

SEAFARERS' LOG

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

Vol. VIII.

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No. 7

SIU Collects \$21,345 On Beachhead Beef

Hawkins Fudske Crew Follows Trend; Votes To Support SIU

BOSTON — Sparked by numerous consistent gains achieved by the Seafarers militant actions, such as the resounding SIU victory on the Calmar beachhead beef, the crew of the Isthmian's Hawkins Fudske unanimously voted to request SIU membership and SIU representation for collective bargaining purposes.

Typical of many Isthmian ships which prefer SIU contracts and shipboard conditions, the Fudske's action is right in line with that taken by other Isthmian vessels. They're taking a determined pro-Seafarers stand because they are sick and tired of being pushed around by company stiffs under intolerable non-union conditions. These Isthmian men want the protection and fighting representation which an SIU contract always means to seamen.

Calling of a special shipboard meeting on the Fudske was necessitated by the need for electing delegates, determining union choice and securing the facts on the Isthmian bargaining election delay.

ELECT DELEGATES

After the meeting was convened, Ben Stewart was elected Chairman, and W. Woodbury elected Secretary. The meeting then proceeded with the election

(Continued on Page 12)

THEY CHOOSE THE SEAFARERS



Here is the crew of the SS Hawkins Fudske, who definitely want the Seafarers of represent them. Boston Agent John Mogan and Dispatcher Joe Goggins, assigned to act as organizer, report that they are a likely group and a definite asset to the SIU.

First row, (left to right): W. Woodbury, cap.; E. Debay, Bosun; L. Alaimo, Oiler; V. Doucette, OS. Second row, (left to right): J. Fawcett, AB; J. Preshong, AB; W. Berquist, MM; B. Stewart, Oiler; N. Ruggeiro, FWT. Third Row, (left to right): G. Copeland, Oiler; J. Kuzinski, Oiler; W. Powers, Deck Oiler; T. McCarthy, AB; E. Adler, FWT; S. Smialowski, Chief Cook. Back row, (left to right): P. Saunders, AB; R. Goodwin, MM; R. Florence, OS.

New York—Settlement of the Calmar beachhead beef was reached on February 11, and resulted in a smashing victory for the SIU giving \$21,345.51 to Seafarers members. Decision on the dispute was handed down by the National War Labor Board, and can be credited solely to the persistent battle waged by the Seafarers to force Calmar SS Corp. and other SIU-contracted shipowners to live up to the terms of their union agreements with the Seafarers International Union.

There is no doubt but that the pattern established in this award by the WLB will be followed in the settlement of other beachhead beefs involving Seafarers-contracted operators who followed Calmar's ill-advised lead at the time by refusing to pay legitimate overtime beefs.

These beachhead disputes concerned payment for overtime performed by SIU members during the European invasion in the summer and fall of 1944 following D-Day, and were in strict accordance with SIU agreements regarding overtime payments to seamen.

At the time of the invasion, other unions waived their members' legitimate claims under the guise of super-patriotism and outright flag waving. But the Seafarers persisted in their beefs because they knew the disputes involved legitimate overtime, and amounted to many thousands of dollars in their members' pockets. The issue involved not phony patriotism, but militant union representation for the seamen.

ALGINA SMILES
New York Deck Patrolman Joe Algina, who handles most of the beefs over the counter in the New York Hall, smiled broadly when he first heard about the WLB award. Algina happily stated, "From now on, we can tell the members that their cabbage

(Continued on Page 4)

Mobile Tugmen Win Great Gains

Mobile, Feb. 13—Striking SIU tugmen who tied up the entire Mobile Harbor for several days returned to work today with a signed contract in their possession which gave them a 47 per cent increase in their basic wage rate, plus other revolutionary gains. Under the terms of the contract, basic rates have been upped from \$112.50 a month to \$165.00.

Daily working time is reduced from the former 11 hour day to one of 8 hours with all time over that paid for at the rate of one dollar an hour. This means that the tug workers' minimum wage will average better than \$200 per month under the new proposed setup.

MAY REOPEN WAGES

All wage increases are to be retroactive to February 9 with the company agreeing, in addition, that the entire wage issue may be re-opened by the Union

at the completion of a three-month trial period. At that time, Union and company representatives will sit down to look over the accounts in order to determine whether the company is in a financial position to pay additional increases to the men, and still realize a fair margin of profit for their operations.

Negotiations with tugowners were conducted by Lindsey Williams, SIU Gulf District representative in charge of tug and towboat organization, ably assisted by Chairman Mack Hankins and Secretary William Ray

of the Strike Strategy Committee.

COMPARISON OF CONDITIONS

This is how the new contract shapes up against the old conditions:

New: An 8 hour day.
Old: An 11 hour day.
New: 9 holidays a year. Monday to be observed as holiday if the holiday falls on Sunday.
Old: No holidays at all.
New: Overtime after 8 hours at \$1.00 an hour.
Old: Overtime after 11 hours at 80 cents an hour.
New: Deck hands, Oilers and Firemen get \$165 a month.
Old: Wage scale of \$112 per month.

(Continued on Page 4)

Lakes Seafarers!

All Lakes seamen now sailing from Gulf, Atlantic and Pacific Ports contact New York Organizers as soon as possible.

Norfolk Strike Holds Strong

Strongly supported by the daily press in Norfolk and Newport News, the SIU strike against Chesapeake Ferry Company of Norfolk rounded out its first week, with Union and company officials still deadlocked on several major issues.

Die-hard company officials could find little to reassure them in their stand, because public opinion in the area was all for the strikers.

So widespread was the support that it was unnecessary to throw up picket lines. The Masters,

Mates and Pilots Association, and the Marine Engineers Beneficial Association (CIO) have pledged to honor the strike.

Negotiations with the company, carried on by SIU Secretary-Treasurer John Hawk and Norfolk Agent Ray White, bogged down when ferry officials tried to whittle down Union demands on take-home pay, vacations and holidays.

The company, which operates ferries between Pine Beach and Newport News and Willoughby

(Continued on Page 4)

SEAFARERS LOG

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P. O. Box 25, Station P., New York City

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267

Further Proof

This week's decisive victory for the SIU Mobile tugmen followed closely the pattern already established by the Norfolk tugboat workers, who recently signed a contract with the shipowners giving them the highest wages and best conditions within the entire tug and towboat industry.

Among the many Mobile gains achieved by the Seafarers were the reduction of working day from 11 to 8 hours; inclusion of 9 holidays as against none formerly; overtime above 8 hours paid at \$1.00 an hour when previously the rate was 80 cents an hour after 11 hours; 47% basic rate increase for Oilers, Deck Hands and Firemen from \$112 monthly to \$165; plus numerous other improvements in eating, living and working conditions.

Under SIU leadership, Mobile and Norfolk proved that it can be done. Now, it remains for unorganized towboat and tug workers throughout the country to say that they, too, want SIU contracts bringing their wages and conditions up to a level with other seamen.

Fair And Impartial

Recently, the Log received a set of minutes from an SIU ship for reproduction in the paper. These minutes were no different from hundreds of others except that they contained certain serious charges against fellow seamen sailing on that ship.

The Log is not concerned specifically with the charges—whether they were just or unjust, remains to be proven—but we are concerned with their disposition.

Accompanying the minutes was a letter from an SIU Port Agent in which he stated, "As you can see, these minutes consist mostly of charges against crew members; which charges, incidentally, they failed to press at Branch meetings."

Nothing could be clearer. Charges, apparently legitimate, were preferred aboard ship against Brother members by SIU men. Yet these members felt the responsibility of their membership so lightly that they didn't have the time to attend a Branch meeting to explain those charges, so that the membership could take action. That adds up to Union irresponsibility!

In the first place, it is a serious matter to prefer charges against a fellow unionist; secondly, once preferred, charges should be followed through to their completion, and substantiation or rejection.

All Seafarers owe it to their brothers and themselves to see that justice "fair and impartial" is always meted out. If the workers were not fit to be members of the Seafarers, then they should have been ousted, or listed in the social register so that they never could be members of the SIU.

If the charges were made in an idle moment and never meant to be carried through, then those irresponsible members who originated them should be set straight and made to realize the error of their ways.

Membership in the Seafarers carries numerous responsibilities, and the right to see fair play and justice is paramount among them. Always be "fair and impartial," and try to see that your actions are likewise.

"HOLD HER STEADY AS SHE GOES!"



Men Now In The Marine Hospitals

STATEN ISLAND

M. J. FIELDS
L. A. CORNWALL
D. E. SEBOLD
J. J. HANLEY
V. SHAVROFF
D. J. MONTELEONE
J. L. WEKKS
TIMOTHY HOLT
J. L. CAMPBELL
C. E. HASZ
H. OLUF
J. S. NEAL
J. C. CARSON

H. L. GILLOT
R. POWELL
L. R. KATES
C. MIDDLETON
L. L. MOODY
L. R. BORJA
D. CARRILLO
W. B. MUIR
M. JOHN

MOBILE

TIM BURKE
M. CARDANA
J. C. DANZEY

ELLIS ISLAND

D. McDONALD
J. KOSLUSKY

BRIGHTON MASS. HOSPITAL

ELMER STEWART
E. JOHNSTON
G. PHINNEY, Jr.
J. SAUNDERS
F. KENSFIELD
A. RAMOS
STEVE KELLEY
A. HUDSON
PHILIP ARCHILLOER

BALTIMORE HOSPITAL

GEORGE RENN
FRANK NICHOLSON
LOUIS HUTTA
MOSES MORRIS
MANUEL JUSTO
JOSE PEREZ
FRANK ROCCIA

NORFOLK HOSPITAL

JOHN B. DARCY
CHARLES T. GASKINS
EUGENE WENGARTEN
LLOYD G. McNAIR
J. H. SMITH
L. L. LEWIS
CHARLIE MIZELL
FRANK HOLLAND
J. H. SMITH

SAVANNAH HOSPITAL

ROBERT HANING

NEPONSIT

E. VON TESMAR
R. A. BLAKE
BERTEL BRYDER
J. F. CLARK
PABLO CORTES
E. V. FERRER

PORT OF NEW ORLEANS

F. W. MURPHY
J. E. WARD
J. A. SCARA
J. E. McCREADIE
J. DENNIS
C. T. WHITE
J. P. SABERON

Hospital Payments

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



By PAUL HALL

The CIO recently announced a meeting in Washington of seven unions for the purpose of establishing "one national union for six CIO unions and one independent union." The CIO unions are: American Communications Associations; Marine Cooks and Stewards of the Pacific; Inland Boatmen's Union; Marine Engineers Beneficial Association; National Maritime Union; Harry Bridge's outfit, the International Longshoremen, Warehousemen Union; and the Marine Firemen, Oilers, Watertenders and Wipers Association of the Pacific, unaffiliated. Both Bridges and Curran have bemoaned the fact that although the maritime unions of the AFL were invited to attend this conference in Washington on Feb. 4-6, they refused to participate.

