

SEAFARERS LOG



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

Vol. VII.

NEW YORK, N. Y., FRIDAY, DECEMBER 14, 1945

No. 50

Seafarers Condemns Truman And Congress For Anti-Union Stand

Vigorous protests against the anti-labor proposal made by President Truman and the union-busting bills now before Congress were made by the Atlantic and Gulf District of the Seafarers International Union in telegrams sent to the President and to the members of the House and Senate Labor and Military Affairs Committees.

Meanwhile, Secretary-Treasurer John Hawk charged that the nation's industrialists, directly aided and comforted by the President and some of the national legislators, had opened an offensive to negate existing collective-bargaining contracts.

A motion passed on a coastwise basis at Port meetings stated "That we, members of the Seafarers International Union of North America (Atlantic and Gulf District), affiliated with the AFL, go on record as being unanimously opposed to the Truman proposal on labor legislation, and

wholeheartedly condemn its anti-union provisions."

NOTIFICATION

An amendment, passed at the same time, asked that the Union "notify the President of the United States, chairmen and members of the House and Senate Military Affairs Committees, and chairmen and members of the House and Senate Labor Committees of our position on this vital issue."

In concurrence with the mo-

tions, the following telegram was dispatched to President Truman:

"The Seafarers International Union of North America, Atlantic and Gulf District, affiliated with the AFL, and representing more than thirty-thousand seamen on the Atlantic and Gulf coasts, went on record as being unanimously opposed to your proposed plan for the regulation and control of Labor-Management disputes through enabling legislation, and strongly disapprove of such apparently anti-labor action.

"We also went on record condemning stringent labor laws now pending in both House and Senate, and urge that you carefully consider the fact that under our democratic form of government, Labor's right to strike should not be restricted in any manner whatsoever."

(signed) John Hawk,
Secretary-Treasurer
Atlantic and Gulf
District, Seafarers
International Union
of North America."

The telegram to the House and Senate committees followed the same note, and should, along with the protests that have come without exception from all parts of the Labor movement, convince Congress that Labor will not tolerate any abrogation whatsoever of any of its hard-won rights.

SMASH LABOR

Brother Hawk pointed out that the shipowners under contract to the Seafarers had apparently joined the anti-union drive. Their method, he said, was to violate the existing contracts as written, no matter how clear the provisions are. Then, when the SIU disagrees with their interpretation, they ask for a Port Committee meeting, to which they go with a closed mind, making any sort of settlement impossible.

These moves are maneuvers to give the operators reason to say that, since the contracts are ambiguous, the dispute should go to arbitration for "clarification"—an obvious move to change existing conditions.

Thus far, says Brother Hawk, they have gotten no place with this strategy and, he adds, "they won't. They won't be able to arbitrate themselves out of agreements already signed."

Whatever the outcome of the present situation is, SIU officials say, the trend is unmistakable: It is an all-out attempt to smash the trade unions of America.



Labor Unites Against President

WASHINGTON — Organized labor split definitely with President Truman last week following his message to Congress asking legislation for the power to appoint fact-finding bodies in union disputes.

AFL and CIO leaders throughout the country denounced the idea and charged that it would play into the hands of union-busting employers. Truman's suggestion calls for a 30-day compulsory cooling-off period, supposedly patterned after the Railway Labor Act. The cooling-off idea was the basis of the Smith-Connally Act which proved so futile that even the authors of the bill have asked for its repeal. AFL President William Green declared that, "In my judgment, the recommendation of the President will be unacceptable to labor." CIO President Philip Murray charged that the government had given in with "abject cowardice" to industry. President R. J. Thomas, of the United Auto Workers-CIO, said, "I am wondering what is happening to democracy. The right to strike is a democratic principle." The N. Y. State Federation of Labor, representing 1,500,000 AFL members, blasted the proposal.

RUSH BILL

While Truman's proposal was being denounced by union leaders and pro-labor Congressmen, Rep. Howard Smith (D., Va.) tried

to rush through a resolution creating a Congressional committee to consider the legislation. In the House Rep. Mary Norton (D., N. J.) introduced a bill to authorize the President to appoint the fact finding boards.

The President's plan provides (1) If a strike is threatened in a major industry the Sec'y of Labor would certify the dispute to the President. (2) The President would appoint a fact-finding

board within five days after the certification. The board would have complete subpoena powers. (3) Within 20 days the board must make its report unless both groups, with presidential okay obtain an extension. (4) Neither the union nor the company would be legally bound to accept the findings or abide by them.

NO STRIKES

No strike or lockout would be (Continued on Page 9)

They Still Support WSA Medical Program

The failure of other maritime unions to follow up the Seafarers' victory over the WSA Medical program and do something for their membership was clearly demonstrated this week on the Zachary Taylor when the SUP deck crew refused to appear before a War Shipping Administration doctor for pre-shipment examination. In sharp contrast to the SUP sailors' action, members of the Marine Firemen, Oilers and Watertenders and the Marine Cooks and Stewards who have contracts with this company (Pacific and Atlantic SS Co.) in the engine and stewards departments respectively, submitted meekly to the WSA medics for examination.

By following the old line of

subservience to government bureaus, the MFOW and the MCS, have failed to cash in on the militant victory won by the SIU, and continue to allow their seamen to present themselves to this government fink agency before shipping.

When the Seafarers went after the time-wasting, money-consuming WSA Medical Division, seamen all over the country, regardless of union affiliation, cheered the move as a fight for re-establishing their liberty.

Later, when victory was achieved (See Log, Nov. 9) and SIU contracted ships sailed with crews examined only by a company doctor as per the agreements, these seamen had good reason to expect their own organizations to follow the program of

ousting the WSA medics from the soft jobs which the latter were hoping to establish on a permanent basis.

Instead, hog-tied by their government-subservient leadership, the members of these outfits were forced to continue participation in the potential black-ball system of being examined by men who are practically committed to a program of eliminating the old-time (and/or more militant) seamen from the maritime industry.

If these unions really had a rank and file movement which could make itself heard, there is no doubt that the SIU action would have been followed by them. However, manipulated as they are by their own leadership, they can do nothing to change the policy.

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

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

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Congress Acts

The editorial cartoon you see on this page, like all art work in a weekly paper, was ordered a week in advance. At that time, Congress was turning its usual deaf ear to those who thought that the workingmen of this country—who have gone without so much during these war years while the industrialists were working under the "profits as usual" basis—reserved and actually needed legislation to provide the essentials of decent living.

And at that time Congress was on a lay-down strike, doing nothing but engaging in its favorite pastime of growling at Labor and contemplating the bills, which it will introduce at some near future date, that will give themselves a mere 100% salary rise.

Well, times have changed. Congress is no longer laying-down. Our sterling legislators have leaped to action, and both chambers are in a great dither trying to force through some "labor legislation." But this time it is not legislation brought up at the request of the lower income groups, but under the pressure of the industrialists; and it is not legislation calculated to aid the workingmen, but to oppress him.

To be sure, the cartoon is still correct; those bills are still being ignored. But the lay-down is over. The stand-up period and the stomping-of-labor time is beginning.

In contrast to the delaying tactics used against the Labor-approved bills, Congress is falling all over itself to bring to the floor and swift passage the following bills, which, if passed, spell the doom of a free, independent trade unionism in America.

1. The Hobbs Bill, which would cripple the AFL Teamsters in their efforts to establish conditions for their members in large cities.
2. The Norton Bill, which would make strikes illegal when certified to the President by the Secretary of Labor for consideration by fact-finding boards.
3. The Amendments to the Smith-Connally Act, which would penalize unions for strikes by depriving them of their collective bargaining privileges for a year and making them liable to damage suits.

To be added to these moves, which are backed by the usual "get-Labor" gang, is the fact that President Truman, who had been considered in some naive quarters as not unfriendly to Labor, is apparently heading the anti-union drive.

We had a say last week about the President's proposal and shall, no doubt, have much more on this topic in the next few weeks. What we are trying to do now is to find a lesson in all this—something about Congress being elected by the votes of the workingmen, and now do you see what happens?

But search our mind as we would, we can find no moral, except perhaps to reflect on that fascinating characteristic of human nature—that, if you act as though you enjoy a beating, someone, sure as hell, will oblige you.



LABOR ABROAD

Unless something is done by those countries which are fortunate enough to be able to go to the aid of them, the conquered nations of Europe face a disastrous winter. According to the U. S. Department of Labor these are conditions to be found today in the liberated countries:

Poland: It is reported that a million people are homeless, half of them in Warsaw. Some 300,000 peasants are facing a bitter winter living in holes dug in the ground. Some are without shoes, many are without clothing; food, of course, is scarce.

One in every 9 of Poland's 7,000,000 children under 14 years old has lost both parents. (In the United States less than one in 10 of those under 21 years old is a full orphan.) Another million Polish children have only one parent living, and 300,000 are children separated from their parents who were placed in concentration camps or sent to Germany as forced labor. Of the children with their parents, 2,000,000 must be clothed and partially fed because their parents

are too impoverished to care for them.

The Netherlands: The country has come a long distance toward recovery since the last terrible winter. Then the Germans had flooded a considerable part of the country and practically all civilian transport was at a standstill as a result of a strike of railway personnel undertaken at the request of the Allied High Command. Families last winter, it was reported, lived on a few potatoes with now and then a piece of bread, but mostly on sugar beets. The housing shortage is still acute and the country is still very short of food, and of clothing, including shoes and other necessities. Infant mortality is said to be nearly four times the normal figure.

Belgium: One-sixth of the working population had been deported to Germany or in some cases to occupied France, for forced labor. Under-feeding, forced labor, tuberculosis and other conditions associated with war and occupation have had

serious effects on children and young persons. In this country, marked progress is being made in reconstruction. The Government is taking young people themselves into consultation in planning for the future.

Greece: The three occupations—Italian, German, and Bulgarian—created tremendous havoc. Out of 6,500 towns and villages, 1,339 have been destroyed, 879 of that number being wholly wiped out; and 1,200,000 people are homeless. Power stations have been destroyed and from 70 to 100 percent of railways, ships, and aircraft are lost. Among the country's 7,500,000 inhabitants there are 400,000 cases of tuberculosis. One-third of the population is suffering from malaria.

Hungary: Prospects for the winter are gloomy, especially as regards heating and food. Seventy-five percent of the country's livestock has disappeared.

Italy: Many towns, large and small, are practically ruined; 8,500,000 people are homeless. Destruction of agricultural land in the war and this summer's drought have resulted in a great shortage of wheat. There is said to be practically no fuel.

Austria, Czechoslovakia, Jugoslavia and Albania: the record would be similar to that of the aforementioned countries.

"CLEARING THE DECK"

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

\$50,000 PAY RAISE



Emil Schram, President of the New York Stock Exchange, has just had his salary raised from \$50,000 to an even \$100,000 a year.

Shows That Old SIU Spirit

Seafarers usually love a fight, and when it's a union fight in the common cause — then, they come arunnin' — as witness the case of Brother Ralph Garret, book number 7159, who is an SIU oldtimer in point of membership, and has taken part in many struggles during the birth and building of our Union.

After hearing about the recent trouble on the New York water-

Chiseling Shipowners Discover Men Refuse To Sail Their Ships

By J. P. SHULER

The Port of New York had a fair week with 31 ships paying off and 29 signing on. There were several ships still on articles that had beefs pending from the week before, and they paid off with all beefs settled to the satisfaction of the crews.

We have one beef pending in this port at this time on the SS John Davis, an Alcoa ship. But since this beef came up Alcoa company officials have had plenty of time to give it consideration, as they are not being bothered with having to take care

of transportation and loading troubles etc., since none of their ships have been leaving port.

