers, District 50; Union of CARE Employees, Independent; Marine Engineers Beneficial Association, CIO; Restaurant Workers, AFL; Bakery Workers, AFL; Sandhogs Union, AFL; Laundry Workers Union, AFL; and the United Packinghouse Workers, CIO.

* * * * *

The SIU policy of trade union solidarity at the point of production is not for the sole reason of improving the effectiveness of the Union's strike machinery. It is based also on the realization that the strength of our Union is dependent on the strength of the labor movement generally.

As pointed out above, the strike apparatus which the Seafarers now has is as much the result of lessons

in assisting other unions in their strikes as it is from the experience of conducting our own beefs.

One of the most important of the lessons that has come out of the membership's participation in the beefs of these other unions is that disruptive acts—intentional or not—pose one of the greatest dangers to a union on strike.

Since the Union's existence may depend on the outcome of a strike, it is absolutely essential that all hands strive to effect a swift victory. Personal gripes should be suspended until the crisis is over, at least.

Two classic examples of strike disruption that could have disastrous effects were observed in beefs participated in by the SIU. One of these was intentional; the other was not. In the final analysis, they are equally harmful.

After the SIU had won its objectives in the 1946 General Strike, the Masters, Mates and Pilots, AFL, and the Marine Engineers Beneficial Association, CIO, hit the bricks for their own demands.

The communists in both the licensed men's unions completely disregarded the fact that their organizations were engaged in a crucial economic beef and attempted to utilize the strike to serve the political aim of "rule or ruin." Led by Mayne in the MM&P, and Romanoff in the MEBA, they started a vile campaign to discredit the union leadership so they could take over. The fact that the shipowners were encouraged by this fining tactic and that the union memberships thereby could be pushed to defeat was of no concern to these union wreckers. Fortunately, with the aid of the SIU, the plan was crushed and the MM&P and the MEBA won their strikes.

A case closer to home occurred during the 1946 SIU General Strike when one Bum made an unsuccessful attempt to do some political recruiting on the SIU picketlines. His only interest in the strike was that it offered him an opportunity to sell his finky political wares. The fact that his Union brothers were pounding the bricks to win recognition of their economic demands was secondary. By exploiting the situation for political purposes he failed to give the all-out support to the strike that was essential to victory.

While a man's political convictions are his own, the SIU Constitution strictly prohibits actions of this type. The fact that we follow this course is in large part responsible for our many gains and victories. This man not only interfered with the successful prosecution of the strike, he violated the Union's Constitution as well. No member should at any time, especially when the Union is in a beef, tolerate actions of this sort.

Be alert! In a strike, watch for all types of disrupters—political and otherwise.

The other example of disruption was observed during the Coos Bay beef. It was purely unintentional and, of course, an isolated instance but it was the type of thing that could be damaging to morale, which should be at a high point during a strike.

The guy at fault was a griper, who caused confusion by hollering about the beans served in the soup kitchen to pickets. The menu wasn't quite what it should be, he figured. He thought only of his belly; the strike was completely forgotten.

At this moment, the incident may sound like a pretty small thing. But the ruckus created by the griper over his beans was important enough for the



rest of the guys to squelch him and impress upon him that victory in the strike was the biggest thing to them. If such things are small, then it's the little things that count.

It should be clear at this point that the effective strike apparatus which the SIU has assembled is no accident. It is the result of years of determined effort on the part of the membership to strengthen the position of their Union and that of the entire labor movement. Into the development of the present program has gone much sweat and blood.

Unfortunately, there is nothing on the course ahead that assures the Seafarers—or any union—of smooth sailing. It is a foregone conclusion that labor's enemies will continue their unceasing attack upon the foundations of the trade union movement. And no union is more fully conscious of this fact than the Seafarers, as our strike record proves.

The Seafarers is composed of a membership that has been tested and proved. They have the guts and determination to remain free trade union men and to continue forward on a program of a better life for all seamen.

And that can be done by all hands continuing to do their bit in building a stronger SIU.

Unclaimed Wages

Mississippi Steamship Company

501 HIBERNIA BLDG., NEW ORLEANS, LA.

The following is a list of unclaimed wages and Federal Old Age Benefit over-deductions now being paid by the Mississippi Steamship Company covering the period up to December 31, 1946.

Men due money should call or write the company office, 501 Hibernia Bldg., New Orleans, La. All claims should be addressed to Mr. Ellerbush and include full name, Social Security number, Z number, rating, date and place of birth and the address to which the money is to be sent.