However, with hopeful hearts and wishful thinking, they state they are going to give us "another chance" and re-invite us to the convention which they say will be held in San Francisco around May 6.

We cannot say at this point whether or not this "unity" plan will go through—and, frankly, it doesn't matter a hell of a lot either way. The comrades have already scrapped two groups of maritime unions. First was the Maritime Federation of the Gulf, and the other, the Maritime Federation of the Pacific. No doubt but what any other set-up these people have anything to do with will be scrapped in a likewise manner. We all know the job they did on these two outfits—The Federations, the Pacific and the Gulf.

"MOVING IN"

This proposed new amalgamation comes at a very opportune time for Comrades Curran and Bridges, and it can be taken for what it is—first, a face saving gesture; and second, a grouping of forces to battle the SIU.

Let's look at the record for a moment. Curran and the NMU, to this date have failed miserably on all fronts. The zig-zagging of the C. P. Line has got even them dizzy.

Their attempt to muscle in on the west coast failed completely. They established during the war an expensive set-up on the west coast, buying halls and creating the same top-heavy commie bureaucratic system which they maintain in all their halls. Then they commenced in their own words, "to move in on the SUP."

In preparation for this, they looked flashy and, strictly in keeping with the CP style, used a lot of propaganda and ballyhoo.

However, once the chips were down and the battle started, things took a disastrous turn for them. First, the NMU was driven out of the Deconhill and Los Angeles Tanker Company by overwhelming majorities for the SIU-SUP; and both of these companies are now under contract to this union.

Then they threw their entire propaganda and machinery against the Seafarers in vessels of the Standard Oil of California Co. in an attempt to beat us. Here, too, they were unsuccessful: the Seafarers once again gave the NMU a crushing defeat in this election. This was all that came of the NMU intention to "muscle in on the west coast." All they have now is an elaborate set-up on the west coast and nothing to do with it but throw more of their dough into it.

In New York, the Strike Fund of the NMU has disappeared; and through a system of shuffling around with figures, using a "percentage basis" of the amount of dues collected, it was replaced with a "General Fund." Maintaining their Political Action Committee to put out that commie propaganda is an expensive thing, and has forced the NMU to tap other, hereto separate, funds to support their party-line political activities.

NOT VERY SOUND

With their heavy set-up here, the PAC, etc., their funds are dropping and they find themselves financially on the down-grade.

All of these factors, along with the fact that they have made heavy purchases of property, means, of course, that their financial standing is not sound. There appears to be no relief for them, inasmuch as the apparatus they have created is cumbersome and fund-draining, and most certainly cannot be maintained within their postwar income. They must move in some manner—or curtail their heavy set-up—and this they will not do or can not do. On top of this—they now find themselves faced with certain defeat in the coming Isthmian election the same as in all other NLRB elections in which they were opposed by the SIU.

In short, they are bankrupt both organizationally and financially.

Bridges, the other big gun of this proposed set-up, is not a lot better off. He, too, met with defeat and this only recently. In his attempt to move in and disrupt and capture the ILA on this coast, he was defeated—principally because of the militant stand taken by this Organization. His popularity, particularly in the Ports of San Pedro and Portland, is at a new low. Even in his own place, San Francisco, discontent is found throughout the ranks of "his"

(Continued on Page 10)

Telling Off Poisoned-Pen Pegler

By ARTHUR THOMPSON

To Savannah Morning News:

As a merchant seaman I feel called upon to take issue with you concerning your editorial about "Merchant Marine 'Benefits'." I can easily understand such tripe from Westbrook Pegler, but I was under the impression that a newspaper editor took the time to study an issue before writing about it.

If you studied this issue at all you certainly did not get the whole story. You quote the Navy, but not the Merchant Marine. You quote the Navy as saying the merchant crew only manned the ships while the gun crew did the fighting.

This was not the case. The merchant crew were all asked to man battle stations. No merchant seaman ever refused to do his share of the fighting. As for work, the gun crew only took care of their quarters and equipment. Some of the gun crew were stationed near their guns or in the crow's nest as lookouts.

CHECK RECORDS

Most objects sighted were first done so by one of the merchant crew or by the mate on the bridge. The statement that the merchant crew sopped up more gravy in a week than a seaman second saw in two months is rather far fetched.

If you'll take the trouble of checking with the WSA you'll find through a survey taken by them that the wages of merchant seamen ranged from \$1,200 a year to \$2,400 a year for the unlicensed personnel and \$2,400 a year to \$7,000 a year for the licensed officers. And consider the fact that a merchant seaman worked 56 hours a week minimum and was restricted shore leave in many ports and had to stay "in bounds" even though he was a civilian.

There were no paid furloughs for merchant seamen. They paid for their own clothes. They paid full prices for everything and the moment they signed off a ship everything stopped, including their insurance.

Westbrook Pegler, poisoned-pen columnist for the Hearst papers and hatchetman for the country's capitalists, in a recent column scurrilously attacked hie merchant seamen. Among other things, Pegler said:

That "for every hero there were at least two ship-jumpers, drunkards and thieves."

That "the files of the Navy and the Coast Guard contain details of a disgraceful record of misconduct ranging from mutiny and defiant insubordination to drunkenness on watch and pilfering of cargo."

That seamen in the merchant service "were high salaried job-holders."

The following answer by Brother Arthur Thompson is in reply to Pegler and the Savannah Morning News which, while not agreeing entirely with Pegler, feels that "the gentleman is on the right side of the fence."

Space limitations in the morning News prevented Brother Thompson from answering all of Pegler's poisonous charges, such as his sweeping indictment of the majority of seamen as "drunkards and thieves." That some of the merchant seamen might fall in these categories is, of course, true. But it is equally true that Army and Navy records will show similar offenders, and in about the same proportion. However, no one would seriously contend that servicemen as a whole are thieves and drunkards—just as no one would condemn all newspapermen because, unfortunately, Westbrook Pegler disgraces that profession.

They paid taxes in many cases more than any civilian. I personally paid a victory tax on four months wages earned in 1942, although the tax came into effect January 1, 1943. Others who were out on longer trips paid more.

ONE TARGET

The statement that the gun crews were the particular targets of enemy attack is downright stupid. The ships and their cargoes were the targets and when survivors who managed to get into lifeboats were killed by the enemy they were not asked whether or not they belonged to the gun crew.

Another misstatement is the one about the gun crew getting worse food. All members of the merchant crew and gun crews ate the same food and at the same time. On some ships they shared the same messrooms. The merchant crews cooked their food, waited on them and washed their dishes and cleaned their messrooms.

The merchant seamen in many

cases gave the gun crews opportunities of earning extra money and also made donations to the gun crews. In some neutral ports where gun crews were not allowed ashore in uniform we loaned them civilian clothes so they

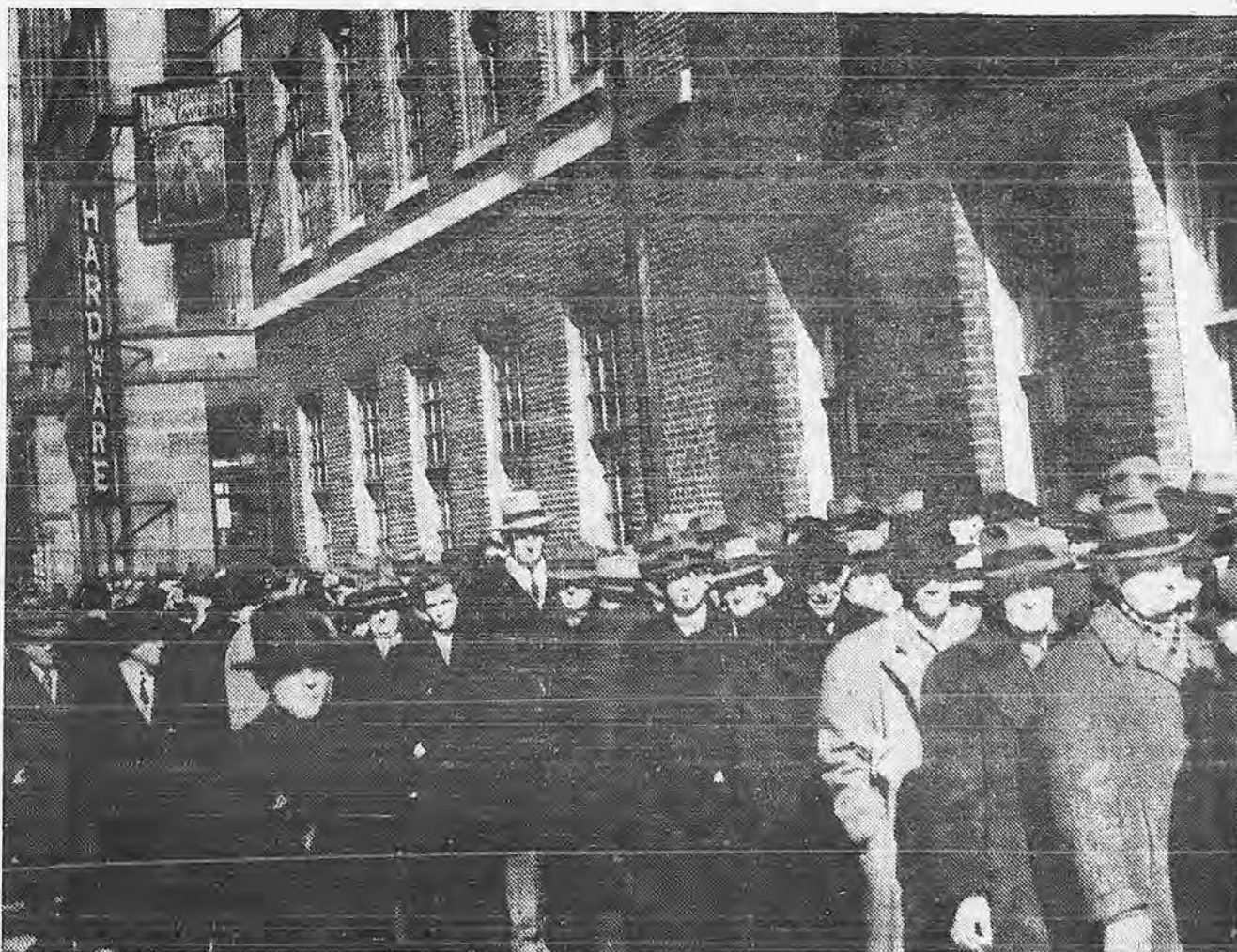
DESERVE IT

could go ashore.