Alcoa officials along with WSA authorities appealed to the Union yesterday to man their ships and take this beef to arbitration. It was pointed out to them that the dispatchers were making every effort to get the Alcoa ships crewed, but the membership just didn't seem interested in sailing for a company that would dispute legitimate overtime. The end of this week should find this beef settled to the satisfaction of the crew.

FULL COMPLEMENT

It seems that every time an MAV ship gets into port that you have to follow the same procedure in getting a complement in the stewards dept. These ships only carry 34 men and it gives the company a good argument that 7 men should be able to perform the routine duties in the stewards dept. in a period of 8 hours. But, the companies fail to take into consideration the fact that these ships give dumbwaiter service to the officers mess, besides having as many alleyways and bulkheads to take care of as does a Liberty.

The ships' minutes are coming in fast now, which shows that the membership is interested in the Union affairs and they are making up lost time for the period when there were no meetings being held aboard ships. There are a lot of things ironed out in these meetings and taken care of aboard ship that used to be brought ashore. This makes it easier for a Patrolman who pays off a ship, and also gets the new membership interested in the Union's problems and solutions.

SAIL ISTHMIAN

There is still a shortage of seamen up and down the coast and especially in this port. There are 300 jobs on the board for rated men now, and it takes a shanghai artist to get a crew on a ship before she sails. However, the Isthmian organizers are doing a fair job of keeping men going to the Isthmian offices for jobs. The membership is also cooperating in this Isthmian drive and if this keeps up, it shouldn't be long before the Isthmian ships are sailing under an SIU agreement.



What Ralph likes about the Seafarers is the fact that it is an aggressive outfit—not only because he has a militant spirit—but because he knows that the only way you can have a real organization is to fight for it.

As this goes to press, Ralph is on the beach at Baltimore waiting for an unorganized vessel to ship on, as he feels he can best serve his Union by helping organize the unorganized.

Draft Will Mean Army Caste

WASHINGTON — Peacetime conscription, especially as proposed in the May Bill, is undemocratic and not in keeping with the American tradition. These were the central points made by spokesmen for the AFL, as well as powerful international unions, before the House Military Affairs Committee this week.

In some of the most sharply worded testimony presented by labor spokesmen in recent months, the Congressmen were told off by AFL legislative representative Lewis G. Hines. Harvey M. Brown, president of the Intl. Assn. of Machinists, and Martin H. Miller, natl. legislative representative of the Brotherhood of Railroad Trainmen have also opposed the measure.

All spokesmen insisted that peacetime conscription would inevitably lead to military interference in the civilian life of the nation. Quoting President Truman's message urging the peacetime draft, Brown said, "In our considered opinion this would mean nothing short of military direction of labor, in addition to control over the fighting forces. Such a plan is against the ideals of our democratic freedom, and in the light of the splendid record of American labor in the past war, we sharply disagree that legislation should be enacted supporting such a program, which would destroy the workers' opportunity to exercise their freedom of occupational choice."

The IAM head pointed out that compulsory peacetime military training of young men of Italy, Germany and Japan in the past 20 years "and the defeated state of those nations today, is a living example" of the fallacy of thinking that such a program means military preparedness.

"We urge," AFL representatives Hines told the Congressmen, "that a decision on peacetime universal military training should await results of final treaties and international commitments and the outcome of efforts to insure world peace."

"The adoption of a compulsory military training law in this country," he said, "may have far-reaching effects of an undesirable nature. During the recent war for the worthy purpose of national defense, we saw nearly our whole civilian economy brought under military control which made civilian needs and welfare subordinate to the military instead of coordinate with

them . . . However, to expand the functions of the military as proposed by this bill would be extending their control over the civilian economy by reason of the fact that the procurement and production needs of the military would continue during peace. We have heard enough about the inflexible military mind and the waste of abilities and skill in the armed forces during the war just ended, not to want to continue military dominance over our civilian pursuits. We have also learned considerable from our returning servicemen about the caste system that prevails in both the Army and Navy; a system that is repugnant to all of the ideals of American fair play and equality."

Peter Blix Gill, Pioneer Union Seaman, Passes Away

SEATTLE, Wash., Dec. 10 — Today, as it must to all men, death came to Peter Blix Gill, 82-year-old veteran of the seas and for many years the "stormy petrel" of the waterfront.

Gill, who retired in 1939 after serving for forty-five years as Business Agent for the Sailors Union of the Pacific in this port, was second to none in knowledge of the seamen's life and often related stirring tales of the iron men who sailed the wooden ships of yesteryear.

As the man who championed the rights of seamen over many years and who was credited with being the "father of overtime for the men who go down to the sea in ships," Gill took an interest in their affairs almost to his dying day. Following his retirement, he continued his visits to the Union hall to "see how the boys are doing."

OVERTIME PRINCIPLE

The story is told of how, back in 1889, as a member of the crew aboard the four-masted schooner Carrier Dove, Gill advised his shipmates that they were entitled to overtime pay of \$3 each for certain work. When the owners refused to pay the men, he hired a lawyer and took the case to court where they obtained a ruling favoring the seamen.

The total amount involved was \$18, and the elated men gave the money to their lawyer as a bonus. Thus was established the principle of overtime pay for seamen, the first case of its kind in the United States.

Born in Fredrikstad, Norway, on October 1, 1863, he left school at 15 and became an apprentice in the Norwegian Navy. Later he became a merchant seaman at pay equalling \$2.50 a month. After sailing to Quebec, Pensacola, Portland and Australia, Gill arrived in Port Gamble in

1886 aboard an Australian bark. In that same year he joined the old Coast Seamen's Union at Port Townsend.

PLENTY OF OPPOSITION

In March 1944 when the SUP published its sixtieth anniversary edition of the West Coast Sailors, Gill wrote an article in which he retraced the history of American seamen's unions.

He recalled that in those days, as today, they faced opposition from not only the shipowners "but also at the hands of the American Government."

Included among his many friends and colleagues in those struggling days, was the man who became famous as the "Abraham Lincoln of the Sea," Andrew Furuseth.

In the fight to better the wages and working conditions of the seamen, they engaged in many bitter struggles—"most of them ending in defeats," wrote Gill. As a result of these defeats the men decided to work for changes in the Maritime laws. In the early 1890s, they organized an International Union of Seamen in order to take in the U. S. and Canada. A legislative committee composed of Furuseth, MacArthur, Jortall, Olander and Flynn was elected to push for the legative reforms.

"DON'T MOURN"

It took twenty years of "hammering at the doors of Congress" before the Wilson-LaFollette Act was passed. Together with the Jones amendment, this Act made the shipowners liable for injuries sustained by seamen.

With the passing of Brother Peter Blix Gill goes another of the long line of democracy's solders. Brother Gill might well approve that great last statement of another union man:

"Don't mourn for me, organize."

SIU Sends Condolences To SUP

The following telegram was sent to the Sailors Union of the Pacific by the Atlantic and Gulf District of the Seafarers International Union offering its condolences upon the death of Brother Peter Blix Gill, militant trade unionist and one of the founders of the SUP.

Harry Lundeberg, Sec. Treas.
Sailors Union of the Pacific
86 Seneca St.
Seattle, Wash.

The Atlantic and Gulf District of the Seafarers International Union joins with the rest of the Seafarers International Union in mourning the loss of Peter Blix Gill. Brother Gill was one of the men who, behind the leadership of Andrew Furuseth, helped raise the seaman out of the serfdom into which the profit-hungry operators had placed him and fought to keep him. Although retired from active work by reason of age, Brother Gill still maintained to the last an unflagging interest in the Union which he helped to build. Although Brother Gill has made his final voyage, he is still an inspiration and an active leader to the seamen who still continue their—and his—struggle. He is gone, but his work and teachings still remain as an inspiring memorial.

John Hawk, Secretary-Treasurer
Atlantic & Gulf District

We Win Again!

John Hawk, Secretary
Seafarers International Union
of North America
51 Beaver St., NYC

Won the election of Florida
Power Corp. Tugboats 90 percent
in favor SIU.

D. L. Parker, Agent

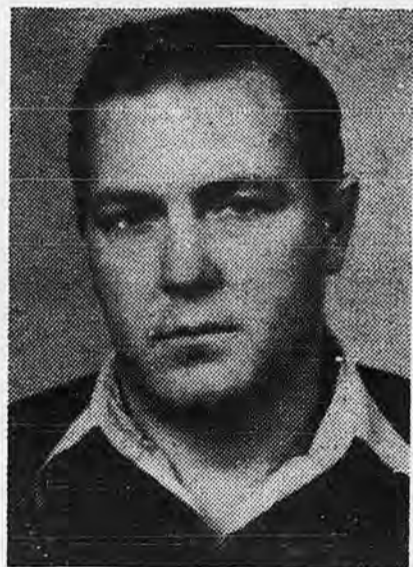


QUESTION:—The Baltimore Hall has just had several improvements made in order to better service the membership. What do you think of these improvements, and what else should be done to make a better hall?



WALTER HAAS—Due to improvements already made, we should be able to receive much better representation, and the shipping floor can now give better service. It was a good idea to bring the leather easy chairs down from the third to the second deck, and it should have been done sooner. My idea concerning further changes is that a doorman should be employed to keep out the gas-hounds and kids hunting papers; the clock should be placed in a more visible spot; and a part time dispatcher should be placed to help on the job.

WOODROW LAWTON—I have been sailing from Baltimore for twelve years, and I think the hall is better equipped to handle membership beefs than ever before. It is now much more useable and comfortable, and the boys will stay there while on the beach. In addition to the fluorescent lights, other changes for the better would be to put a linoleum or tiling on the floor, add an assistant dispatcher to the staff, and secure some recreation equipment for the boys, such as pool tables, ping-pong tables, and more tables for writing and card playing.



LEONARD LAYTON—It looks as though the SIU in Baltimore is finally waking up. The hall not only looks good, but it's giving better service than it ever did before. The boys can now see where the \$10 building assessment is going—and it's going for a good cause. We must keep the gas-hounds out, and move the scuttlebutt to a more convenient location. If a well-designed neon sign is placed in the window, outside of the building or on the front door, it would really show up the hall so people can know how proud of it we are.



LOUIS VAN EVERA — The changes already made are very good, and should have been made sooner. The new fluorescent lights make it possible for the members to see each other now, where formerly the hall was entirely too dark, and when the walls get their new coat of paint—you'll hardly recognize the old place then. I think a permanent suggestion box should be installed, so that members can pass on good ideas to the union for future improvements, and where delegates who are just in can place their beefs. Then, when Isthmian goes SIU, we can show our new brothers the best hall on any coast.



The Patrolmen Say—

If you don't find linen when you go aboard your ship, notify the Hall at once. A telegram from Le Havre or Singapore won't do you any good.

It is up to the oldtimers to teach the newcomers the Union way—their rights, their privileges . . . and their duties. Cooperation aboard ship is essential, but most cases of lack of cooperation stem from a lack of knowledge, and not from malice. A little cooperation will go a long way.

Ship delegates must not only cooperate with the boarding Patrolman—which they have been doing—but must also, since they know the crew best, help in lining up the trip carders for the Patrolmen.

WARNING: Men within draft age who have been overstaying their leaves are being reclassified into 1A by the WSA. There are no Patrolmen in the Army.

Koloa Victory Gets Peacetime Passenger Trade—One By One

By JACK E. SMITH

The SS Koloa Victory left New York for Baltimore to obtain cargo and passengers. Much to the surprise of her crew, passengers came traipsing in — one, two, three swaggering up the gangway; a female and her two children. Sailing for Rio De Janiero, loaded to the limit in early October, 1945 with a woman and two children for passengers, was as different as night from day, from the sailing most of us have been used to. If a crew of a merchant ship had ever reformed, this was the one. Every sailor's vocabulary was minus a dozen words or more.