O'Neal, James H.	46.34
O'Nehe, Jos. L.	83.47
O'Neil, Arthur	.55
O'Neil, Jack	2.20
O'Neil, R.	3.23
O'Neil, Thomas G.	16.97
O'Neil, William	56.75
O'Neill, George S.	2.34
Ong, Richard	3.50
Oninby, J.	2.42
Ontai, James Jr.	10.40
O'Quinn, Daniel	.48
O'Quinn, John W.	4.84
Orf, Daniell	32.46
Orfano, Henry Del	10.26
Oriani, Ernest J.	6.63
O'Riordan, Cornelius	14.33
Orlando, Salvatore A.	9.01
Orme, Nathan	6.45
O'Rourke, Phillip	31.92
O'Rourke, J. G.	3.37
O'Rourke, J. H.	1.43
Orphilla, Gregorio	13.05
Orr, J. R.	3.22
Orris, Wm.	15.70
Ortega, P.	.43
Ortega, R.	3.55
Ortiz, Alfred	2.47
Ortiz, R.	15.83
Ortman, Chester Paul	.03
Orum, Euerett	10.74
Oryall, F. A.	98.75
Osborne, Clarence	3.20
Osborne, Raymond J.	16.26
Osborne, William H.	4.82
O'Shea, Harold J.	6.28
Osmow, Joseph	.08
Osolin, Arvio W.	36.83
Ossmow, John	3.26
Ostoch, Thomas	181.19
Ostrander, Arthur P.	6.93
O'Toole, Rex B.	19.96
Otreba, Jacob A.	12.54
Otterbeck, Tryere	.66
Ottesen, Darrell G.	5.14
Otto, Warren L.	6.50
Ouda, Edward	2.00
Overholt, C. D.	.90
Owca, Adam J.	.99

Owen, William L.	6.48
Owen, Clarence E.	4.66
Owens, Garland B.	4.66
Owens, Irving N.	5.69
Owens, James K.	1.41
Owens, J. F.	33.86
Owens, John S.	4.13
Owens, Marvin James	150.40
Owens, Monford M.	4.20
Owens, Roger G.	5.99
Owens, William A.	3.78
Oxley, Chas. A.	37.94

P	
Pacanovski, George	2.75
Pace, J. R.	.53
Pacewicz, Stanley V.	1.80
Pachico, John A.	1.93
Pacia, Roberto	33.58
Packer, Theodore	4.66
Packert, Albert R.	7.94
Padgett, Samuel F.	39.20
Padolin, I.	5.21
Padrick, Manley A.	37.35
Padzik, John	6.07
Pagan, Joseph	.27
Page, F. M.	5.59
Page, Roy L.	24.73
Page, W. A.	25.92
Paglinghi, Frank	2.23
Palan, August J.	125.67
Palen, Donald A.	.46
Pali, Ulaniohalani P.	24.59
Pallaro, S.	7.11
Pallay, Stephen	1.98
Pallitto, Joseph Michael	6.24
Pallne, Norman Walter	18.77
Pally, J. J. Jr.	1.98
Palm, Robert	.37
Palmer, Bruce A.	22.79
Palmer, C. T.	2.00
Palmer, Elwyn N.	8.26
Palmer, Francis G.	11.88
Palmer, Joel G.	6.12
Palmer, J.	1.50
Palmer, John Marvin	12.12
Panebingo, S.	22.27
Panhurst	10.23
Panlon, M.	.01
Pantak, Lawrence	5.12
Pantoja, J.	5.83
Panton, Kendal N.	4.01
Paolucea, Gaetano	.94
Pappas, John	4.31
Pappas, Stamatios	17.27