We didn't always get along as brothers, but it's hardly fair to lay all the fault on us. As far as the Seamen's Bill of Rights is concerned, we didn't ask for it. It was proposed by some Senator, unsolicited. But the point is we think we deserve it.

Don't forget that many of our former shipmates will never sail again and some of them are handicapped for life and they don't get any pensions or pay for disabilities. No merchant seaman ever could collect more than \$5,000 and he had to die to get that much. The families who depended on these men who died got nothing more than the \$5,000 insurance and possibly a pat on the back.

TUGBOATMEN VOTE



Striking New York tugboatmen line up in front of the SUP Hall at 150 Broad Street to vote on the question of calling off their strike pending arbitration.

Mobile Tugmen Win Great Gains

(Continued from Page 1)

Other provisions include:

Sunday to be observed as a holiday, except for safety of the vessel.

Firemen to do no other work but firing.

Crews to get fresh milk, fresh vegetables and shore bread every day.

An unbroken hour for chow. If men work this hour they get paid at the rate of \$1.

Crew will eat first no matter who comes aboard the vessel. In the past, company officials would come aboard and eat first, and the crew would get the leftovers—but this no longer will happen.

Cooks get 50 cents extra for serving extra meals, and this includes company officials.

A Night Cok is added to the crew.

Three deck hands, a fireman and an oiler on night watch, compared with one fireman and two deck hands and no cook previously.

SIU SOLIDARITY

Several SIU-SUP ships in the harbor came to the aid of their striking brothers and donated money to the strikers. The crew of the Alcoa Pioneer gave \$40.00; the Joseph E. Wing crew, \$28.00; the Cape Faro crew, \$43.00; the Pan Orleans crew, \$15.55; and the Bret Harte crew, \$18.00. In addition, the New York Branch contributed three hundred dollars in solidarity with their union brothers in time of trouble.

As reported in last week's Log, a resolution was unanimously approved by the tug strikers con-

demning the NMU's finking tactics in the Mobile strike situation.

This resolution states in part, "That we go on record condemning Clyde Gannoway and his stooging shipowner tactics . . . that we notify all NMU branches of his finky action so the honest rank and file members in the NMU will know what kind of representation to expect when in the port of Mobile," and was signed by the entire tugboat membership.

FINE EXAMPLE

Smashing gains achieved by the Mobile tugmen set a fine example and future pattern for other unorganized and underpaid tug-

boat workers. While representing only a minor victory in the overall labor picture, concessions gained by the tugworkers show what can be achieved by a militant Union such as the SIU when it presents a strong, united front against the shipowners.

Tugboatmen throughout the country may rest assured that the Seafarers International Union has just started the battle to raise wages and improve conditions within this low-paid industry—tugs and towboats—to a level with other seamen. Once started, the battle won't be stopped until all tug and towmen achieve parity with the rest of the maritime industry.

Norfolk Strike Holds Strong

(Continued from Page 1)

Spit and Old Point Comfort, has a long record of Union opposition, man-killing hours and slave wages.

Men had worked eight hours a day, seven days a week and 365 days a year. There had been no compensation for overtime after an eight-hour workday—and there was plenty of it.

Following an election by the seamen, the SIU was certified in 1945 by the NLRB as the collective bargaining agent for unlicensed personnel working for the company. The Seafarers had been able to obtain for the men a 48-hour work week, with time and a half for work in excess of eight hours a day, and time and a half in excess of 48 hours.

But for four months the SIU has been negotiating for a two-week vacation for the men, 10 holidays a year, and an increase

in the monthly pay scale. The company continued to stall.

STRIKE VOTE TAKEN

Last Friday the unlicensed personnel voted to strike the ferries.

The company realized the stalling jig was up then, and offered a compromise that nobody but a jughead would have accepted: a 12-day vacation, five holidays a year and NO BLANKET STRAIGHT-TIME INCREASES.

Brothers Hawk and White said "Nope"—they wouldn't have any of it.

So the strike goes on. The ferry company knows it is licked, however, and has made no attempt to operate its boats with fink labor. It would have a devil of a time finding strike-breakers if it tried, and Union officials believe that with public opinion the way it is the Norfolk area there would be few passengers anyway.

Tugboat Operators Responsible For Close-Down Of New York

As we go to press word comes that the tugboat strike has ended with the operators accepting arbitration. Meanwhile rationing of fuel will be continued until stock piles are increased.

NEW YORK CITY — Refusal of the New York Tugboat operators to arbitrate their dispute with the striking tugboatmen affiliated with the International Longshoremen's Association (ILA) led to the complete shut-down of all commercial life in New York City.

Meanwhile, the tugboat operators—put out on the limb by being responsible for the shut-down order—are meeting, at this writing, to reconsider their refusal.

For eighteen hours, not a store, bar, theatre, school, or business operated in the largest city in the world, as a result of Mayor O'Dwyer's drastic move to conserve fuel for essential users; homes for the aged, hospitals, etc. As suddenly as the close-up order had come—an announcement over the radio put an immediate halt to all activities—so the "all-

clear" order came at 5:30 P.M. on Tuesday, and released the thirsty and movie-hungry crowds.

Army and Navy tugs which were pressed into service when the government took over, have been unable to work with the same dispatch as the professional tugboatmen, proving again that old adage that industry cannot be run by bayonets.

Longshoremen working at North River piers were directed by the ILA to refuse to unload any ship moved to its pier by non-union tug operators.

The SIU has pledged its entire aid, to the tugboatmen financially as well as physically when ever they feel it is needed.

16,000 Were Killed On Jobs During 1945

WASHINGTON (LPA) — Approximately 2,000,000 workers were disabled during 1945 as a result of work injuries, the Labor Dept. disclosed last week. About 16,000 deaths occurred and total time lost during 1945 as the result of disabling injuries amounted to more than 41,000,000 employe-days.

HERE'S WHAT I THINK...



QUESTION:—Westbrook Pegler, anti-labor columnist, said merchant seamen should not be given a Bill of Rights because they were amply paid for risks they took and had the right to choose ships. What do you think?

N. R. CRAIG, JR.—I was classified as 4-F and was ineligible for the armed forces. I went to sea to help the war effort, although I could easily have made more money at a shoreside job. Pegler is a bitter old man, a paid professional labor-hater, who is anti-everything except Westbrook Pegler and whoever is paying him at the moment. The bones at the bottom of the sea, and the maimed and broken men in the marine hospitals give the lie to Pegler. He should be made to eat those words.



J. "RED" MARCHAND — The men who had been sailing during the prewar years, kept right on sailing during the war, with no thought of the danger or of reward—there was no GI Bill even thought of in the early years—and many lost their lives. On the other hand, many servicemen never left the country at all during the time they were in service, and yet get all the benefits given to the combatants. I am an ex-serviceman myself—like many others in the SIU—and I certainly think that seamen deserve the rights given by the GI Bill.



WILLIAM LE BEAU — According to military standards I wasn't fit for military service. I could have gone right on with my schooling, but chose to serve my country where they needed men most—the merchant marine. There were many more higher-paying jobs on the beach, and much safer ones. And there was no thought of anything like the GI Bill, which didn't come up before Congress until late in 1943. Now many of the younger seamen would like to be able to take advantage of a government-sponsored education. What has happened to the "heroes in dungarees?"



CHADWICK C. HAGBERG — Those who volunteered to man the ships did so despite the fact that casualties among the merchant seamen were much higher than in the armed forces. Every man who sailed then went right into combat areas, and did not have the long training period at home with the possibility of being stationed in this country or some place behind the lines. Sure we got higher pay than the servicemen, but we had to pay for our own clothing, shoreside maintenance, and could not offer the security to our families that the GIs could. By the way, where was Pegler during the war?



Beachhead Beef Brings \$21,345

(Continued from Page 1)

is over at the shipowners, and go over there to collect it. Yes, sir, the SIU has done it again—shown the way for other unions to follow!"

Joe, as well as other SIU Patrolmen, was subjected to many complaints by impatient Seafarers who couldn't or wouldn't understand that their beefs were still pending, and hadn't been settled. Now, these seamen just have to take the trouble to go over to Calmar, and collect their long-overdue mazuma.

SHIPS INVOLVED

Following are the names of ships involved in the Calmar settlement: Thomas Sully (voyage No. 4), William Pepper (voyage No. 4), William Pepperell (voyage No. 4), Edward Sparrow (voyage No. 5M), Philip F. Thomas (voyage No. 3), Marie M. Meloney (voyage No. 3), Richard Henry Lee (voyage No. 7), John Merrick (voyage No. 3), Eleazor Wheelock (voyage No. 6), Frank R. Stockton (voyage No. 2), John Blair (voyage No. 6), John T. Holt (voyage No. 4), J. Willard Gibbs (voyage No. 4), John H. B. Latrobe (voyage No. 5), and the Grace Abbott (voyage No. 5M).