The weather was just about the only thing that sympathized with us by being as calm as possible.

We put in to Trinidad for a day for fuel and did a little fishing, as there was no shore leave. Days went on and the question of what would happen to our old tradition of initiating pollywogs on crossing the Equator arose with greater concern. When the day arriv-



ed, the Royal Committee was elected, and the ceremony finally began.

NEPTUNE HIMSELF

Tops on the list were our three passengers who quivered and shook as they approached King Neptune (Micky Moran). He layed down the law, but, being a gentle seaman, did not have the heart to send them through the torturous procedure we had so cold-heartedly rigged. As I said once before, we certainly were a reformed crew.

The after part of the boat deck was a ringside seat where the Captain and Mates gazed in amazement at how this blood-thirsty initiation had been revolutionized to suit the eyes and ears of the opposite sex.

Rio was not far by now and all hands slept on the thought of what would be in store for them there. On arrival we were very much at ease after seeing our passengers delivered to the happy arms of the awaiting husband.

We lay in Rio for 21 days, and a good time was had by all—and how—without a single log.

The Koloa victory sailed once more. She hit Santos, Bahia and then Recife (Pernambuco) where our own ill-fated crew met up with another female passenger, who had her husband, an army sergeant, with her.

New York bound once more, we neared an almost perfect trip except for the thought of those icy winds and snowstorms we would soon be bucking. The thought of coming home for the first peacetime Christmas in a hell of a long time made us all feel pretty cheerful about the whole thing after all.

FORE 'N AFT

By BUNKER

Among many of the older SIU men who are now going back to sea after making use of their skills in shipyards during the war is Ed Ryan, Tampa Bosun, who has been sailing blue water off and on for the past thirty years.

Since starting to sea in 1916, Ed has been on all kinds of ships, but the toughest of them all, he says, was the old America where he swung a banjo under hard-boiled Paddy Brennan, famous Fireman of the North Atlantic.

Ed picked a hard one for his first trip out after the war, signing on as Bosun with a flock of newcomers on the little William Nott, a laker-type job out of the McCloskey yards in Tampa.

Nick Grosius, an AB who has been shipping out of Gulf ports since he left Baltic square-riggers "quite a few years ago," is one of Parker's faithful in the Tampa Hall, taking almost any of the rustbuckets that the first tripper won't touch. Nick prefers the rust buckets to the new ships and has spent six months on the Brandywine, which is supposed to be a tough one to crew up, and fourteen months on the little Pan Orleans, grandpappy of the Waterman fleet. Says Nick: "The trouble with the young fellows is that they expect a ship to be spotless and all fixed up for their personal comfort. They won't even look at a rustbucket."

About a year ago we mentioned Dynamite Nell and other waterfront characters well known to sailors. Some lads on the Cape Faro recently suggested that we add Rio de Janeiro's "Beachcomber" to the list. The Beachcomber, they say, hasn't had much in the way of good looks for many a year, but she knows more than any one else in Rio. She's a panhandler supreme, but she puts the bum on one sailor and gives the touch away to another which, as any one can plain-

ly see, is unusual generosity for a waterfront haybag.

Brother Louis Goffin is always full of questions about ships and things maritime, so we have a couple here for him. We think you might be interested in the answers, too.

Do you know why they paint ships grey?

Aside from blending well with the horizon and the sky, grey paint creates the illusion of a ship being bigger than she actually is. Grain ships were once painted grey in the belief that the color would keep the cargoes cooler. Grey paint was mandatory for all Allied ships at the outbreak of the war, and many shipowners believe the color should be retained in peace time. And that wouldn't offend the deck gang one bit. Think of the sujee-woojee you'd save!

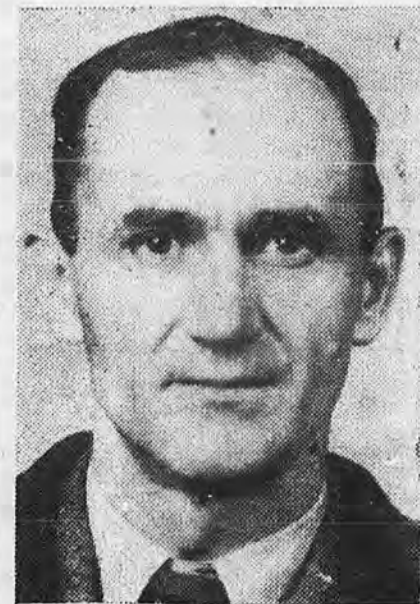
Short Shorted By His Pals

Crew members of the SS Josua Leach of the Bull Line paid off one of their "buddies" with a flock of Italian dough while in Italy, and the Brother in question, Lloyd Short, was forced to leave the shores of sunny Italy without being able to exchange it.

Short paid off in Philly, and went to his home port of Baltimore to try and change the unusable lires into good old U. S. currency. But, no dice—there he found out that he must be a naval officer in uniform in order to exchange his mazuma. Short is really cussing the boys who pulled this quickie on him, and thinks the union should do something to help him recover his dough.

Seriously, though Brother Short, who ships from Baltimore all the time, has seen the SIU growing by leaps and bounds in that port, and develop a policy of hard hitting aggressiveness.

In his opinion, the Seafarers should practice this policy of direct and forceful action at all



times. "That's the only way," says Short, "that we continue to progress as we have in the past."

THE MEMBERSHIP SPEAKS



URGES MEN TO COLLECT MONEY DUE PROMPTLY

The Editor,

Many members of the Union don't realize the trouble they are causing the organization by not looking over the Money Due notices and not claiming their dough after the Union has won it for them.

Lots of guys would be as happy as I was during this year when I discovered that I had \$425 in overtime and transportation coming to me because of SIU winning beefs in Smith and Johnson, Mississippi and Waterman lines.

The other day one of the boys I know asked for a loan of a buck. I was willing to lend it to him but suggested first that



we check the Money Due lists. To his surprise he found \$100 of his own money collectable at one of the operator's offices.

With notices printed in the Log and carried on several bulletin boards around the hall there's no reason for money to be left lying at company offices.

Another thing, it makes the official who settled the beef look a little foolish when, after a tough battle for the dough, the members don't act as though they need it.

So fellers, before you ask for the loan of a buck just check the lists and maybe you can lend someone some money yourself.

George M. Thayer

WANTS PARENTS TO KNOW GREAT WORK OF SIU

Seafarers Log,

I'm a member of the SIU and I would appreciate an additional copy of the Log mailed to my parents in Virginia.

The Log will acquaint them with the things the SIU is doing for the seamen and just what the benefits are in belonging to a great Union such as ours.

Thanks, in advance.

Leroy McDowell

ROBIN LOCKSLEY DELEGATE DID "GOOD UNION JOB"

Seafarers Log:

Merle G. "Pepper" Martin the stewards department delegate on the SS Robin Locksley did a good Union job for the men in his department.

When we hit New York we had a number of beefs in the dept. which were quickly squar-

ed away through the efforts of Martin, Louis Goffin and Joe Volpian. (Asst.-Sec.-Treas. Goffin and N.Y. Engine Patrolman Volpian).

Martin has my vote as delegate in advance for the next trip we make as shipmates.

Patrick John McCann

HIS POP'S A UNION MAN FROM "WAY BACK"

The Editor,

Because I miss quite a few copies of the Log while on trips I would like you to mail a copy to my home.

My father is a union man from way back and also enjoys reading about the activities of the Seafarers.

James McClain

COMMEND SHIP DELEGATE ON PARKERSBURG

The Log:

As a member of the SIU I want to inform the membership that we have a ship's delegate who is doing a grand job aboard the Parkersburg Victory.

His name is Bill Thompson and he's done a lot for the crew. Just tonight (Nov. 29) I overheard the Chief Engineer say, "What am I going to do?" after a little session he had had with Bill. The Chief had never been on an organized ship before and now knows about Union rights.

Things have been pretty swell and will continue to be with brothers like Thompson to steer us.

We have 10 book members aboard and have weeded out the phonies. The members of the crew would like this published in the Log.

T. J. Luoma

TRUMAN PLAN IS ANTI-LABOR LEGISLATION

Dear Brothers,

At the New York meeting the other night, the Seafarers went on record against the President's idea that we should have anti-strike laws, and fact finding committees.

I don't think the motion passed by the membership went far enough in condemning this idea of putting working people in shackles by passing laws which are undemocratic and sound like they come out of Naziland instead of America.

If they get such a law passed it will mean that the smallest beef would never be settled because the company wouldn't fear any kind of job action. They'd have thirty days or more to stall and by that time the men would be shipped out because of the struggle to earn a living.

It would only be a really major beef that affected the entire maritime industry that would be worth fighting. By the time the fact-finding committee got through with us, even

if they said we were right, we'd still have to job action the outfits because they wouldn't be bound by the committee's findings.

Montgomery-Ward is still blocking War Labor Board decisions. The workers there had



to job action to back up the WLB. Even then they lost the beef because the government moved the army into the outfit and the workers didn't get anything.

We workers have only one way of fighting these anti-labor bosses. That's the right to strike and nobody ever heard of a general giving his enemies thirty days notice before he started "job action."

We musn't fall for these softly worded anti-labor measures.

A. Marco

HOSPITALIZED BROTHERS AT FORT STANTON

Dear Brothers,

Here is a list of the SIU brothers who are at the U. S. Marine Hospital here at Fort Stanton, New Mexico.

N. Gamanin (Bk No. 8), H. Tottle (Bk No. 86812), Archibald McGoigan (Bk No. 22934), E. T. Hardeman (Bk No. 23852), and myself John R. Sartor (Bk No. 36084).

I have shown this letter to Brothers Gemanin and McGoigan who ask me to have any benefits sent to me and for me to pass it out to the brothers here. If you send it to me, please make out a paper with each brothers amount on so that he can sign it when I give him the money.

McGoigan tells me that he gets the Log, okay.

We are all able to eat so far and get around some but I guess we'll be here for some time yet. The doctor told me that I should stay a year but I'm trying to get well fast so that I can go back to sea in the next six months.

In the meantime all of us here would like to hear from the brothers as often as possible.

John R. Sartor

FLAYS TRUMAN SLAVE LABOR PROPOSALS

The Log,

This new attempt to put a straight jacket on labor, known as the Truman Labor Bill, is an open declaration of war against the working people.

This bill would make it un-

lawful for any union to use its only real weapon, the strike weapon. The bill doesn't state so openly but it has the same effect.

It prevents the actual strike for approximately 30 days during which a Truman appointed "fact" finding committee "lays the case before the public." Labor doesn't participate in the committee and has no voice in its deliberation. It can only sit back helplessly and take it on the chin.

This bill should be fought tooth and nail. The SIU should join with all of Labor in the most rigorous protests against Truman's slave labor attempts. This bill is only one of many that are now being pushed before Congress and if Labor doesn't fight back with all its



power, other bills will be passed that are even more vicious.

The executive committee of big business that rules the country in fact, should be shown in no uncertain manner that Labor intends to resist any and all attempts to take away its only real weapon and its democratic right—the right to strike.

B. Goodman

TIP THEIR HATS TO SKIPPER OF WINFIELD SCOTT

Seafarers Log:

The crew of the Winfield Scott tip their hats to one of the greatest skippers sailing.

On our last trip in the Mediterranean, Captain Purnell showed plenty of guts by dodging mines that broke loose due to a storm and again when one of our engines broke down during a storm when we were dangerously close to the beach where reefs were piled high.