Paretti, Eliot H.	3.81
Pareait, Nelson J.	3.75
Parinsky,	.24
Pariseru, Darold C.	30.71
Parish, C. J.	148.99
Parish, E.	55.21
Parker, Chas. W.	4.30
Parker, Clyde D. V.	1.87
Parker, Everett Lawrence	4.45
Parker, Foy	27.55
Parker, J.	2.42
Parker, James M.	24.73
Parker, John W.	2.79
Parker, L.	31.03
Parker, Lee	9.24
Parker, Norman R.	.59
Parker, Robert A.	15.59
Parker, Samuel T.	11.67
Parker, William G.	2.12
Parks, Carl A.	10.74
Parks, Thomas A.	7.13
Parnell, James H.	2.82
Parodes, R. W.	3.38
Paroll, S.	7.87
Parr, Eugene L.	5.31
Parrata, Rafeel	20.30
Parrett, Thomas R.	3.43
Parrish, Leroy C.	9.99
Parrish, William	7.19
Parsons, Clarence O.	2.79
Parsons, Herman	21.86
Parsons, Iruing H.	3.44
Parsons, John H.	1.34
Parsons, Theo. E.	.99
Parsons, Walter R.	3.26
Partel, Adolph	882.56
Pascente, Joseph	5.94
Paschal, Hubert D.	46.93
Pasierbowicz, Edward S.	61.17
Paska, J.	7.52
Pastranos, D.	5.07
Pasziet, John G.	4.21
Patch, Arthur	3.63
Patenaude, Everett E.	7.09
Paterson, Earl R.	21.68
Patin, R.	1.58
Paton, J. B.	5.49
Patten, Russell D.	26.79
Patterson, Carlton Douglas	4.66
Patterson, David R.	2.01
Patterson, E. A.	.99
Patterson, Ernest O.	42.99
Patterson, Hansford B. Jr.	25.18
Patterson, James H.	6.06
Patterson, Thomas P.	55.00
Patterson, Vincent J.	.69
Patton, Edward C.	15.14
Patton, Louis	.80
Patton, Murray B.	60.00
Paugh, Dorsey	2.84
Pauuoda, Edward T.	2.13
Paul, Edmund	22.75
Paul, Morris	28.41
Paul, Robert S.	28.00
Paulk, Milton	33.19
Paulson, William E.	5.72
Pavia, Louis A.	9.19
Pavlic, Willie F.	25.58

Peck, Nohea O. Jr.	.89
Peckham, Dale O.	17.52
Peckham, Sherman B.	38.52
Pedersen, Arthur M.	104.39
Pedersen, Bjourne	.95
Pedersen, Carl G.	2.23
Pedersen, Ernest	2.88
Pedersen, H.	10.53
Pedersen, Peter J.	4.98
Pedersen, Paul S.	.28
Pederson, Eugene O.	4.20
Pederson, Johannes	25.43
Pederson, Leon V.	2.98
Pederson, Martin	33.06
Pedlar, Wm. B.	5.68
Pedroza, F. M.	44.71
Peed, Louis	26.44
Peel, Robert M.	56.53
Peele, Raymond T.	1.52
Pehler, Frederick A.	2.94
Pekkola, Oliver H.	40.38
Pelder, Theodore	2.83
Pelikeze, Stanislaw	8.69
Pellay, Wm.	34.97
Pelle, Raffagle Della	3.26
Pellerin, Victor	6.54
Pellet, Sidney	1.00
Pelletier, Joseph	15.14
Pelletier, Joseph G. Jr.	.89
Pelletier, Leopold	10.63
Pelsey, Ernest A.	.94

Money Due

The following named men are due overtime money which they did not collect at the payoff. Call or contact Alcoa Steamship Co., Pier 45, New York. Coyle, Tubman, Fitzwater and McInturf.

NOTICE!

FRANCISCO R. CASTRO General Strike, please get in touch with attorney Ralph Higgins, 42 Broadway, New York City.

J. B. Zagorda asks that men who sailed with him in 1944 get in touch with him. His address: 1525 North Park Avenue, Philadelphia, Pennsylvania.

Papers for the following men are being held at the Shoregang Office, Pier 22, New York: Jose Ramos, Purdencio Gonzales Andino, Gregorio Garcia, Miguel Santiago, Manuela de Jesus Rivera. Will members of the crew of the MV Pigeon Point, which went to the rescue of the tanker Newhall Hills right after the 1946

PERSONALS

CHRISTIAN GUNNAR WALLANDER Get in touch with your lawyer at 291 Broadway, New York. MARVIN MURPHY Get in touch with E. A. Robbins, Jr., Service Officer, Veterans Service Office, Cabarrus County, Community Center Bldg., North Union St., Concord, North Carolina.

Notice To All SIU Members

The SEAFARERS LOG as the official publication of the Seafarers International Union is available to all members who wish to have it sent to their home free of charge for the enjoyment of their families and themselves when ashore. If you desire to have the LOG sent to you each week address cards are on hand at every SIU branch for this purpose. However, for those who are at sea or at a distance from a SIU hall, the LOG reproduces below the form used to request the LOG, which you can fill out, detach and send to: SEAFARERS LOG, 51 Beaver Street, New York 4, N. Y.