A complete list with the names and amounts of money for each SIU member concerned in the beefs was delivered to the Log office too late to make this issue of the paper, and will be printed in its entirety in next week's Log.

THE MEMBERSHIP SPEAKS



CREW CALLS TURN ON ENGINEER WHO IS ANTI-UNION

Dear Editor:

We would like to call your attention to a character on board here that is just about as phony as they come.

His name is Nicholas Badera, sails as Third Asst. Engineer.

He proudly asserts he has had papers pulled from some three or four Firemen and an Oiler or two. He also brags that he has crossed five different picket lines, one being of a Seaman's Union. He has never belonged to a Seaman's Union of any kind.

He came in late during the meal hour, the Messman thinking everyone was served was sitting at the table with the Chief



and First Engineer, eating his dinner. The third, N. Badera, sat down, saw the Messman, jumped up and reported to the Steward that he couldn't eat at the same table with a Messman.

Now the Mess was probably wrong in a way but this is just to show you the kind of a flnk this bird really is. He has been sailing with OTS, United Fruit, and all the other non-union companies up to now.

We would like to have his name, rank, and horsepower added to the blacklist, so no SIU crew will sign on a ship of which he is aboard.

Would like to see this in the Log so all branch halls will be on the lookout for this phony.

The Crew of the
SS Delaires

MEMBER EXPLAINS HOW NMU DIDN'T HANDLE BEEFS

Dear Editor:

I would like to tell you about the no-good way the NMU handles complaints and beefs.

Back in November, 1942, on my first trip and ship as Wiper, I was given an NMU trip card and shipped aboard the Jeb Stuart at Norfolk, bound for Oran. We had four or five meetings, and at each one, the Delegates took reports to be turned over to the Patrolmen. There was a lousy Skipper aboard named Victor Johnson, and we had plenty of beefs about him. But none of the beefs were settled, and I don't think they were ever turned over to the Patrolmen, even.

When I got back I was asked

by the Patrolman whether I wanted to join the NMU. I said, "Hell, no. I can see NMU is no good, never was any good and never will be any good." Then I joined the SIU. Thank God.

Lawson Evans

DE SOTO MESS, LACK OF PORTS AROUSE CREW

Dear Editor:

Just a few lines from the crew of the DeSoto, regarding the messhall.

The ship is new and the messhall looks like a lumber camp—worse than the old Virgin Stream. Remember? We understand they have removed the small tables, so the gun crew would have room. In addition, the crew quarters aft have no portholes.

We have asked them to put the original P.O. mess and the crew mess back in shape before sailing on voyage No. 10. Also the portholes aft, and we will be in Baltimore long enough to make the changes.

We'd appreciate it if Brother Hall would jack them up a hair or two.

Signed:

Don R. Wilson, George Lazorisak, Jim Saffell, Robert Cronin, Eugene Viano, Joseph J. Melita (and an illegible signature.)

SHIP AND CREW, EVEN OFFICERS, CREDIT TO SIU

Dear Editor:

Just a few lines to wish you all a Happy New Year and to say that this is one crew and ship that are a credit to the Union.

The Captain and Mates are all with us and no beefs at all. Everything is okeh except the weather and these damnable customs in these foreign ports. (The letter is dated Pailiak, France, Jan. 1.) Cannot something be done about this? I mean, when foreign ships come to American ports they are not restricted on cigarettes and slop chest. Why should American ships be subjected to the ignorant greed of these other Customs.

Perhaps if we got up a petition requesting the sort of regulations applied to our ships that are applied to theirs, we might be able to get some action.

Cotton

PATROLMAN NIERA COMMENDED FOR PAYOFF HANDLING

Dear Editor:

We want to express our thanks to Blackie Niera, Patrolman in Mobile for the splendid way he handled the payoff on board the William Phipps, Eastern Steamship Co.

Joe Hanrahan, Ship's Delegate
Bob Stanford, Deck Delegate
John Leys, Engine Delegate

WHEEE — WHEOO! NO SLEEP ABOARD THE FORT MEIGS

Dear Editor:

The name of the Fort Meigs should be changed to "The Night Whistlers." The trip carders shouted and whistled at night when you tried to sleep. They should be replaced by unionists.

The Steward ran out of coffee three days out of New York. The beef, when we had it, was boiled, the Cooks either not being able, or too lazy to roast it. The potatoes were swimming in grease, and kidney and beef stew appeared with monotonous regularity on the menu.

Most of the meat was wholesome, but the ham hocks and the hash stunk to the depth of Davy Jones' Locker. Pity poor Dave.



This job should be straightened out. It is not up to standard for present day conditions.

Bill Kennedy

RICHARD BASSETT STORY RAISES A BIG COMPLAINT

Dear Editor:

Please get facts, not bull, such as you printed in our paper.

Those things about the Captain and Purser were purely lousy and did not do any good for our organization.

Please be a little more careful in your editing, as this hurts us most critically.

Anthony Stanton

Editor's Note: Brother Stanton refers to the story in the January 25 Log. Facts in that story came from Robert Hicks, SIU Delegate and Chief Cook, who said the Purser was uncooperative and the Captain acted as though it were a Navy ship. Until Brother Stanton has more documentary evidence to present, we believe no apology is due for the story.)

MIDLAND VICTORY NOW CALMAR SHIP; CREW SWELTERING

Hello Gang:

We, the crew of the Midland Victory, are forwarding to you the minutes of the first SIU meeting on the first intercoastal trip, on the first voyage of this ship under Calmar Line Agency. She was taken over from the Northland Transportation Co. after

only one six month's round the world run. The ship itself, is in excellent condition, and we intend to keep it that way.

Furthermore, we have the crew to do it with. The officers of this ship seem O.K. to us, but you know Calmar—24-hours a day without overtime if they can get away with it. But we are giving you in the hall \$2.00 per month in dues to do the arguing for us. So we're not going to spoil our Southern cruise on that account.

So far, we have had good food, and terrific weather, plus a swell ride. So, until we meet again in the near future, So Long for now.

Sincerely,

C. F. Caines

Deck Delegate

Chas. C. Davis

Black Gang Delegate

Mastantiuro,

Stewards Delegate

P.S. Is it cold in New York? We've got all portholes open, and all fans running. "Having a wonderful time. Wish you were here."

The Crew of The
Midland Victory

DELEGATES, CREW LIKE CONDITIONS ON COASTAL MARINER

Dear Editor,

The undersigned Delegates of the crew of the Coastal Mariner wish to let you know that we feel very proud to have a good staff of officers and a 100 per cent SIU crew. Our Union conditions on this ship are excellent for these reasons. Ending this trip in Baltimore, none of the crew want to leave the ship.

We wish to take this opportunity to give a vote of thanks to the San Juan Agent, Bud Ray, for his co-operation and Union promotion in that port.

We are very happy to have Mr. Nick Tala as Steward, Mr. Carlos Rocofort as Chef, and Mr. Jose Petersen as Second Cook and Baker. We hope that they will stay with this ship a long time.

Theodore Ruiz,

Deck Delegate

Fortunato Capacete,

Engine Delegate

Carlos Rocofort

Steward Delegate

JAMES MONAHAN SAILED ON—AS FLYING DUTCHMAN

Dead Editor:

With a good Irish name, she was a Flying Dutchman, destined to sail on and on until she hit Norfolk. No beefs aboard the James Monahan except the steward's department. The Port Steward used a blue pencil indiscriminately but all overtime was paid, with the exception of the passengers from Panama, which Alcoa claimed signed as gun crew. All other overtime beefs were settled amicably and aside

from a rough trip and being a training ship No. 2, it was uneventful.

The entire crew expressed their thanks to Ray White and Keith Alsop for their cooperation and efficiency in the payoff. The payoff appeared to be "bum," but they smoothed it out.

A. C. Simpson, Book 27831

READER OBJECTS TO DESCRIPTION OF SHIPS IN LOG

Dear Editor:

Don't you believe it would add to the dignity of our calling and at the same time tend to establish a spirit of greater harmony between the companies and the Union if the Log ceased referring to ships as "scows?"

Even where no beef is involved this happens, viz: under the picture of part of the crew on page 6 of the Jan. 25 issue, you speak of the Waterman "scow" William Harper. Yours for a better understanding all around.



(Ed. Note: The letter has a Hoboken dateline and is unsigned. What do you members think of the usage?)

GOOD SAMARITANS ON HOMESTEAD ARE VOTED THANKS

Dear Editor:

We wish to thank some of the boys aboard the SS Homestead for trusting their fellow men and scraping up \$80.00 to get a few of us boys out of jail. The following crew members and officers who did us this favor are: Rex Haper, Bosun; Guy H. Baluvin, Ch. Eng.; James McCasland, Pumpman and G. Huntley, First Eng.

We're also glad to see a new hall being opened here in Port Arthur as we needed one in this section.

Ricky, Otts, French, Hansen.





Galley Boy Blisters C. E.; To Be Charged

Instances of insubordination by a Galley Boy that would make any Oldtimer's teeth curl and arteries harden were reported in the December 27 minutes of the Hawser Eye, whose crew members recommended that the lad in question be brought up to face charges in direct violation of the oaths sworn to in his Seaman's Papers, since his actions degraded the Union Brotherhood.

On one occasion the Second Assistant Engineer noticed a shore native working in the galley. No one but the Galley Boy was around, so the Second told him to get the native, who was "dirty as a pig," out of there.

HE DIDN'T ARGUE

The GB cursed the Second, told him he had no business in the



Galley, and to "get down below where he belonged." The Second didn't argue, but merely walked away.

Later the Chief Engineer walked into the open galley and took a look around. Then he strolled over to the icebox. The young whippersnapper came over to him, glowered and said: "You have no damned business in this galley. Get the hell out." The Chief was somewhat startled, but merely laughed and walked out.