On the return trip we again encountered a storm but the Skipper brought the ship, the crew and the troops aboard, back safely and well within schedule.

Take a tip from us fellers. It's not the ship that counts, it's the man who runs it.

Bart Misuraco

STEWARDS BLAMED FOR BAD FEEDING ON JULIUS OLSEN

Dear Editor,

We feel it should be brought to the attention of the membership that conditions aboard the SS Julius Olsen are far from satisfactory because of steward department difficulties.

Full blame cannot be placed

entirely on the Steward, but he is generally responsible for the lack of efficiency on the part of his department. It may be true that there are several misfits in the dept. but the Steward has made no attempt to offset their ineptitude by making more balanced menus.

We believe that a perfect sample of his disregard for the crew's welfare is illustrated by the Thanksgiving dinner we had. It was served minus a tablecloth, minus celery, fruit, pickles, salads, nuts or cranberry sauce. This, in spite of the fact that the ship received stores two days previously.

Everytime he's called to account he shifts the blame to his department members or the WSA. His favorite answer is "That's all they gimme." The saving soul served us purple turkey on Labor Day which had been put aboard on the previous trip in May or June.

Another thing is that he came aboard as a cook last year and wiggled himself up to the Steward position.

N. W. Rogan (Dk Del)

FINE HAND OF STALIN SEEN BEHIND CURRAN

The Editor,

It is obvious that the NMU cry to have our troops returned home as soon as possible is more than a grab for publicity. Anyone who knows the workings of that outfit will see the "fine" hand of Joe Stalin giving orders direct to his commissar "no-coffee-time" Joe Curran.

The idea being to get American soldiers out of the countries over there so that the communists can have a free hand in turning the entire continent into a commie stronghold.

To this end, Curran and company are using the rank and file members of the NMU as pawns in Stalin's international game.

If the NMU rank and file would stop and realize that Curran and his gang are stopping them from acting as good Americans in the interest of America, they would soon put a stop to their carrying out the work of the communist party of Moscow.

This is not the first time they have grabbed a popular slogan in order to confuse the thinking of the NMU rank and file as well as the American people. All of us want the boys home and the sooner the better but that's no reason for us to play right into the communists' hands.

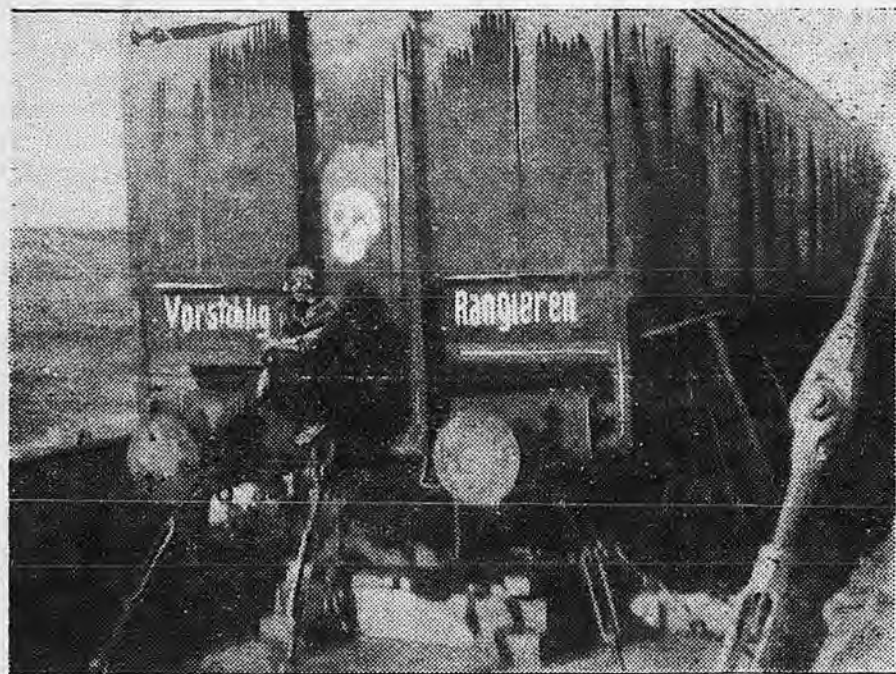
Completely discredited as the communists are, we can expect lots of militant words from them as they try to capture American workers who are inexperienced in the ways of the comrats.

Pat Ryan



SHIPS' MINUTES AND NEWS

NAZI DEATH CAR



Aboard the Winfield Scott (Bull Liberty) Bosun Antonio Gonzalez perches on what is believed to be the first gas chamber rail-road car brought to this country for examination. As far as we know this is the first picture of the Nazi death machine to appear in any paper. Weighing 92 tons, the railroad car was brought to New York from Naples.

BLUE ISLAND VICTORY MEN HOLD TWO SHIPS MEETINGS

AT SEA, Nov. 18 — With 17 book members present, Chairman Williams called the meeting to order aboard the Blue Island Victory. Brother Rosato was elected rec-secretary.

Brother Chenevert brought up the question of passageways and insufficient ash trays in the messhalls. This beef was settled immediately after the member who was assigned to clean passageways explained that he had been too ill but was doing his best and the Chief Electrician agreed to turn out some ash trays on a lathe.

Questioned about late meals, the Chef and Chief Steward said this was caused by the galley fuel tank running empty. Engine Delegate Rosato undertook to get the matter straightened out with the 1st Engineer. The Steward agreed to provide more glasses and cups.

Trip card men in the Stewards department who failed to perform their assigned duties were warned to either "work or be made candidates for the NMU."

The Chef asked for cooperation on keeping the messrooms clean. He said there was an awful mess when the Messmen come on duty. He promised cooperation in varying the menus.

Other motions dealt with, laundry being too small, deck dept. head repairs, steam lines in deck bathrooms, heater in stewards forecastle and deck maintenance being given their own forecastle.

The meeting adjourned at 3:00 p.m. after a one hour session.

Second Meeting

AT SEA, Dec. 2 — Brother Williams was again elected as chairman and Brother Thibeau was acting rec-secretary.

The deck delegates reported that the ash trays had been made and were in use. He also said that he had 8 full books in his dept., all in good standing. The black gang delegate reported 7 full books all in good standing and that the galley fuel tank pump had been repaired by the 1st Ass't Engineer.

The stewards department delegate said he had 7 full books, the rest of the men being trip cards and probationary books. The delegates' reports were accepted.

Under New Business the Steward then declared that "stealing was being done" and implied that this might be the result of "GIs floating around quarters."

A motion to stop this was amended by Brother Dimitriadis to "a search be made to find a stolen watch."

The Steward then reported that he had five men turned to to clean the laundry but that it was filthy again. A motion making the three department delegates responsible for the laundry cleanliness was carried.

Other motions at this meeting included pipe repairs, poor quality of eggs, cheap meats, soap, preparation of a repairs list, slop chest prices and mess-room cleanliness.

The meeting also adopted a motion to refuse the payoff until all beefs are settled. The meeting then adjourned.

SS Alcoa Pointer Crew Shows Real Union Spirit

NOVEMBER 10. — The membership aboard the SS Alcoa Pointer met today under the pro-tem chairmanship of Marvin A. Hauf (Ut-Mess) who was later nominated as permanent chairman and elected by acclamation. Nominations for recording-secretary were opened and Oiler W. W. Bain was unanimously chosen for the post.

Reported absent from the meeting were Edward H. Going (Oiler) and John A. W. Orman (FWT), both on watch and James C. Mitchell (AB) who, the deck delegate reported, was unwilling to attend. The stewards department was fully represented.

Under New Business the meeting then took up beefs concerning towels, messhalls and outgoing mail. Also decided at the New Business session was the question of playing ping-pong in the messhalls. A motion was passed demanding either fresh fruit or fruit juices be served each morning for breakfast.

At this point the chairman received word that Oiler Going and FWT Orman would like to be relieved in order to attend the balance of the meeting. A vote of thanks was extended by the meeting to Oiler Grim and FWT Barber who volunteered as reliefs.

Under Good and Welfare the membership adopted a motion calling upon OS Charles Robert Shatzer to apply for a probationary book or be placed on the "no shipping" list. Another motion concerning charges made by Shatzer against Pete DeCotte, the SUP Agent in Baltimore, called upon the OS to sign a statement substantiating his allegations.

A motion was adopted instructing Wiper Gilbert P. Hampton and Utility Messman Darrel J. Sundquist to contact Union officials upon arrival in port and get their union affiliation status clarified. The issue involved SIU or SUP membership.

The question of AB James Mitchell's absence from the meeting was then taken up and a motion was carried that he be reported to shoreside officials for further action.

The meeting adjourned after adopting a motion that no member accept the payoff until all beefs are squared away and the question of transportation money straightened out by the Patrolmen.

STRICKEN FROM RECORD

NOVEMBER 17. — Chairman Hauf called the meeting to order at 2.00 p. m. and opened the floor for nominations. He was again elected by acclamation after William Barber was nominated and declined. Bain was re-elected to the recording-secretary post and the minutes of the previous meeting were read.

A motion was introduced to

strike the reference to James Mitchell's absence from the Nov. 10 meeting from the record. It was explained that he had been ill at the time. The motion carried and the minutes were adopted after the amendment was made.

Department delegates reported entire deck and stewards departments present. Edward Going and John Orman of the black gang were on watch and so recorded.

A motion was adopted declaring that Messman Charles Barrett not be allowed to ship again in the stewards department but that he ship in deck or engine departments if he gets the proper endorsements.

Under new business the meeting adopted motions on life saving equipment, third cook, and claims against the shipowner for injuries sustained by two deck crew members due to the company negligence.

A motion of protest against the chief mate for charging Wiper James P. Feeley eight dollars and fifty cents because life preserver strap had been broken.

A general discussion of the mess followed under Good and Welfare. Iced drinks and changing of menus demands were taken up with the Steward who appeared for the purpose of hearing the beef. He explained that his department was short-handed but was striving to have the mess as good as possible. Asked about poor cooking of potatoes, the second cook stated that he just doesn't have time to do the baking and the cooking of vegetables efficiently and that on baking days the vegetables suffer and visa versa. He assured the crew that he was even working 12 to 15 hours some days in order that the crew is decently fed. No further discussion of the subject followed his remarks.

At this point the chair called for volunteers to relieve Oiler Going and FWT Orman so that they might attend the rest of the meeting. Clarence Grim and FWT Bert Howard volunteered and received a vote of thanks.

The disclosure that some members were going top-side to beef and that Wipers were taking orders from personnel other than the 1st assistant engineer brought instructions from the chair that Wipers take orders only from the 1st assistant and warned all members, including delegates against going top-side on their own initiative. His position was supported.

On a motion from the floor, the chair appoint a committee for the purpose of listing necessary repairs. The list to be in triplicate with one copy going to the Patrolman, one to the master and one to any member of the crew who elected to remain aboard for the next trip. Committee consists of James Mitchell (deck), William Bar-

ON SMITH VICTORY



Alfred J. Rascik, AB, just completed a trip on the SS Smith Victory—New York to Le Havre and return to Boston. 1,500 GIs plus two stowaways, about whom the Log carried two stories, were aboard. He's now waiting to ship out.

ber (engine) and Gus Kline (stewards).

The engine department delegate then read excerpts from his report to the boarding Patrolman relative to the general conditions aboard ship and the meeting adjourned following one minutes silence in memory of departed brothers.