PLEASE PRINT INFORMATION

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

Name _____ Street Address _____ City _____ State _____ Signed _____ Book No. _____

Retroactive Pay

Six percent increase, MV Ponce, retroactive to Feb. 10, 1947. Francisco Bartolomei, \$19.51; Florentino Quimper, \$10.90; Sidney Turner, \$11.70. Five percent retroactive to June 16, 1947. Esteban Morales, \$1.19; Pedro Krazo, \$1.78; Martin Hoffman, \$1.58; Carmelo Melendez, \$1.35; Carlos Rodriguez, \$13.20; Leoncio Calderon, \$16.60; Manuel Segarra, \$1.83; Manuel Rodriguez, \$1.64; Julio F. Pacheco, \$13.20; Victor M. Garcia, \$1.07; Blas Aguilar Ramirez, \$12.56; Eliseo Santiago, \$10.39; Henry O. Limbaugh, \$10.42; Horace C. McGurdy, \$14.29; Joseph E. Townsend, \$5.3; Francisco Bartolomei, \$12.79; Eduard Walter Shaw, \$12.79; Henry Sidney Samuels, \$5.66; Amilcar Ortiz, \$1.01; Ernest Rubio, \$1.01; Juan Solis, \$1.47. Collect from Puerto Rico Marine Corporation, Ponce, Puerto Rico.

ISTHMIAN STRIKE DONATIONS

TURNED INTO NEW YORK BRANCH P. Wallish, \$10.00; W. Odum, \$8.00; Fidel Ltkban, \$1.00; F. Palume, \$10.00; M. Valentin, \$4.00; A. Vallejo, \$20.00; M. J. Fisher, \$5.00; A. B. Bryan, \$25.00; E. A. Kays, \$25.00; H. Van Buskirk, \$20.00; G. O'Rourke, \$10.00; James F. Jones, \$25.00; Dominic Foica, \$25.00. S. H. Davis, \$10.00; Faustino Orjales, \$25.00; P. T. Cleave, \$11.00. SS N. WEBSTER R. T. Muller, \$10.00. SS ALLEGHENY VICTORY Angelo Giorlando, \$10.00; Louis E. Lotz, \$10.00; Jacob uckelew, \$10.00.

SIU HALLS

SIU, A&G District

BALTIMORE	14 North Gay St.
William Rentz, Agent	Calvert 4539
BOSTON	276 State St.
Walter Siekmann, Agent	Bowdoin 4455
GALVESTON	308 1/2 - 23rd St.
Keith Alsop, Agent	Phone 2-8448
MOBILE	1 South Lawrence St.
Cal Tanser, Agent	Phone 2-1754
NEW ORLEANS	339 Chartres St.
E. Sheppard, Agent	Magnolia 6112-6113
NEW YORK	51 Beaver St.
Joe Algina, Agent	HAnover 2-2784
NORFOLK	127-129 Bank St.
Bon Rees, Agent	Phone 4-1083
PHILADELPHIA	9 South 7th St.
Lloyd Gardner, Agent	LOmbard 3-7851
SAN FRANCISCO	105 Market St.
Steve Cardullo, Agent	Douglas 2-5475
SAN JUAN, P.R.	252 Ponce de Leon
Sal Colls, Agent	San Juan 2-5996
SAVANNAH	220 East Bay St.
Charles Starling, Agent	Phone 3-1728
TAMPA	1809-1811 N. Franklin St.
Claude Simmons, Agent	Phone M-1323

SUP

HONOLULU	16 Merchant St.
Phone	58777
PORTLAND	111 W. Burnside St.
Beacon	4336
RICHMOND, Calif.	257 5th St.
Phone	2599
SAN FRANCISCO	105 Market St.
Douglas	25475
SEATTLE	86 Seneca St.
Main	0290
WILMINGTON	440 Avalon Blvd.
Terminal	4-3131