CHARGES BROUGHT

Eldor Peterson, who was a witness of the events, brought the charges at the Union meeting, and the action was taken.

A motion also was carried to bring charges against an ordinary seaman for neglecting his duties and sticking his shipmates with watches.

TO REPORT PURSER

Crew members decided to report the Purser to the Patrolman for ignoring the repeated requests to list slop chest prices. The Patrolman is to check prices for articles and the number of cigarettes put aboard and compare these with the number sold to officers.

R. Oliver chaired the meeting and Eldor Peterson was secretary.

SS Hilton Damaged By Mine

But Shipowners Still Brush Aside Peril

To paraphrase a famous line of Patrick Henry: The gentlemen talk of peace—peace, but there is no peace. Even now, each wind from the east or west brings the sound of mines exploding against the sides of American merchant ships.

The gentlemen who talk of peace today are the shipowners. They loftily brush aside any suggestion that shipping in European waters or Japanese or Philippine waters constitutes a ha-

zard—even as they put in claims with the insurance underwriters.

Their faces assume a bilious hue if Union representatives mention mines, and they become preoccupied with the appearance of their fingernails.

Comes now a letter from the crew of the SS Hilton, which has been lying in drydock at Bremerhaven since December 19, as the result of a mine collision.

The Hilton, the crew members write, sailed from New York on November 11 for Northwestern Europe. "We arrived in Bremerhaven, Germany on December 8, and left on December 14, bound

for a port in England to load ballast. "On December 16, while in the North Sea, we hit a mine at about 3:55 a.m. The mine probably was of the magnetic type, because it hit low on the bow. It caused considerable damage to the hull and the deep tank. No one was hurt—though we don't know why, because the quarters for the sailors and firemen are forward.

TOWED BACK

"The ship quickly began to settle forward.

"We swung the lifeboats out as quickly as possible. We were ready to abandon ship if necessary.

"A Norwegian freighter picked up our wireless message and stood by us until two sea-going tugs were sent out to tow us back to Bremerhaven.

"We were put in dry dock on December 19. The repair work has been slow, but we expect to get out sometime around the first week in February.

"There are still a lot of mines in this vicinity. It is no rare occasion to see floating mines in the daytime."

PLENTY OF BEEFS

The letter ends with a report that there are a number of beefs to be ironed out when the ship reaches port.

So there's an example of the "unhazardous" conditions Americans sailing in foreign waters face.

Jose P. Soberon, SIU Member 1938, Dies At New Orleans

Brother Jose Pescador Soberon, G362, a fighting SIU member since 1938, died while waiting for the Algiers, La., ferry on his way back to his ship, the SS Seatrain New Orleans, according to a letter received by the Log from Adolph Capote, 699, stewards department delegate.

Brother Soberon was better known to his shipmates as Brother Fish because of his middle name, which is Spanish for fisherman, Brother Capote writes. He had always sailed in the Stewards Department.

Brother Fish was an active fighting veteran of the rank and file and has experienced many a strike on the picket line.

Brother Capote, in writing of his death, did not describe the cause. He said it came without warning while Brother Fish was waiting for the Algiers ferry, and was "merciful."

Crew members of the New Orleans have sent flowers and condolences to the family of Brother Fish in Tampa, Fla.

Giles Master Cites Crew For Conduct During Fire

SS WILLIAM B. GILES
(Voyage No. 14)

New York, N. Y., February 7, 1946

TO WHOM IT MAY CONCERN:

Re: Fire in No. 1 hold at sea Jan. 31, 1946.

Extraordinary conduct by members of ship's crew.

Gentlemen:

On the night of January 31st, 1946 at 20:45 P.M. Ship's time, (24:45 P.M., G.M.T.) a fire was discovered in No. 1 hold by the watch. All hands were summoned to general fire stations. At this time the vessel was in Lat. 39.08 N, Long. 47.53 W, on a passage from Le Havre to New York, N.Y. The crew promptly responded to general quarters. The efficient and heroic action of the following members of my crew and their action in this emergency and peril warrants my personal commendation, a copy of which will be sent to the WSA and our office with my report on combatting this peril, and bears full evidence of their being well trained for such emergencies as that which occurred on the night of January 31st.

Members of crew cited for extraordinary conduct:

Mr. E. C. Hurum	2nd Officer—Z269423
Mr. C. D. Peterson	3rd Officer—Z386393
John Sutton	2nd Steward—Z360754
Anthony Victor Yellovich	Messman—Z740745
Charles F. Creighton	2nd Cook—Z490612
Laurence E. Tefft	3rd Cook—Z491084
Anthony Tarnacki	Mess Utility—Z694694
Daniel Horan	2nd Cook—Z595203
Hyman L. Moore	Storekeeper—Z410196
Walter Macko	Butcher—Z445244
Fred R. Bradwell	OS—Z334719

A copy of this letter will be forwarded to the Seafarers International Union of North America.

Yours very truly,

Edward M. Foster, Master

Vessel owned and operated by the WSA-Mississippi Shipping Company, Agents

Beefless Ship Heartens Patrolmen; SIU Delegates Kept Her That Way

Considering the number of beefs which are ordinarily reported when a ship hits port, it is heartening to come across one which is practically beefless.

Patrolmen Jimmy Hanners and Frenchy Michelet reported an exceptionally clean payoff on the Eastern Steamship's Claymont Victory, thanks to the efforts of Delegates John Marciano and Pat McCann.

Brother Marciano evidently had spent much time teaching Union knowhow to the trip card men, for the Patrolmen said all of the crew members were on their toes and brought in an exceptionally clean and beefless ship.

They did a yeoman job along other lines, too. The crew donated \$133 to the Log (something of a record, incidentally) and expressed a desire to urge all crews to make similar contributions to make the voice of the Seafarers



Delegate Marciano (right) gives the boys some pointers.

first in the field of Union public relations. George Whale was the belly-robber on the Claymont Victory, so it is almost superfluous to add that the food was tops.



MINUTES OF SIU SHIP MEETINGS DIGESTED FOR EASIER READING

EDWARD L. LOGAN, Jan. 4—Chairman B. Goodman; Secretary E. Kaskell. Deck Department complained of trouble with Chief Mate and of insufficient toilet facilities for all hands. Steward requested dirty linen be put in locker not later than Monday. Motions carried: That night lunch be increased; that Delegates see Captain about toilets; that crew's mess be kept clean and tidy.

EDWARD L. LOGAN, Jan. 7—Chairman P. Hargus; Secretary E. Kaskell. Cook stated that nobody is to ask to cook their own specialties. Everybody blew their tops and Brother Marciglio suggested that one of crew be allowed to cook a special meal. Steward agreed, subject to Captain's permission.

MUHLBERG VICTORY, Jan. 9—Chairman J. McHenry; Secretary Edward Abraham. Open discussion on general welfare. Motions carried: That Shore Patrolmen put pressure on WSA to have day lights installed in foc'sles; that fines of 10 cents for first offense and double for additional be levied for leaving mess room untidy; that a fine of \$1.00 be levied for misuse of library books, proceeds to go to Log; that arrangements be made for using laundry — Steward's Dept. three days, Engine and Deck two days each.

MUHLBERG VICTORY, Jan. 29 — Chairman McHenry; Secretary Stanley Kaminsky. Discussion of chess tournament in which 19 members are entered, as constructive means of building reasoning, and an aid to "winning disputes and influencing department heads." Motions carried: To hold special meeting on day of arrival to collect fines posted in

crew's mess; that Patrolman be contacted to have fresh supply of drinking water taken aboard and to check drinking water tanks for traces of creosote. Chief Cooks says water ruining his cooking.

SQUARE SINNETT, Dec. 31—Chairman L. P. Frank; Secretary Singleton. Scarcity of food aboard ship, but main beef is that it is not prepared properly. First complained Steward in galley too much, causing confusion. Motions carried: That First Cook be given two weeks to better cooking; that Steward stay out of galley as much as possible; that radio be turned off while men are eating; that fines be levied on disorderly men after they have been warned and ignore warnings, that Messman feed gun crew at his convenience. Brothers Holt, Hinerick and Romey elected as general galley committee.

SQUARE SINNETT, Jan. 3 — Chairman L. P. Frank; Secretary Metz. Deck Department Delegate Frank resigned, complaining that there was no sense fighting for men who were uncooperative. No one would make a motion to elect a new chairman, so Frank agreed to keep overtime, but refused to go to Old Man about beefs. Due to shortage of food, it was decided that a poor meal now and then cannot be helped. Chief Cook, still on trial, has improved. Motion carried to have list of repairs drawn up for reading at next meeting.

EBEN H. LINNELL, Dec. 15—Chairman Frank F. Reid; Secretary Paul McGahee; Master at Arms George W. Salters. Galley stove broken for five days and ship has been in port (Manila, P. I.) two days. Suggestions made to investigate what action

should be taken regarding subsistence; agreed to confer with N. Y. Branch. Motions carried: That agreement be made for combination fireman and water-tender, as there is none with the South Atlantic SS Co.; that certain penalties be imposed on those uncooperative in cleaning messhalls and heads.

CLAYMONT VICTORY, Jan. 1—Chairman John Marciano; Secretary John Lalibert. SIU pamphlets distributed. Talk by Chairman and Ship's Delegate Marciano on what constitutes a good Union man and a bona fide seaman and emphasizing the progress of the SIU. Motions carried: That three delegates go to the Chief Engineer and ask that the laundry be open for the use of the crew; that the crew cooperate with the Steward's Department in keeping the mess room clean.

CLAYMONT VICTORY, Jan. 27—Chairman John Marciano; Secretary Robert Laliberte. Discussion on keeping messrooms clean. Log donation sheet presented to membership. Discussion of laundry and showers. Delegation to see Captain on this matter. Motions carried: That one crew member be deprived of membership in the SIU. This followed a recommendation by P. J. McCann that he be disqualified because of various complaints regarding his filthy living habits and reluctance to cooperate with his fellow workers.