Demand Fresh Fruit Aboard SS W. D. Ferris

OCT. 28 — Blaming any failure to provide fresh fruits and vegetables aboard the SS Woodbridge N. Ferris when she arrived in Australia upon the WSA, the Steward told the meeting of SIU men on Oct. 28 that all he could do "is give his requisition for food and they send whatever they think is necessary." After some discussion it was decided that after provisions were sent aboard the Steward was to notify the delegates if his requisition was not filled and the delegates would "find out why."

Chairman of the meeting was P. Truehart and the rec-secretary, H. Stirzel. Delegates were: James H. Selway (deck), Ernest Chlssen (engine) and Seldon Clark (stewards).

Chief Cook Lovett proposed that the crew should vote on action if the provision requisition was not filled and with one exception the crew agreed that they would refuse to sail the ship if the delegates reported back unfavorably.

The exception was Brother Olson who stated that he thought the action too drastic inasmuch as the ship would be in a foreign port.

Brother S. Scott asked the chair to ascertain whether the Purser was going to get some clothes in the slop chest. He was told "no" but that they could be purchased in Australia.

DIGEST OF MINUTES FROM VARIOUS SIU SHIP MEETINGS

SS John Milledge

October 26—Meeting called to order with **Melvin Hall** in the chair and **H. R. Krenz** as rec-sec. First order of business, the election of department delegates. **J. Mondel**, **H. Krenz** and **M. Sterne** were elected for deck engine and stewards departments respectively.

It was moved, seconded and carried that a recommendation to invite the skipper and chief engineer to attend the meeting be held in abeyance until larger quarters could be found for ship meetings. Another motion excused two first trippers from attending the meeting on account of seasickness.

The crew adopted a motion instructing all hands that crew's messhalls, showers, etc., are for the crew's use and no other persons use them except at the express invitation of the crew members.

Opinion was divided as to whether painting messhalls and showers was deck gang work or stewards. It was pointed out that this work presented, in most cases, an opportunity for overtime for stewards dept. members which some held they were entitled to. The opposition brought out that many of the stewards dept. men are inexperienced in this work but all hands were unanimous in referring the question to shoreside officials for a decision which would avoid recurrence of this issue aboard ships.

Another discussion concerned the location of the crew's radio. Excessive and loud playing of the radio, it was said, interfered with the Firemen's rest inasmuch as the speaker which is in the crew's mess is close to the Firemen's foc's'le. A motion was adopted to have it relocated and that all card playing take place in the mess located furthest away from the Firemen's foc's'le.

It was moved, seconded and carried that all hands take their beefs to their respective department delegates and the latter be authorized to call ship meetings whenever they judge them to be of benefit to the crew. The delegates were instructed to contact army officers and request use of No. 3 hold for further ship meetings.

SS John Milledge

November 12—Meeting called to order at 1.30 p.m. with **M. Hall** in the chair and **J. Werner** as rec-sec. The purpose of the meeting was announced as "ship sanitation and welfare." Brothers **McKenzie** and **Nelson** were made "Master at Arms."

The deck delegate declared that no beefs existed in his department except overtime disputes. He stated that this will be left to the boarding Patrolman at the payoff.

Engine delegate reported he expected a clean payoff with no beefs but complained about the messroom untidiness.

The delegate for the stewards told the meeting that his department was in good shape except for green and inexperienced first trippers.

An open discussion was then held for the crew in general and the new men in particular.

Among other matters discuss-

ed by the meeting was the question of security watches in Le-Havre, overtime for "All Saints Day," painting foc's'les and messrooms, checking of food stores and installation of new lockers in the foc's'les.

The meeting adjourned after adopting a motion not to payoff until all beefs were properly settled and that the Purser issue vouchers before that time.

Seatrain New Orleans

AT SEA, Nov. 4—The meeting, chaired by **W. E. Boyd** who was elected by acclaim, took up the matter of the crew's demand for time off until noon the following day if the ship landed in port after 11 a.m. The motion was made by Brother **Kutsche**, who pointed out that this practice had been followed in the past aboard this ship.

The crew then went on record opposing sailing the ship on arrival at New Orleans unless this was agreed to in writing. It also instructed Brother **Spires** to wire **Eddie Higdon** the New Orleans Agent so that Union representation was available upon arrival there.

(Recording-Secretary **Adolph Capote** notes that "As a result of this action the New Orleans Agent met the ship at Belle Chase at 11 a.m. and won the crew's demands." They got the time off plus a new electric ice-box and promise of a repair job when the ship hit drydock at the end of the month.)

Seatrain New Orleans

(Second Meeting)

Boyd and **Capote** were again elected chairman and rec-sec., respectively and the delegates proceeded to make their reports.

Deck delegate **Hanson** stated that the chief mate had cleaned out the rose box and that this was overtime for Brothers **Hart** and **Britten** who were on watch at the time.

Brother **Muzio**, the engine delegate, reported his department o.k. with no beefs.

Capote reported no beefs for the stewards dept. and that the ship was short of a messman.

A motion was adopted demanding overtime for all hands for late sailings. It was pointed out that the company was aware that the ship couldn't sail on time because of a bad boiler.

A list of suggested agreement changes was read by Brother **Kutsche** and the crew approved them being turned over to shoreside officials for consideration in future negotiations.

In a special message from the crew, submitted by the rec-sec., the men stated that changes are needed in shipboard working rules inasmuch as seamen now work far more hours than workers in other industries and "now is the time for each member to start action leading towards a 40 hour week for seamen."

SS John Stevens

AT SEA, Oct. 14 — Meeting aboard the SS John Stevens with **Warren Wyman** elected chairman and **Frank Hoskins** elected rec-sec., both by acclamation.

Under "New Business" the membership discussed the question of who was to use the head

TUFTS SAILOR



Remo Sarra, AB, sailed aboard the SS Tufts Victory which just completed a round trip from New York to Le Havre, and returned with a load of 2,000 GIs. Trip's highlight was the birth of nine pups to a GI dog aboard ship.

formerly used by the gun crew and used by the stewards dept. on the last trip. The matter was settled with the black gang getting the use of the head.

A wait of ten days at Antwerp for cigarettes and the fact that no ice cream was served during the entire trip was ordered reported to the boarding Patrolmen together with a list of needed repairs and improvements aboard the vessel.

Deck delegate was **Frank Hoskins**, **William Wildridge** for the black gang and **Norman DeLaurie** for the stewards.

SS John Stevens

AT SEA, Oct. 21 — Meeting opened with **Warren Wyman** in the chair and **Frank Hoskins** as rec-sec., both of whom were re-elected. Minutes of previous meeting were accepted and under "New Business" the crew adopted a motion for the deck and engine departments to use heads and showers on the starboard side of the ship.

A motion was adopted to have the Purser cease the sale of cigarettes to the army on the way home because of rationing to the crew. Another motion called upon the Steward to explain the shortage of plates, cups and glasses in the messroom.

Meeting adjourned at 3:30 after a 1½ hour session.

SS Reinhold Richter

AT SEA, Nov. 4—Members of the SIU aboard the SS Reinhold Richter today voted that any crew member who relieves the watch late shall be fined one dollar which will be turned over as a Log donation.

Other motions adopted by the crew penalized members who fail to put their cups and dishes away after eating and to give the Steward a vote of thanks for his cooperation during the trip. The latter motion was opposed by one member.

Members of the crew wanted to know if compensation would be paid because of the lack of bedspreads but it was proposed that this be left to the Boarding Patrolman for settlement.

Delegates aboard the Richter are **John Rothery** (Engine), **Charles Wobeser** (Deck) and **Curtis J. Band** (Stewards).

Joliet Crew Keeps Smiling Despite Their Cap'n Bligh

In spite of the Cap'n Bligh tactics of Skipper Evans, the crew of the SS Louis Joliet (Robin Liberty) were highly commended by 18 GIs who were passengers on their return from the Philippines.

At least five members of the crew were in need of medical attention by the time the ship hit Colon, Panama but they were denied treatment for six days.

They had about 2000 hours of disputed overtime in the deck and engine department alone. Cigarettes sold for 60 cents as far as Panama, and then the price went up to 88 cents.

This ship was so cheap that they had the place looking like a safe deposit vault with locks on everything. Rags were rationed out two at a time.

In spite of the poor conditions resulting from Skipper Evans' actions the crew apparently turned smiling faces towards the Pacific veterans as is testified to in the following statement:

"When we came aboard the SS Louis Juliet on the afternoon of October 13, we were met by the smiling faces of most of the crew. Not until several days later did any of us realize what our coming aboard meant to

these men who sail the seven seas.

"Our conversations, actions and war experiences changed the routine of the crew. Likewise we listened intently to life aboard a merchant ship. Our pleasant evening hours with them over a cup of steaming coffee will long live in our memories.

"This has been a long, long voyage for a little group of service men who have dreamed of home and loved ones, but now it's almost at an end.

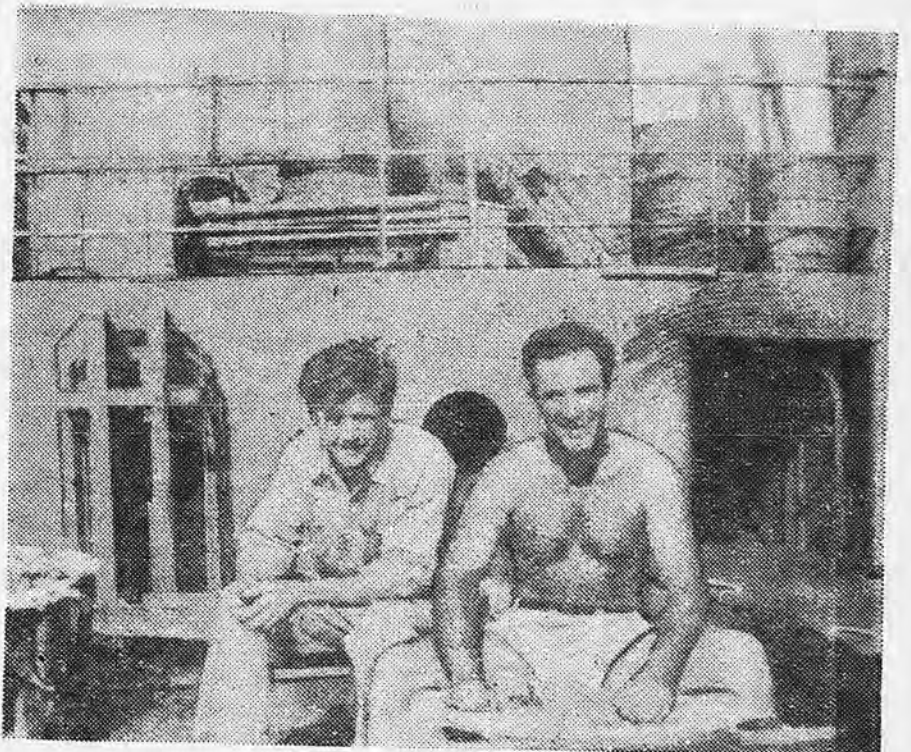
"It's been a wonderful trip, thanks to the crew.

"Why? Because the smiling faces of the crew kept us smiling and cheerful too. It's a fine crew. Our very best to each of its members."

The statement carries the signatures of 18 GIs.

Deck delegate was **J. Kirby** and Engine delegate, **Monroe Lessans**.

GOOD TRIP — GOOD CREW



"A good trip and a good crew" say ABs **Bob High** and **Norman Provan** of the SS Otis E. Hall which paid off in Charleston.

ALL BEEFS SETTLED BEFORE SAILING ON FRANCIS SMITH

Because "the New Orleans Patrolman gave us very good cooperation" in getting everything squared away before they sailed, the meeting aboard the Francis M. Smith on Dec. 2 was short and to the point.