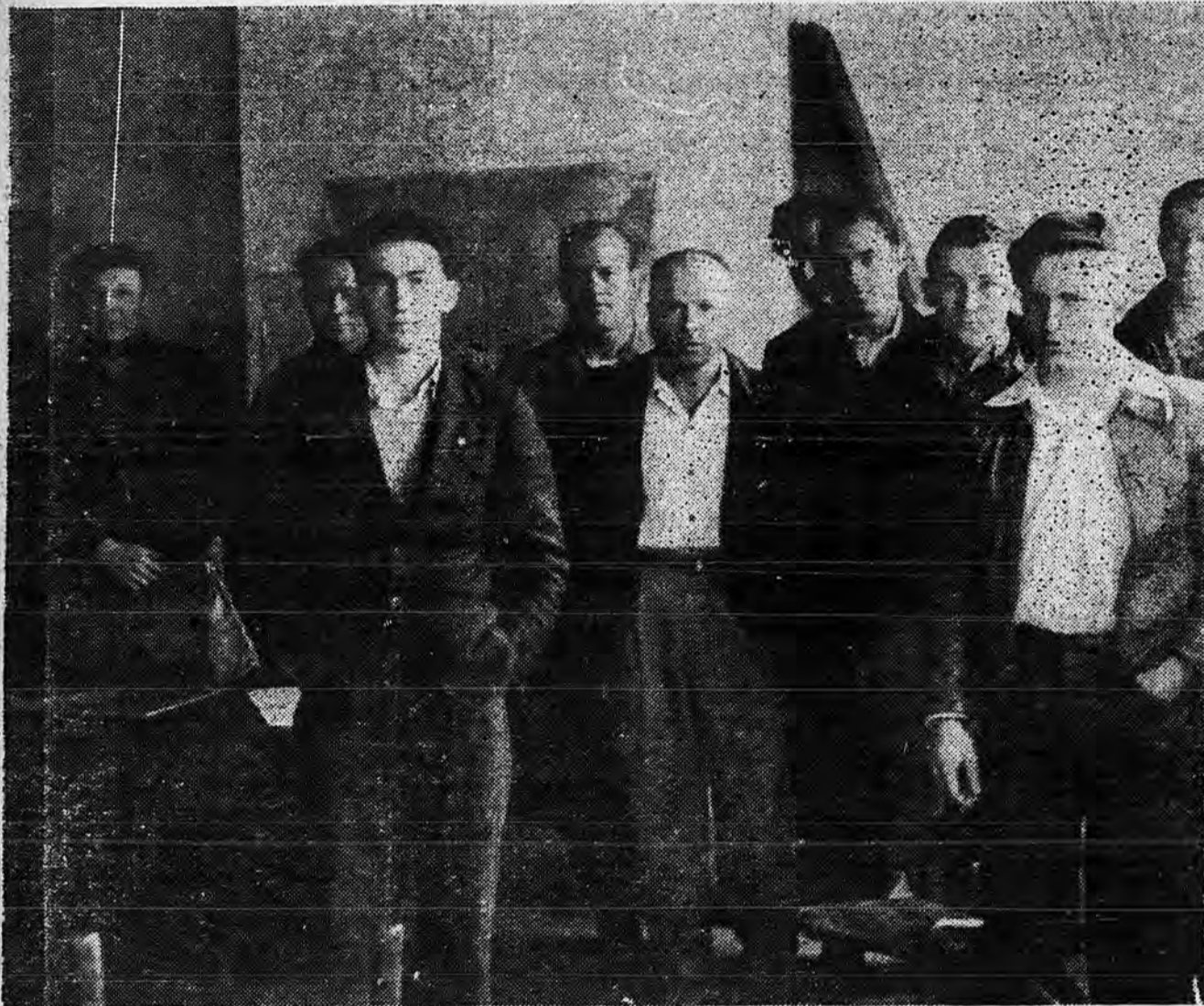
Gt. Lakes District

BUFFALO	10 Exchange St.
Cleveland	7391
CHICAGO	24 W. Superior Ave.
Superior	5175
CLEVELAND	2602 Carroll St.
Main	0147
DETROIT	1035 Third St.
Cadillac	6857
DULUTH	531 W. Michigan St.
Melrose	4110
TOLEDO	615 Summit St.
Garfield	2112

Canadian District

MONTREAL	1440 Bleury St.
VICTORIA, B.C.	602 Beighton St.
Empire	4531
VANCOUVER	565 Hamilton St.
Pacific	7824

Just One More Sign Of SIU Development: Savannah Branch Outgrows Its Quarters



While waiting for jobs to be posted on the board, Savannah Seafarers take time out for a picture.



With the Seafarers LOG in front of him, Brother Charles E. Lee, Bosun, writes a letter to the editor.



Entrance to the Savannah Hall is by way of a wooden walk over a canal. Bigger and better quarters are needed, but so far even the most diligent search hasn't turned up anything just right. So, the search continues.



"Watch this one," says E. R. Rye, FWT, as he moves a checker deep into Richard Brown's territory. Brother Brown is an AB. Picture below shows the outside of the Savannah Hall. There is no doubt that more space and better facilities are needed, and the \$10.00 Building Assessment will be a long step forward in gaining good quarters for SIU members in every Branch.