DELAIRES, Nov. 5—Chairman James O'Keefe; Secretary Bill Kaiser. Many complaints on repairs: missing faucets, toilets out of order for several days, snafu loud speaker in mess hall, broken electric toaster. New Orleans Agent Higdon told meeting Wipers would have clean electricians' quarters, since electricians are out of their quarters during two hours allotted for sanitary work. Sullivan of WSA gave permission to use old Navy quarters, since two different watches were sleeping in same quarters. Higdon ironed out beef on hands for Steward's Department.

COASTAL MARINER, Jan. 30 Chairman C. Rocafort; Secretary R. Morgan. Deck Delegate Ruiz read letter of praise for officers and Steward's Department, to be sent to Log. Voted 19 to 3 to send letter. Electrician wants Patrolman to see why officers are riding him. Suggestion that Delegates see to stores at beginning of next trip, since there is a shortage on this one. Motions carried: Not to pay off without a Patrolman; To look into possibility of a Spanish section for the Log; to accept Rocafort as Steward's Delegate, since he and Steward are only book members in Department.

WDL Protests Picketing Ordinance

NEW YORK CITY — (WDL) — Enforcement of an anti-picketing ordinance against General Motors strikers in Trenton, N. J. has brought a strong protest from the Workers Defense League.

Pointing out that the ordinance is "a clear violation of the right to picket, which has been upheld by the U. S. Supreme Court," Rev. Aron S. Gilmartin, national chairman of the Work-

ers Defense League, called upon Mayor Andrew J. Duch to "request police to cease enforcing it and then take action to have it removed from the statute books."

Apparently aimed against mass picketing, the ordinance bars picketing by persons other than plant employees and requires pickets to carry identification insignia.

At the Ship's Meeting on January 27, it was decided to let the

Steward's Dept. handle its own beef in this respect. But there was no motion on the Electrician's complaint. The poor fellow's probably still hungry!

We hope Alex Baltimore Ski doesn't have to strike against the M. M. & P. to get that night

The Steward Was Much Disliked By All; But The Electrician Had \$64 Reason

The Chief Electrician aboard the Brazil Victory doesn't feel very kindly toward the Steward. Neither does anyone in the Steward's Department. But the Steward added injury to insult in the case of the Electrician. He left him hungry.

The Electrician had some work that kept him after the dinner hour. When he asked the Steward for food, the Steward cussed him and swung a boat knife at him.

The Chief Cook complains that the Steward is a continual nuisance, and the Bedroom Steward says he used profane language in reprimanding him.

At the Ship's Meeting on January 27, it was decided to let the

mate's job. The little bag he had with him for his gear was similar to the way Mickey Quinn ships out—fast and light enough even for a pier-head jump!

It looks like those comical Mid-town Romeos, Mike Dendak and "Tabbacco" are leaving the expensive glittering world and shipping out. But then we could be wrong, too, after a few drinks!

AB "Peppy" Nelson blew in last week from a short snorter and promised to ship right out. Easily convinced by a ropeyarn pay-off, no doubt. Say, Peppy, have you seen Leo Siarkowski and Ozzie Okray yet, or have they sailed out into the strikeless world?

Pete McCoskey, the Irish Pollock, visited the Hall recently and reported excellent organizing aboard the Eastpoint Victory with Dutch Bolz and Dom the Bosun. Pete was trying to shanghai Scotty Morton aboard her for her West African run when he suddenly met another good old shipmate, Verrill Sverrigen, who loves the horses, by the way. They had separated on the West Coast some time ago and certainly talked it over. Say, Verrill, is your big, stout pal really named O'Connor or is he just talking blarney?

The hottest and most humorous thing in bewintered New York are the Tarpaulin Musters for Standby Beer jobs daily brewed up by those Mariner Bar Sailors, big Danny, little Frenchy and smiling Bryan!

SEAFARERS IN POLAND



Here's more documentary evidence that our roving Seafarers get around. From left, according to a note on the back of the snapshot, are "Danny of N. J. and R. L. Wilkenson of the SS Julian in Gdynia, Poland in December 1945." They seem to be inspecting the wreckage of a Nazi plane.



New Orleans Draws Its Breath

By C. J. BUCK STEPHENS

NEW ORLEANS — Shipping has dropped off in this Port within the last few days, but should pick up in the next week or so. There are plenty of ships and crews here, but no one is getting off. The majority of the ships are in transit from the West Coast and from Atlantic Coast Ports in here for grain.

The Seatrains New Orleans is still here and from all indications will be here for some time to come. The longshoremen struck the ship December 13th, and it is still tied up as tight as a drum. All hands on board are satisfied with the set-up because they are all local members and don't mind being home with the family for a spell.

A warning was issued here last week by the District Engineers that all vessels passing near the levee or places where there are

any inhabitants should proceed at slow speed. The river here is just about at flood stage and still rising.

DIRTY WORK

I see where the local paper carried an article that men were urgently needed in the new peacetime Merchant Marine, and the Maritime Service is seeking



volunteers. What the hell they are needed for is beyond me. From all indications there are more men than jobs at the present time. They should come around some of the halls and pick up the excess men hanging around in place of spending dough on raw recruits. Or could it be they are in hopes of keeping a few thousand recruits handy—just in case?

While they are laying up American merchant ships as fast as they can, I see in the paper where a ship flying the "Rising Sun" is sailing the Pacific with a load of raw silk for the United States. That doesn't make sense to me. It seems to me as though our ships should be used and not laid up in a bone yard.

TAKE IT EASY

I see where the ICC permit for the operation of the Seatrains Lines, Inc., route between Belle Chasse and New York has been restored. How long it will take for them to start operating is yet not known, so all members interested please don't start down this way yet. And, by the way, all hands interested in shipping on the New Mississippi ships don't head this way for a while yet, because the first one will not be ready until some time in July.

And if you do want to start this way, don't say it is because of the good weather, because you will be badly mistaken; they even had to close the race track here for 10 days so it would dry up enough for the nags to run and, Brothers, that is plenty damn wet.

TOOK IT EASY

That is about all the dirt I can dig up at the present time except for the hush-hush story of the week here in New Orleans. A fellow went into the NMU hall to get a job; and, while there, picked up cash and checks amounting to \$1026.00 off the desk. I don't think he made a ship because from the last report he was in the local jug and when picked up only had \$630.00 left on him.



Boston Says, 'Do Not Come Now'

By JOHN MOGAN

BOSTON — The report from Boston this week will necessarily be brief. There was very little shipping, and only fair business. There is an awful lot of stuff going to the boneyard, and even on this type of run the operators try to chisel, so I guess most of these will be tow jobs from Boston.

The old Yarmouth has returned from the wars and is now docked here preparatory to the reconditioning required to put her back on her peacetime run. All the oldtimers get nostalgic when the Yarmouth is mentioned; hence it is figured it will take about three seconds to get a crew for her when the call comes in. Perhaps the other Eastern boats will be back very shortly, and this will insure a steady business for the port.

NEW CONTRACT

John Hawk, Secretary-Treasurer, visited the port this past week. The matter of a contract with the new company operating the New Bedford boats is up for consideration, and it will take a little work to get this company in line. Then, too, it seems as though a little finagling has been going on, which also will require attention.

In the other direction—Portland and Searsport—we have a couple of ships loading for Italy and Yugoslavia. It would be much easier for the Dispatcher if our fellows would decide before

taking a ship up that way whether they are rugged enough to take the weather.

OR ELSE!

Where transportation is involved in every case, it is understandable that the operators cannot view the idea of sending 50 to a 100 men to a ship in Portland with a kindly eye. We will have to take drastic action if the members don't cooperate in better fashion.

It will be quiet around here for a while, unless the tugboat strike in New York should cause wholesale diversions, in which case we'll have to order more chalk for the Dispatcher. In the meantime, though, it would be well if all hands knew that shipping here is very slow.

NO NEWS??

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

SAN JUAN
NORFOLK
JACKSONVILLE
TAMPA
BALTIMORE
NEW YORK
PORT ARTHUR
GALVESTON

Skipper Takes Unwilling Rest

By J. TRUESDALE

PHILADELPHIA — Giving out with the news from the City of Brotherly Love:

Shipping is good in this Port, and there are quite a few oldtimers coming back here. The SS Halton Carey paid off here, with another of those bucko skippers. It seems that the old man was getting a little too much competition from some of the crewmembers as far as one of the passengers was concerned; very pretty she was, too.

The Captain took it too, too seriously, and came stalking down to the messroom with his



DECENT WAGE

Labor wants the white collar worker, and those with a fixed income, to make a decent salary or income so they can live comfortably and become good consumers.

All the American wage earner asks for himself is a decent wage so that he can live as every American should, and be able to provide for the future day when he lays down his tools to let a younger man take over. That's all that organized labor wants!

Labor Demands Decent Standards

By WM. STEVENSON

DULUTH—When a fellow gets around as much as I do, he often hears people talking about various interesting topics. Recently, I overheard a conversation regarding organized labor, and the hasty assumption that "labor wants everything."

Nothing could be further from the truth. Organized labor believes in a world with prosperity for all. It doesn't object to industry or capital making a legitimate profit.

IT ISN'T MUCH

Labor wants the farmer to get a fair price for his products in order that he may become a good consumer, and can put by a little cabbage for the day when he retires. Labor also wants the merchant to make a fair profit so he, too, can save something for a

rainy day, and turn his business over to a younger man before the Grim Reaper cuts him down.

It (labor) wants the manufacturer to make enough money, so he will stay in business; expand and employ more workers; keep money in circulation; and pay workers a decent living wage.

It Pays Bosses To Have Strikes

WASHINGTON, D. C.—One of the frankest admissions so far made that employers are using tax "savings" to finance a war against labor has come from a big textile plant in Union Point, Ga.

It is owned by the Union Manufacturing Company and union workers have gone on strike because the management refuses to put into effect National War Labor Board orders.

In response, the company, in a circular distributed to employees, brazenly boasted that it will lose nothing from the walk-out.

"Any losses we sustain in 1946 will be made up to us by the government out of our profits in 1944 and 1945," the circular declared.