Several of the old timers took the floor to give a talk on Union activities especially for the newer men and the crew went on record extending best wishes for the holiday season to "all the brothers on the beach and at sea."

Chairman **Mack Main** opened the meeting with a talk on cooperation between the three departments and stressed the need for keeping the ship and quarters clean both during the trip and for the payoff.

Delegates reports were ac-

cepted. No beefs and everything in good shape. The crew then discussed the question of cigarettes which, reported the chairman, had been taken up in New Orleans with the Captain who had guaranteed 2 cartons a week for the voyage.

Main also reported that the Skipper had agreed to change the quarters as soon as the passengers had disembarked at Trinidad.

Blackie Gardner made a motion that the crew give a vote of thanks to New York Agent **Paul Hall** for the "hard work he is doing in the Isthmian organizing drive." The motion carried unanimously.

Neal Smith was the recording-secretary.

Mobile, Too, Wants A New Hall

By JAMES L. TUCKER

MOBILE — Shipping has slowed down, but we expect it to pick up this coming week with four ships due in for the Alcoa Company and two for Waterman. We particularly need ABs at the present time and Cooks. We will have three more C-2s out here—the Madian Creek on or about Dec. 21st; the Fairport around Jan. 10th, and the John B. Waterman around the 1st of Feb.

Voting has been fair here with about four times as many voting this year as did last year. It shows an increasing interest is being taken in the Union by some of the younger Union members.

The Hall was broken into last week, and so far all that we find missing is the radio, which was still in working condition even if it was six years old. We are still looking for a new Hall, and we hope that we do not have to look as long as the Port of Norfolk did. They had to look for two years, and if we have to look that long the one we are in will fall down before that time. (Editor's note: But take a gander at the Norfolk story.)

SHORT RUN

Quite a few of the Tankers are beginning to run coastwise out of here, so any one wanting a short run come on down, as the weather is just starting to turn cool. For the past week we did not have a ship to payoff, but had eight to sign on with plenty of beefs about signing on. All of these ships signed on with no WSA Rider No. 64. They signed on to payoff in the Gulf area, and we hope in the future to be having them to sign on to payoff in the Port in which they sign on.

We are having a good many ships in transit from the Pacific



Coast with every one wanting to pile off—when the ships leave the coast they expect to go in the boneyard, and some of them are coming in with just enough food for one more meal and a skimpy one at that.

Some of our members must

The Patrolmen Say—

Carry your gear with you when you report to your ship. You might want to change your shirt when you met those senioritas or those mademoiselles.

~ ~ ~

Each member should consider himself a one-man organizing squad. Always carry some of the Union organizing material with you, and give to the unorganized seamen you meet. Remember: Isthmian, too, must be SIU.

~ ~ ~

Not only good Unionism, but ordinary courtesy and regard for your friends: Clean your quarters thoroughly before signing off.

have read the old adage that two can live as cheaply as one, for several have just tied the knot, one of them being James (Hambone) Watler. The Andrew Jackson bunch hit town and only lasted a few days, most of them having already shipped.

Jughead Chandler has deserted the Pan-Orleans and is making a trip across. Brother (Von Steigle) Horn is back after making a nine day trip on our training ship, the Pan-Orleans. Quite a lot of the oldtimers are sitting around waiting for a standby job to last over the Holidays. We understand that Brother Bob Matthews is expected in town for a few days, we hope he doesn't have to stand up all the way from Frisco.

Ships In Transit Should Settle Beefs At Payoff

By JOHN MOGAN

BOSTON — This is the first opportunity I've had for some time to get around to writing a few paragraphs for the Log. It has been exceptionally busy up this way—all kinds of ships in port, including three troopships at one time, paying off and signing on. Crew replacements have been hard to find, but it is gratifying to say that no SIU vessel was delayed.

However, a payoff is getting to be a soft touch. It is these in transit and loading ships that cause the real headaches. The crews on these have all kinds of beefs, necessitating more running around than do the average overtime disputes, etc. Then, too, the stuff in transit, due to payoff in some other port, stops here to discharge cargo, and we have the delegates up trying to settle their beefs here.

TWICE OVER

This, of course, is wrong, because in some other port the Patrolman will have to go over the same ground. Moreover, it will be his decision that will decide the issue, not ours. And there is always the possibility that some dispute will arise in which the boarding Patrolman will be told by some guy short on brains and memory that "the guy up in Boston said such-and-such."

We don't want this sort of thing to happen; consequently, we try to explain to the man that their disputes rightfully should be handled by the patrolmen in the payoff port.

REMOTE PICKETING

The NMU pulled its phony 24-hour work stoppage in Boston. The whole thing had about as much effect on waterfront activities up here as the cat usually has on the marble floor. The longshoremen worked every ship in the port, and business was carried on as usual in all departments. In fact, I don't know where the pickets did their picketing, but I understand they deserted the waterfront and repaired to the Boston Common to listen to the commie harangues from Parkman Bandstand. It really is farcical the way those guys can mess up their own publicity angles.

Still getting ships up in Portland, so it looks as though this port will make a comeback, es-



NO NEWS??

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

- PHILADELPHIA
- TAMPA
- GALVESTON
- JACKSONVILLE

SIU Takes Over WSA—Literally

By LEON JOHNSON

NORFOLK — Brothers, if you want to see a nice hall, of which the membership is proud, just breeze down to Norfolk, the Port that always needs a seaman. For a long time the membership has been in need of a larger building; and now that they have it,

the doors are open and you are always welcome.

With business like it is you won't only get a chance to view our fair city but, also to get a job. This Wednesday, December 5th, we planned our first meeting in the new building, but due to the fact that this is an extremely busy port, and SIU men can't linger long, we had to get along without our hall warming affair.

This building was bought out from under the War Shipping Administration, showing you that the SIU is on the ball. We now have a building in which SIU members can be proud to meet in, and to acknowledge as their Norfolk Branch.

THE SIU WAY

As in the past, we will see to it, personally, that any beef or differences can be settled in the good old SIU way. If a Brother who has ever been in the port of Norfolk remembers 25 Commercial Place, it will be with a feeling of indignation at the old crummy place. The new SIU Hall here is really something. It is located in the heart of Norfolk. It offers plenty of room for the membership to conduct its meetings, instead of rent; an extra building as in the past. It has ample space for a recreation room, which we hope to have ready soon as plans, now under way, are completed where the membership can lounge around and take it easy.

"OUR HALL"

The membership in Norfolk is very cooperative. They ship for a living. They are proud to drive past 127 Bank Street and say to their families, "This is our new building. It belongs to us."

In a few days, the painters will have a sign ready to hang in front of the building. You won't



be able to miss it even if you wanted to. Come down and make yourself known. Baltimore, just you be careful, for though we are a small town port we're booming.

In signing off, I now say, Brother Seamen, we settle beef, settle hash, settle stew and settle cash. Give us a try and you will be satisfied.

pecially in the matter of food shipments for Europe. It takes considerable time to take care of things up there; yet we've got to have representation there for our ships, particularly since there is an NMU hall operating in Portland. The situation in Providence may prove to be similar in the very near future, as the commies have a spot there also.

BAKED BEEFS

All beefs in this port have been squared away in the usual Boston style. A Port Committee meeting here with Eastern SS officials finally resulted in an agreement regarding the ever-recurring linen beef that should settle it for all time. Eastern has agreed to pay \$2.00 per week linen money. Members of the SS Galen Stone, who started this thing rolling, can collect their money by writing Eastern.

But there is one sort of beef that we have plenty of trouble with: namely, the type of Messmen we are getting for the steward department of the troopships. These kids don't seem to know they are supposed to do 8 hours' work like anyone else. Some of them will tell the Steward that they've signed on as Army Utility, and that they don't have to

work until the Army comes aboard on the other side.

PAID GUESTS

Reading the riot act doesn't seem to have much weight, for when the ship pays off the overtime can be terrifically high for a department carrying the regular complement of Messmen. Most of the time the Steward says they didn't even earn their regular wages, much less the overtime. Well, one cheerful thought is that the troops will all be home someday, soon.

We've still got a major gripe up here, in which every member that comes into the Boston hall concurs—the same old one about the Hall. It's getting worse all the time, with not even enough room for desk space for the Patrolmen and Dispatcher. In order to get into the office, someone has got to run interference for you; and there is nothing that can be done to remedy the crowding, because there is no way to change the present set-up. So here's hoping the returns on the referendum will give us the go-ahead sign.

Still plenty of jobs in this port for any of those boys who want to duck out on the girl friend for Christmas.

Urges Study Of Shipping Rules

By BOB HIGH

BALTIMORE—Shipping in the Oriole City continues to be the best in its history and, from all indications, it will continue this way. The need for qualified men is acute, and we can ship any qualified man on damn near any type of job he wants.

Because of this shortage we are suffering from, we have been forced to call the Port of New York frequently during the past week, and tapping them for men. We have an idea that New York is having its own troubles (How about it, Paul Gonsorchik and Red Truesdale?), and we hope that in the future we will be able to handle our own local jobs.

It would be a good thing—to change the subject gracefully—if the membership, in its spare time, would study up on their shipping rules. If they did, it would sure save shipping dispatchers in general (and me in particular) a hell of a lot of trouble. During the time we

waste in answering questions which are very clearly answered in the shipping rules, we could crew thousands of ships. So, what do you say? The next time you're on the beach, get yourselves copies of the shipping rules, and look them over—and then you can all be as smart as any piecard.

The Baltimore Hall has just had some changes made in its layout, which the members should find to their best interests. Thanks to those members on the beach, who put in a lot of hard work on it, we have completely changed the shipping set-up here. You'll find it hard to recognize when you see it the next time.

Monkey wrench corner here is still the same—no changes made there except in money, as the old established firms do business at the same old stands.

For a quick job, for a quick trip, or for a quick good time when you come back in, come down here to Baltimore—quickly.

Old Times Return To Puerto Rico

By **BUD RAY**

SAN JUAN — In the last two weeks shipping has been coming in like old times. With the shick-shinny and the Cape Pillar in for South Atlantic, one to Bull and the Cape Pillar for A. H. direct from the West Coast; Cape Faro and Cape Flacon for Waterman, Geo. Washington from New York and the Alcoa Pegasus direct from the West Coast for McCormack, Cape Texas, Cape Nome Coastal Mariner and Jean for Bull.

Replacements have been slow on these ship, but there have been a good number of the old Carioca Boys on them. They looked the situation over, so we expect some of them to pile off the next time they come down and enjoy the tropical weather we always have here in the Enchanted Isle.

It is getting easier to tell what Company is operating the ships, now that they are all getting the stack markings on.

HAVE YOU VOTED?

Voting has been slow in this port. So far we have voted only 28 men and those that don't vote will be on the ones who get beef about the men who get elected. Fellows, you have a democratic union, and the membership controls all business that is doing. So as Union men who belong to the only democratic union on the waterfront, it is your duty to vote. Let us get together and make this a banner year at the ballot box.

The idea of a Memorial Plaque for each branch is a fine thing to have in the Hall, and every one who enters the hall will be

able to see and remember. But I think it would be a good idea to have service flags made up, each branch to have one for parades and occasions — with a gold star and the number of men of our organization who paid the supreme sacrifice.

Well, this is about all for this time; but if you really are out to enjoy some fine fishing—for fish weighing from 10 pounds and up—and you like to catch lobsters of the same weight, and you Love The Lovely Senioritas and the best Rum and the finest climate in the world—then we will be seing you soon. The papers state that the weather is on the chilly side up North.

INNOVATOR



Baltimore old timer, in membership—not years—Sam D. Watson, FWT, stands for the Seafarers progressive action, and introduced at Baltimore a motion calling for a new SIU program on education, publicity, and business coordination.

Time To End Slop Chest Racket

By **LOUIS GOFFIN**

We note, with considerable satisfaction, that more and more members are registering their resentment against existing slop chest conditions by proposing that this vital part of shipboard life come under the Union's control.

With overcharging the general habit, and the quality of supplies growing steadily worse, SIU men are demanding that the Union undertake the handling of slop chests aboard all contracted ships.

Apparently working under the theory that "seamen are a bunch of dopes who don't know the difference anyway" many ship chandlers are selling the Pursers, some of them inexperienced, all their obsolete, outmoded and surplus stocks at prices considerably higher than a reasonable profit demands.

It seems ridiculous that men

like us, who have struggled for years to raise our pay and who even now have to fight daily against chiseling operators, should let these conditions reduce our earnings through overcharging and inferior products.

CAN BE DONE

There is no reason in the world why seamen can't operate their own slop chest through their Union. We have numerous able and reliable Stewards who have plenty of experience in purchasing and distribution. These men are closer to the crew and understand their needs much better than the present people who handle the slop chests.

They could buy supplies with Union funds and sell them to the seamen either at cost or at regular, legitimate prices and leave the profits for division among SIU members in the same manner as the cooperatives do. (The cops pay dividends to their members after charging regular prices

to everyone who buys. This plan would give every member of the SIU a share in the slop chest profits regardless of who bought the goods.)

It's high time we put a stop to all those peddlers and chisellers who have been making a good living out of the sweat of the seamen. Reducing the cost of goods is the same as increasing our wages. We should be for it.

GOOD BYE, SOON

We are waiting patiently for the Coast Guard to announce their retirement from the merchant marine scene. Although various sources have told us that they are to get out at the end of 1945, we'll believe it when we see it. So far we've had no official announcement, but we are awaiting the opportunity of sending condolences to all those un-informed lawyers who will have to leave their gold braid and return to civilian clothes. We will then express our deep sympathy for their enforced return to work.

We wonder how the GIs, who are waiting patiently to get home, enjoy their new, self-proclaimed friends in the commie unions who pulled the recent phony work stoppage. While the commies were using their usual Moscow propaganda, we were busily engaged bringing the boys home, which is what the GIs really want.

We have made it very plain,

If You Want To Ship In A Hurry—

By **ARTHUR THOMPSON**

SAVANNAH—Last week started off with a payoff on the SS Wm. Bevan in Charleston. There were no beefs and the payoff was made in record time. The old man is an old SUP man, and so is the mate. The first assistant engineer is a retired member of the SIU. Captain Bromberg and the crew threw a party aboard last Wednesday and from all reports a good time was had by all.

During the payoff, which started while the ship was in dry dock, we moved to the oil dock and I couldn't get ashore until about 5:30. Then I had to taxi across town to get to my car. After checking with the company agents to see what replacements were needed, I started back to Savannah. After about 50 miles the car went dead. I pulled off the road and checked and discovered my oil pump was adrift.

It took me hours to get a lift, and then I was taken to a town which was quite a bit out of the way, but the only place near by where I might be able to get some help. I had to wait until morning before I could get towed in and get fixed up again. It only cost four bucks towing and labor which was quite a break. I managed to get back to Savannah a bit later for breakfast.

CANADIAN VISITORS

We managed to get the Loring out but about 10 days late. Now we need replacements for the Point Vicente, the Wm. Bevan, the Del Ouro and the Follansbee,

all in Charleston. A Gulf Tanker, the Chisholm Trail called for some replacements and I managed to get a Wiper for her, but she was late and sailed short-handed. The Warren T. Marks, an SUP ship, has a few men on who want replacements so they can get off, but I don't know of anyone who'll take over.

We have a Canadian ship in port, the Griffco, with a crew of BCSU men aboard. Some of them came over for the meeting last Wednesday, but we couldn't get a quorum and they were disappointed. They have been hitting the meetings in every port they touched, and only missed out this one time. Dick Deely is aboard her, and any of you who may have been to Vancouver might know him. We have two Isthmian ships in, and one has a crew composed almost entirely of SIU men. Those who don't belong already have signed pledge cards. Most of these boys were shipped from Galveston and would like to get off for the holidays, but the articles call for a trip to a loading port, which should be Baltimore. The other Isthmian ship I mentioned last week.

We have one man in the hospital in Savannah and quite a few are laid up with colds. The weather down here hasn't been too good lately. Shipping is still very good and promises to keep up for some time. If you want to ship out in a hurry come to Savannah.

Frisco Presses Isthmian Drive

By **ROBERT MATTHEWS**

SAN FRANCISCO — Business in this Port is just about at a standstill, due mostly to the machinists' strike. The operators are not bringing the ships in here for fear of having them become strikebound. However, the Port of Wilmington is booming. Most of the ships are being diverted to Wilmington, Portland and Seattle.

At this writing, there are eight Isthmian ships in the San Francisco Bay Area. Most of these ships are 100% SIU. The Beaver Victory, which just came around from the East Coast, is very good shape. If the members continue sailing these ships as they are now, this election is in the bag—on this Coast the whole machinery is in this campaign wholeheartedly.

Red Simmons and Matt Short have been covering the Isthmian Ships here every day, and they report very definite progress. They have come in contact lately with one of the top drawer organizers for the NMU. This guy's name is Terry Garabedian, and Simmons concludes that this guy

would be a pretty good salesman if he had any product worthy of selling.

The Isthmian men have repeatedly asked Garabedian for copies of the NMU contracts, but Garabedian so far has failed to pro-



duce them. The Isthmian men can't understand this attitude, inasmuch as the SIU contracts have been put on every Isthmian ship for the men to read. Can it be that the NMU is ashamed of their contracts?

I asked Red if he thought Garabedian was a commie, and he said he didn't think Garabedian had enough sense to be a commie — "He is probably just a commie stooge"—but he has definitely been through the commie "leadership school."

Labor Unites Against Reaction

(Continued from Page 1)

permissible during the 30 days; the first five days would be the president's margin for appointment of the fact-finding board; the 20 days for investigation; the next five days for publication.

In a fighting speech, AFL President William Green denounced this and the other union-busting bills being pushed before Congress. These bills, he said, had done one good thing—"they have served to cement and unite organized labor." "There is no division among us on this vicious legislation," he said.

"The performance of workers

during the war has been widely hailed as a miracle," he declared. "And now, after we have made that contribution, are we as a reward to be reduced to slavery and servitude?"

AS IN RUSSIA?

"Sponsors of these bills extol the virtues of free enterprise. But how can we maintain the free enterprise system if workers are deprived of their rights and liberties?" he asked.

Green bluntly warned that if Congressmen continue to push anti-union legislation and to shackle workers, labor will be "driven to desperation" and "move to the left, just as did the workers of Britain."

Lashing at the hysteria that has been stirred up over strikes, Green added: "There are no strikes in totalitarian Russia. Do we want that kind of strikeless nation?"



in past statements, that bringing the servicemen back to America is first on the agenda of the Seafarers International Union, and we don't find it necessary to pull phony stoppages to get that job done or to convince the public of our aims.

We've got to get our boys back for their benefit and not for the political motives of the communist party and their Moscow commissars.

Final Dispatch

LORRIMER TUCKER

Book No. 26556

Died in Boston August 8th. Joined SIU in July 1943.

L. W. CULLISON

Book No. 974

Died in New York August 24th. Joined SIU in December 1938.

THE WEEK'S NEWS IN REVIEW



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

SPORTS . . .

REDSKINS BLANK GIANTS

In the season closer at Washington, the Giants took it on the chin from Washington—Redskins 17, Giants 0. This win places Washington in undisputed possession of the Eastern crown, and they will now battle it out with Cleveland's Rams for the National Football League championship on December 16. Bothered with line trouble all season, Coach Steve Owen was minus the services of vet linemen Mel Hein and Jim Poole for most of the game due to twisted legs, and Frank Cope for the entire game on account of illness. Poor Steve just sat on the bench, holding his head in anguish, as the 'Skins scored their two markers in the second half.

ALL-TIME GRID GREATS

Search of the All-Time records reveals that only one player was ever chosen by all selectors—Heffelfinger, guard, of Yale. Stories of his prowess while at Yale and in later life show that he was a fast thinker on the field who knew how to seize upon situations and take immediate advantage of them. The powerful Pudge was equally adept at tearing holes in the opponent's line, diagnosing their plays, and breaking up mass plays and wedges.

Many players have been mentioned as potential All-Time standouts or stars, but only this grid immortal stands alone on his pinnacle as the expert's choice as the game's greatest player. Whenever football oldtimers, bugs, coaches, or what have you, gather to talk over the grid immortals, the name of Heffelfinger crops up as the greatest of the great.

HOT STOVE LEAGUE

Madison Square Garden celebrates its 20th birthday on Saturday, Dec. 15th — 20 years of colorful, panoramic existence for the house that Tex Rickard built . . . New York's baseball Giants hired Tom Sheehan to help Manager Mel Ott on the coaching staff . . . Detroit Tigers rejected trade proposed by the N. Y. Yankees — George Stirnweiss for Homer Hank Greenberg . . . 'Tis rumored that veteran football Giant Ken Strong is retiring from the grid wars.

Steve Van Buren, flashy back of the Philly Eagles, established a new season's high-point score with a total of 110 points for the '45 season . . . Ailing Henry Picard, who came to Florida "to help my neuritis," breezed home in front of the field in the Miami Open Golf tournament, and copped \$2,250 in prize money . . . Right hander Ted Lyons of the Chi White Sox has been released from the marines, and the 45-year-old hurler wants his old job back. Sox manager Jimmy Dykes said he would use Lyons

for Sunday games or as a coach.

The battle over night games highlighted the Chicago conference of the major league ball teams. Baseball Czar Happy Chandler is also coming in for some strong criticism as part of the annual game of "shooting the commissioner" . . . Villanova is really looking for trouble during the next three years. Why? Oh, merely because the boys scheduled openers with the Army football juggernaut for three seasons . . . Ice and snow facilities for skiing, skating, bobsledding,



and all winter sports are being readied for a record winter season at popular Bear Mountain, N. Y. . . The National AAU has awarded the national boxing championship tourney to Boston after considerable bitter debate.

GM STRIKERS WARM UP



Picketing in December is cold work, so these General Motors strikers in Detroit are quick to take advantage of their mobile coffee kitchen. While officials of United Auto Workers (CIO), resume negotiations with GM (Dec. 6), they continue their fight for UAW's 30% wage demand on the picketline. (Federated Pictures)

AFL LENDS A HAND



Labor moved to lessen juvenile delinquency in Bridgeport, Conn., when it gave \$35,484 to wipe out a Boys Club deficit. Here, AFLer Joseph Cleary enjoys a checker game with a Boys Club member while his union brothers crowd around to kibitz.

CURRENT EVENTS . . .

AT HOME

The annual wage demands of many parts of organized labor looked more hopeful this week as Ford intimated that a guarantee may be offered by the company . . . January 14 is the date set for the general steel strike unless the \$2 daily wage increase is granted, or a compromise is reached . . . Union leaders in the electrical industry demanded an immediate investigation, charging that refrigerators, radios and other appliances are being withheld from the public "until the excess profits tax goes off at the end of this month and OPA grants price increases." This is not the first charge that industry is engaged in a sit-down strike against the American people in an attempt to grab additional profits or else.