What the company referred to was that, under the "carry-back" provisions of the tax laws, passed by Congress to facilitate recon-

version, it will be entitled to rebates from Uncle Sam, which will be sufficient to take care of any losses it may sustain in the next two years.

Why Isthmian Men Are Going SIU

Rotary shipping means job democracy. The man who registers first gets first crack at the jobs. His name is listed on looseleaf panel files which are kept in the shipping hall for all to see. Once a man ships, his registration card goes into the permanent file and becomes proof (for the draft board, among others) that he is an active seaman. No favoritism, no back door shipping in the SIU halls. Every man in his turn.

Savannah Short Of Rated Men

By ARTHUR THOMPSON

SAVANNAH — Shipping has picked up considerably the past two weeks. We had another pay off since the Lyman Hall last week. We paid off the David Burnett, a Waterman scow, in Charleston, and it was another clean one with no beefs outstanding. All the delegates were helpful with the job and all hands were sober.

This was quite a surprise since the Burnett was shoved around from pillar to post since last November looking for a place to discharge ammo. The gang must have been impatient to get paid off so they could let off steam, and we expected a bit of trouble but got none.

MEN NEEDED

We expect a couple of more ships in Savannah during the coming week and also at least one in Charleston. We're short of rated men again, and unless a few more of the boys come around looking for a ship we're in for some more hunting. A few other ships are due to stop in the near neighborhood but they'll be in transit and may not need any replacements; we hope so anyway.

STRAIGHT FROM THE GALLEY...

By FRENCHY MICHELET

During the past week we have encountered a number of situations that need remedying, so we are going to utilize this space to comment on 'em.

Number one is the fink-herder in the Calmar Line's New York office, who not only shakes down the "Dog House" and sundry Bowery flophouses for men to round out Calmar crews, but is even sending green kids to the Inspectors for papers and then shipping them directly to the ships on pier-head jumps, without even bothering to notify the Union.

That this character is able to do this successfully is our own damn fault. It is not only our right but our duty as well to see that no free-loader mans an SIU ship. When a man trots aboard your scow, Brother, demand to see his shipping card; and if he doesn't have one, why, just bounce him down the gangway, bag-and-baggage.

Number two is this business of SIU members taking jobs with the shipowners. We have a situation here in New York where a number of our members have taken assistant Port Steward's jobs (the lowest form of animal life, incidentally) and then proceeded to try to out-Herod Herod in order to sit on Herod's throne. Several of these would-be Port Stewards are doing some mighty finky things, to prove to their bosses, no doubt, that they are hungry enough and anti-union enough to merit better things.

BAD TIMES COMING

When we paid off the Oliver Loving the other day we found that one of these assistant Port Stewards had taken the overtime home with him and just had himself one hell of a time with a red pencil. There was no rhyme nor reason to it, because it was all legitimate stuff that was covered by the contract and we made him put every hour back in, but the guy certainly gave us a bad time for an hour or so. We want to take this opportunity to assure the gentleman in question that we're going to give him an equally bad time when he pokes his nose into an SIU hall in search of a job.

However, our whole point is that the matter should be taken up at the forthcoming Agents' Conference and the proper changes made in the constitution, so that birds of this feather would be compelled to answer to a specific committee for their actions while employed by a shipowner.

DELUSIONS OF GRANDEUR

Point number three is the practice of Chief Stewards and Chief Electricians with gold-braid complexes eating in the saloon. They have no business in the saloon—the messboy who serves them is entitled to overtime for it. If you are a member of the unlicensed personnel, you eat with the unlicensed personnel. It's as simple as that.

Point number four—Who fries the eggs.

In laying out the work for a Liberty with an eight man stewards department under normal peacetime conditions, we explained that now that both the Third Cook and the Straight Second Cook had been eliminated, it was necessary to revert to pre-war conditions where the Chief Cook fried the eggs while the Second Cook & Baker prepared the morning hot breads, such as hot cakes, french toast, etc. We have since had to straighten out a situation where a Chief Cook contended that he had nothing to do with breakfast.

IT'S OVER

It's true, as this Chief Cook contended, that the Chief Cook had nothing to do with breakfast during wartime — but the war's over, Bub. We can now expect to do a lot of things that we didn't have to do during the war. They are going to paint the ships white again and we're going to have to shinny up the mast and soogee the damn things in all kinds of weather, too.

For a just distribution of the work in the galley the Chief Cook must fry the eggs, just as



he did before the war when a Third Cook or straight Second Cook had not yet entered the picture. That's why his working hours were set from 6:30 A.M., in order to permit him to assist to run off the breakfast.

Finally, a word about splitting up extra meal money. Some of the contracts provide for overtime for this work and the split is consequently clear, but this is the fair and proper division for those contracts with 35c a meal clause: When extra meals are fed to persons carried as passengers, the Bedroom Steward should be compensated with the equivalent of one hour a day overtime from the total meal money. The rest of the dough should be cut up among the men preparing and serving the meals.

The Hall's Yours

Cards? Chess? Music? A Good Book? They're all in the SIU hall. No effort has been spared to make the halls comfortable and attractive. A gin mill is no longer the social center for men ashore—the center is the union hall.

Tugboat Unions Ask SIU For Aid

NEW ORLEANS — The SIU Atlantic and Gulf Coast District was asked this week to assist the Gulf Coast Tug Boat Union in bringing several reactionary and recalcitrant tugboat companies in the Gulf area into line. The appeal was issued by Lindsey J. Williams, recently-appointed Director of the Tugboat Union.

Williams said that the lining-up action would involve several notorious anti-labor tug companies. Among the worst of these is the Bisso Towing Co., which has refused to recognize the desire of men in its fleet to be represented by a Union.

He pointed out that if Bisso and the other reactionary companies are allowed to operate in this manner, it ultimately will affect the livelihood of all maritime workers in the area.

SCABBY TACTICS

Williams appeal to the SIU followed a regular meeting of the SIU tugmen, at which 60 men went on record as asking "the Atlantic and Gulf Districts to assist us in our attempts to put to an end the scabby tactics used by the Bisso Towing Co."

Williams explained to Seafarers' representatives that the specific help needed in this work would be announced after the Tug representatives had attempted to arrange another meeting between the company and union representatives. He amplified his explanation:

"What makes this Bisso outfit

particularly odoriferous is the fact that a short time ago the Union showed such an overwhelming number of Bisso workers as members and pledgees that the company signed an agreement to the effect that they recognized the Tugboat Union as the bargaining agent.

A COMPANY UNION

"Then out of a clear sky, this outfit had a couple of stooges form a bastard company union. The company then refused to meet with Union representatives on the basis that the company had an 'independent union'."

The men of this outfit are plenty sore, Williams said.

"Unless something is done to break the company's attempt to buffalo these men, it probably will lead to either job or strike action, as the case may necessitate.

"You can see the necessity, then, of getting the Seafarers' support. With them helping us we should be able either to kick these people into line or make them wish they had."

PICTURE CLARIFIED

In addition to the opinions ex-

pressed by Williams, SIU leaders here had a few words of their own to add in clarifying the tugboat picture:

The big stumbling block in the way of strong tugboat organization and contracts is the Bisso Company. The fact that it will not recognize the Union serves as a stimulus to other towing companies to follow its reactionary lead.

The tug business is highly competitive, and if one outfit does not pay Union wages it will run the Union companies out of business by its lower scab rates. So, in addition to building a strong Union, the fight against the Bisso Company is also a fight to keep the Union outfits from being put out of business—and Union members from being put out of jobs.

SIU Atlantic and Gulf Coast members here feel, consequently, that the fight of the SIU Gulf Coast Tugboat Union is their fight, that by aiding it they will be aiding the cause of exploited tugboat men and, in addition, affording them the opportunity of affiliating with the fighting Seafarers.

Pay Check Today Buys Less

CHICAGO (LPA) — A government study of workers in a typical St. Paul war plant shows that "dollar for dollar" the pay of an

employed worker bought considerably less in March 1945 than in early 1941. This confirmation of the claim of organized labor that substantial wage increases are needed now to keep the nation on a full-employment basis is contained in a study made public this week by the regional office of the Bureau of Labor Statistics, U. S. Dept. of Labor.

ACTUALLY LESS

In addition, the study found that weekly earnings of men who were employed in 1941 and who have found new jobs since leaving the aircraft parts plants have receded to prewar levels. These men averaged \$47.46 for a work-week of 51.5 hours in 1941. In wartime their earnings increased sharply to \$81.41 for 54.4 hours per week in the spring of 1945. Since then there has been a sharp drop which reduced their earnings to \$47.75 for a 45.4 hour week.

While the earnings of this group would appear to be almost exactly the same now as before the war, the Bureau pointed out, actually these workers have suffered a marked reduction in purchasing power due to increased taxes and the sharp rise in prices.

a drive. We extend to all seamen everywhere the hope of a better standard of living, so we can make this concrete move to prove our interest in the common man everywhere.

If this proposal meets with favor among the membership I believe we should give it as much publicity as possible . . . to show Americans that their merchant seamen are as generous in peace as they were courageous in war.

FORE 'n AFT

By BUNKER

When President Truman announced the other day that there wouldn't be as much beer and liquor made this year because of the grain shortage, many Americans probably thought: "the war's over now . . . that's a helluva thing to do."

But merchant seamen who have been hitting the war-torn ports of Antwerp, Hamburg, and Le Havre have a different slant on this. Many American seamen are going ashore in Allied ports with canned goods . . . coffee . . . sugar and bread. Not to sell to the black market, not to pass around to the girls in some water front dive, but to give to people who are trying to live on a diet that would seem like pigeon fare to Americans.

THEY KNOW

American merchant seamen know better than anyone else the contrast between the well-stocked restaurants in New York and the empty store shelves in Europe.

Now here's a suggestion and I'd like to hear what you other fellows think about it.

I suggest that SIU men, who know what bread means to our starving Allies, start a fund to buy food for Allied nations. A

few bucks from each man after a good pay off would soon add up to a mighty good sum of money—money that could then be used to buy vital commodities for people "over there."