Secretary of State Byrnes declared that the welfare of the liberated countries comes before that of Germany. On Wednesday he left by plane for Moscow and the meeting of Foreign Ministers. Among discussions there, atom bomb control will have top priority . . . The Senate Foreign Relations Committee dropped the matter of ex-Ambassador Hurley's charges that "career diplomats had wrecked America's policy in Iran and China" . . . The Congressional Committee investigating Pearl Harbor was told that, four days before the attack, the Navy had intercepted a Tokyo message informing Jap diplomats that war was about to break out against Britain, the U. S. and the Netherlands . . . The House narrowly defeated a proposal for immediate consideration of repeal of the Smith-Connally act. The anti-strike law was not working out for the labor haters and new controls on labor and more stringent measures are being proposed instead.

General Motors announced the cancellation of collective bargaining agreement with the United Automobile Workers, demanding "provisions requiring union responsibility and assurance of uninterrupted production" in any new agreement . . . Some 20,000 pickets were in front of the company's headquarters on the twentieth day of the strike . . . Meanwhile the UAW, in the person of Ford Director Dick Leonard, offered Ford an agreement which would give the company the right to fire "leaders of unauthorized walk-outs." Militant UAW rank and filers immediately declared that Leonard "would be back in the shop" as soon as they could arrange matters at the coming UAW convention where he will have to stand for re-election.

Labor Secretary Schwellenbach attributed industrial unrest to a "fear complex worse than that after Pearl Harbor" and urged that industry and labor get together "before disastrous results set in" . . . Joint tests of atomic bombs against naval vessels was announced by the Army and Navy. This was seen as an Army assurance that the Navy would not be able to minimize the effects of the bombs on surface craft in an attempt to safeguard their traditional importance to national defense.

INTERNATIONAL

Iran looked toward the Moscow meeting of Foreign Ministers for a satisfactory solution to its internal problems. The Red Army has been accused of hampering the government's attempts to defeat the revolutionaries in Azerbaijan Province, and that whole area appeared to be in the hands of the autonomous forces . . . The Chinese National Government, assured of Russian assistance for its forces, moved to take over control of Manchuria . . . Independence leaders in Java threatened to use poison as well as guns and expressed themselves ready to fight American, Russian and Chinese troops if they were brought in to aid the British and Dutch.

Cartel Agreements with American industries provided the Nazis with vital war materials and I. G. Farbenindustrie was enabled to produce the "deadliest poison gas in the world" which they tested on human beings, according to evidence now available . . . General "Blood and Guts" Patton was in critical condition at the Heidelberg Hospital following an automobile accident. His wife was flown to his side . . . The all-party Palestine Arab Council rejected the right of the Anglo-American committee to inquire into the Holy Land situation.

General De Gaule, President of France, declared that his country stood as a balancing factor between Russia and the U. S. and for the sake of peace, must retain the friendship of both . . . Mussolini's son-in-law, Count Ciano, kept a diary which was introduced at the Nuremberg trials to show how the Nazis tried to speed the Japs into the war . . . In China 120,000 communist troops were reported attacking the town of Lincheng in southern Shantung . . . Venezuela opposes outright intervention, but favors "hemispheric repudiation" of all non-democratic American governments, not only that of Argentina.

ISTHMIAN SEAFARER



They Know Why SIU Is Best

Isthmian seamen are going to vote heavily for the SIU in the coming election (now stalled by NMU commissars) because they have analyzed the Seafarers' contracts, and compared their provisions to existing conditions aboard Isthmian ships. In addition, SIU members have shown them time and again how their lot will be improved under an SIU contract.

The Seafarers has the best contracts in the maritime industry, bar none, and can back this up with factual proof. As a result, Isthmian crews are strong for the many premiums and improvements which they will enjoy after the election, when Isthmian will be signed to an SIU contract.

BEST WAGES

Wages on SIU ships are the highest in the industry today and show the way to the other unions. When men go aboard Isthmian scows, they are not paid for any time until they turn to. On Seafarers' vessels men are paid from the time they report, whether they turn to or not, and are paid for a full day when they report before 5:00 p. m.

OVERTIME PROVISIONS

There are many occasions on Isthmian ships when licensed personnel do work which should be paid for in overtime. Seamen are also forced to do certain jobs as regular work which pay overtime rates on Seafarers' vessels. As a result, these overtime adjustments (under SIU contract provisions) alone would pay for the nominal cost of union dues many times over.

BUCKO OFFICERS

Officers aboard Seafarer rust-buckets treat the men as human beings, and know that they will be held answerable by the union for any occasion when they forget this. On the other hand, Isthmian officers are fairly notorious for the autocratic and heavy-handed manner in which they treat their men, although there are exceptions to this. Whenever an officer on an SIU ship steps out of line, charges are preferred against him at the port of payoff, and in the majority of cases, reprimand or suspension follows.

SHIPBOARD CONDITIONS

Living conditions aboard SIU ships are the best possible under any contract. Eats are not rationed in quantity, and are consistently better as to variety and quality than aboard Isthmian vessels. Seafarers' quarters are kept up better, and ample supplies for repair and upkeep are maintained as the ship delegates check the supplies before the ship sails.

JOB SECURITY

Members of the SIU are assured of jobs under the rotary shipping system in existence at all Seafarers' halls. They may

be certain that there is no black-balling by the shipowners on account of militancy, and because of the numerous contracts which the union has with many shipowners, an SIU seaman can choose, not only his job, but his company.

REPRESENTATION

On a Seafarers' ship, the members are represented on shipboard by their own elected delegates from the steward, engine and deck departments. Delegates take up beefs and disputes while the vessel is at sea; and, if they are not settled, turn them over to the Union Patrolman who comes aboard at the payoff.

Beefs are practically always settled at the payoff, and when not, are turned over to the port agent or other union officials who get fast action. Captains and shipowners alike respect the SIU reputation for fair settlement of all beefs, and are well aware of the militant policy which prevails on unsettled disputes.

FOLLOW THE LEADER

In militancy, union representation, good contracts, and demo-



Remember that there is a Seafarers Hall in all the major ports in North America. That hall and all its facilities are waiting to serve you. Bring your beefs to us—we know how to take care of them.

cratic policies, the SIU leads the maritime field. That's why Isthmian men will vote SIU: They want the best Union and the best conditions available — not some poor imitation — and that's the reason why, "Isthmian, too, goes SIU!"

Isthmian Men, Anxious For Vote To Begin, Favor SIU

Isthmian men who are clamoring for the start of voting on a collective bargaining agent, are being hamstrung by the NMU refusal to sign a consent election agreement. At the meeting where SIU, NMU, Isthmian, and NLRB representatives were present, everyone there agreed on procedure.

Since that time, the commie misleaders of NMU, realizing that Isthmian is strongly SIU-minded, have been stalling for time on one pretext or another with the vain hope that their phony propaganda will succeed by hook or crook—mostly crook!!

ORGANIZERS CONFIDENT

Our brothers aboard the Isthmian ships are not going to be denied the SIU representation which they demand and rightfully deserve, and only laugh loudly and longly at the desperate comrat's futile efforts to sell their particular brands of lies, slanders, and vilification.

Consensus among the many SIU volunteer organizers and Isthmian men is that the Seafarers is the only union which can win the election, and if voting started tomorrow the SIU would be the overwhelming choice of all Isthmian unlicensed personnel. The longer the NMU leaders stall, the more consolidated the Seafarers become aboard Isthmian scows.

During the past few weeks more than twenty-five Isthmian Line vessels on the East Coast have been contacted by SIU organizers with very satisfactory results. Seafarers were on board all these ships when they left port, and their reports are that the Isthmian crews are deeply interested in SIU contracts—especially regarding wages, overtime, and living conditions.

Isthmian lads also strongly favor the Seafarers' policy throughout the war period, and especially the present slogan, "No communism or any other foreign isms in this Union and this country." They don't want any part of the foreign-dominated policy of other so-called "unions" such as the rapidly deteriorating NMU.

SIU'S RECORD

The SIU record of fair and square representation on all legitimate beefs, and the speedy efficient manner in which union representatives settle them, is another strong point in favor of the Seafarers which the Isthmian boys really go for in a big way.

They've been putting up long enough with non-union conditions whereby they lose out on overtime pay and other premiums which SIU members enjoy under their contracts. Now, Isthmian crews are demanding that these same excellent conditions prevail on Isthmian scows, and they know there's only one sure way to insure it—that is, with an SIU contract covering Isthmian men.

When they see how quickly and proudly the Seafarers produce their contract books showing the many premiums which SIU-contracted men alone possess, Isthmian seamen wisely note how NMU phonies don't show their much inferior contracts. Our slogan and that of the Isthmian lads is, "Isthmian, too, goes SIU!!"

Have YOU Voted?

If you haven't voted as yet in the annual SIU elections, do so at once. Polls will continue open until December 31st, and each member of the Seafarers in good standing should exercise his democratic right and privilege to vote.

NMU Saves 'Everyone But Seamen'

BALTIMORE — Tired of belonging to an outfit "that's out to save everyone but the seamen they are paid to represent," Rufus M. Peters Jr. applied here for help from the SIU, and turned over his NMU book as "something I nor anyone else has any real use for."

The straw that broke the camel's back, as far as Peters is concerned, was the NMU refusal to give him an ear on a beef because, as he put it, "the commies were busy saving the GIs, and didn't have time to discuss a union question or a beef."

FIRST OF MANY

Coming into the Hall about an hour after the communist demonstration on the GI issue, Peters was the vanguard of about twenty other completely disillusioned NMU men who declared themselves disgusted with that outfit's way of "shoving their member around in order to save everyone from Jesus to the Indonesians."

There seems to be a wholesale abandonment of the commie ship of state in this port, with the rank and file of the NMU denouncing their misleadership and demanding that they lead the union on legitimate seamen's beefs, instead of using the members in every shady political deal dreamed up by the commissars at home and abroad.

Peters made it clear, as did the others who protected the NMU political strike, that the commies were using a good beef to further the ends of the Soviet Union and not to help the servicemen themselves. Some of them said it

home but are being kept in many countries in Europe and Asia.

TELL IT TO JOE

Said one "It's all right to tell Uncle Sam and Johnny Bull to pull his troops out of Indonesia, China, Japan and other places but why don't they start a holler to get Soviet troops out of Iran, Manchuria, Bulgaria, Rumania and all the other countries that the communists intend to take over."

Observers here consider it remotely possible that counter demonstrations demanding that "Red Army troops be returned home to their loved ones," would be organized. However, they pointed out, most unions are too busy handling legitimate problems of the rank and file and haven't time to get into international political questions such as which imperialist nation is best fitted to rule some other nation.



RUFUS M. PETERS JR.

was strange that they aren't trying to tie up ships because the Red Army troops are not going

SS Sea Fiddler Strong For SIU

By BENJAMIN TAFLEWITZ

With the balance of the signed pledge cards now in, the SS Sea Fiddler is pretty strong for the Seafarers. SIU literature distributed all over the ship, and the Isthmian boys ate it up, constantly asking questions regarding the SIU—about wages, conditions, overtime, etc.

We had plenty of talks with them, and answered all of their questions. Except for a few men in the engine and stewards depts., the overwhelming majority of the crew is for the Union—the SIU, of course!

Our tub just pulled in to Norfolk with some 2,000 GIs from Casablanca aboard. Whew! What a trip, with all those men crammed aboard this C-3! When we saw the Patrolman at Norfolk, he gave us some Seafarers literature, and a bundle of Logs to take back to the gang on the Fiddler.

With the election just around the corner, we are shipping again on this scow, and expect to be on her when the big day rolls around—the day when over 90% of the Isthmian men vote for SIU!