This sum could be administered directly by a committee of SIU members or could be transferred to a recognized relief agency which we can be sure will distribute our money regardless of race, creed or political beliefs.

WE'RE THE ONES

To start the ball rolling, I have sent a check for five dollars to



Secretary-Treasurer John Hawk, with the suggestion that it be used as the basis for such a fund—to be called "The Seafarers International Relief Fund."

It is significant that we are an international union and that no other union has better idealism or better reason to initiate such

Growing, Growing—Grown: 129 Operators Contracted To SIU

We Were Too Modest

In last week's *Log* we stated that the Seafarers International Union had closed shop contracts with 75 companies. This statement was slightly inaccurate, inasmuch as only the major companies were counted. The Seafarers have contracts with 129 companies. Approximately 15 per cent are not operating at the present but will start in the near future, but, all in all, well over a 100 active companies have contracts with the SIU.

We print the entire list in response to the requests from the membership, who made inquiries after they read last week's statement.

- | | |
|---|---|
| 1—Admiral Oriental Line | 65—Hart Wood Lumber Co. |
| 2—American-Hawaiian SS Co. | 66—Hobbs, Wall & Co. |
| 3—American Mail Line | 67—Hedger SS Corp. |
| 4—American President Lines Ltd. | 68—Interocean SS Corp. |
| 5—Alaska Packers Association | 69—Island Transportation Co. |
| 6—Alaska SS Co. | 70—Johnson Lumber Co., A. B. |
| 7—Alaska Transportation Co. | 71—Kelley Island Lime and Transport Co. |
| 8—Ashley & Dustin Steamer Line | 72—Kingsley Co. of California |
| 9—Automotive Trades Steamship Co. | 72—Luckenbach Gulf SS Co. |
| 10—Arnold Bernstein SS Co. | 74—Lake Sand Corp. |
| 11—Alcoa SS Co. Inc. | 75—Lawrence Phillips SS Co. |
| 12—A. H. Bull SS Corp. | 76—Linderman Co., Fred |
| 13—American Liberty Lines Inc. | 77—Los Angeles Tankers, Inc. |
| 14—Baxter and Co., J. H. | 78—Matson Navigation Co. |
| 15—Burns SS Co. | 79—Maritime Transit Co. |
| 16—Bob-Lo Excursion Co. | 80—McCarthy SS Co. |
| 17—Baltimore Insular Inc. | 81—Moore SS Co. |
| 18—Coastwise (Pacific Far East) Line | 82—Mississippi Shipping Co. |
| 19—Canadian National Railways | 83—Mobile Oceanic Corp. |
| 20—Cement Transit Co. | 84—Martin Marine Transportation Co. |
| 21—Chicago, Duluth, Georgian Bay Transit Co. | 85—Moran Towing & Transportation |
| 22—Cleveland & Buffalo SS Co. | 86—Northland Transportation Co. |
| 23—Cleveland & Buffalo Transit Co. | 87—New England SS Co. |
| 24—Construction Aggregates Corp. | 88—Oceanic SS Co. |
| 25—Cleveland—Cedar Point SS Co. | 89—Olson & Co., Oliver J. |
| 26—Crystal Beach Transit Co. | 90—Owens—Parks Lumber Co. |
| 27—Chamberlain & Co., W. R. | 91—Overlakes Freight Corp. |
| 28—Coastal SS Co. | 92—Ocean Dominion Line |
| 29—Coastwise SS & Barge Co., Inc. | 93—Orbis SS Corp. |
| 30—Consolidated Olympic Line | 94—Ore SS Corp. |
| 31—Coos Bay Lumber Co. | 95—Olympic SS Co. |
| 32—Colonial Navigation Co. | 96—Pacific Atlantic SS So. (Quaker Line) |
| 33—Canadian Gulf Line Ltd. | 97—Pacific Mail SS Co. |
| 34—Collabee SS Co. | 98—Pacific Republics Line (Moore-McCormack, Inc.) |
| 35—Calmar SS Co. | 99—P. L. Transportation Co. |
| 36—Cuba Distilling Co. | 100—Port Oxford Lumber Co. |
| 37—Coyle Lines | 101—Peninsular and Occidental SS Co. |
| 38—De La Rama SS Co. | 102—Pacific Tankers, Inc. |
| 39—Detroit & Cleveland Navigation Co. | 103—Pope & Talbot, Inc. (McCormack SS Co. Div.) |
| 40—Dorothy Phillips SS Co. | 104—Ramselius Co., Captain J. |
| 41—Deconhill Shipping Co. | 105—Raritan SS Corp. |
| 42—Dougherty Co. | 106—River Terminals Corp. |
| 43—Debardeliban Coal Corp. | 107—Richfield Oil Co. |
| 44—Emery Co., W. L. | 108—Santa Ana SS Co. |
| 45—Erie Sand & Gravel Co. | 109—Shepard SS Co. |
| 46—Eastern SS Co. | 110—States SS Co. |
| 47—Eastern Transportation Co. | 111—Schafer Bros. SS Lines |
| 48—Fitzimmons & Connell Dredge & Dock Co. | 112—Solano SS Co. |
| 49—Freeman & Co., S. S. | 113—Sierra SS Corp. |
| 50—Frelhew Southern Corp. | 114—Sudden & Christenson SS Co. |
| 51—Florida East Coast Coal Co. | 115—Standard Oil of California |
| 52—Florida Car Ferry Co. | 116—South Atlantic SS Line |
| 53—General SS Corp. | 117—Smith & Johnson SS Co. |
| 54—Grace & Co., W. R. (As agents for Grace Lines, Inc., Pacific Coast, West Coast, Mexican, Central American, Panama Service of Grace Line, Inc.) and Pacific Coast South American Service of Grace Line, Inc.) | 118—Seas Shipping Co. |
| 55—Gorman SS Co. | 119—Savannah Lines |
| 56—Griffiths & Sons, James | 120—Southern Transportation Co. |
| 57—Griffiths SS Co. | 121—Seatrains Lines, Inc. |
| 58—Gravel Products Co. | 122—The Union Sulphur Co., Inc. |
| 59—Great Lakes Dredge & Dock | 123—Tri-Lakes SS Co. |
| 60—Great Lakes Transport Corp. | 124—Tidewater Associated Oil Co. (Associate Div.) |
| 61—General Petroleum Co. | 125—Wisconsin & Michigan SS Co. |
| 62—Hammond Lumber Co. | 126—Wheeler-Hallock Co. |
| 63—Hammond Shipping Co., Ltd. | 127—Wood Lumber Co., E. K. |
| 64—Hanify Co., J. R. | 128—Waterman SS Corp. |
| | 129—Wilmington Transportation |

ANOTHER ONE JOINS OUR RANKS



Here are some of the crew of the Isthmian East Point Victory who, after surveying the maritime union field, overwhelmingly chose the Seafarers as the Union of their choice. Reading from left to right, they are: Peter Coyle; Jimmy Carroll; A. B. Back, AB; L. M. Eads, Elec.; J. Boles, Oiler; B. Svenblab, AB; R. Taylor, AB; R. Nowaskowski, Messman; M. Nickol, OS; E. Zavrol, AB; R. Berrian, OS; Dominick Disei, Bosun; Kruithoff, ILA, Whitey Callahan.

Sports Review Of The Week

FAN BOO VERDICT

Many of the fans who made up the third largest fight crowd in Madison Square Garden's history (18,941), lustily booed the draw verdict in the recent Johnny Greco-Beau Jack ten rounder. Even though somewhat disappointed at the very dull scrap for which they had shelled out \$148,752 with tops at \$20, the majority was of the opinion that Greco deserved more than the draw which he was given.

Referee Ruby Goldstein was either blind in one eye or both, as he saw fit to fill out his card five to three in Jack's favor; Judge Frank Forbes gave Greco the nod, five to four; and Judge Marty Monroe scored five each way, voting for a draw; and a draw it is according to the records, even though the fans and Greco feel cheated.

After the first few rounds, Jack had no zip in his famous "bolo blow" and appeared to be either overtrained or past his peak. In any event, the boys really put on a sorry exhibition such as will certainly not do the fight game any good.

If Maestro Mike Jacobs expects

the suckers to continue pouring through the Garden turnstiles at twenty bucks a head or more, he'd better cook up some more highly entertaining fistic menus. Incidentally, we're inclined to ask how come the OPA allows Brer Jacobs to jack up the ducat price without even a murmur, how come?

HERE AND THERE

The golden magic of Notre Dame's name did something to the Garden's basketball crowd when 10,000 wild fans turned out last week for 3,800 available tickets to the NYU-Notre Dame game. Hardwood crowds have been more than good all season, but this one was really something for the books . . . Brooklyn's Dodgers face a real problem in the coming season with their catching dept. Unless either Mickey Owen or Bobby Bragan secures his release from the Navy, things will be tough for Duracher.

Detroit Tigers are one team that won't raise the price of tickets, because Owner Briggs can see "no justification."

Clearing The Deck

(Continued from Page 3)

union. Then, too, he is at odds with other bigwigs of the CIO, and only recently was reprimanded by the National CIO for attempted raiding on other CIO unions. He finds himself, at the present time, in the very embarrassing position of finding that the east coast Longshoremen get much higher rates of pay than his own members. His members know this and resent it. Today, the east coast Longshoremen's rate of pay is \$1.50 while the west coast Longshoremen's rate of pay is \$1.25.

FORCED TO MOVE

In other words, the only way the leadership can survive is to make up for the loss they have taken, and to protect themselves from the coming furor of an uprising membership. By gobbling up all the loose ends of this industry and absorbing them for their own personal benefits, they can stave off for a short while the inevitable.

Thus we see the reason for the proposed creation of such a "national union." First, it is to save themselves financially; second, organizationally; third, to preserve their very lives as union piecards and as CP fronts by attempting to defeat what the CP consider the major danger to their controlling this industry—the SIU.

Thus, we have the "national union."

The various unions of the Seafarers have refused to even talk with these phonies and for a damn good reason. We know their purpose in proposing such a thing. We know that whatever union is luckless and senseless to go for such a song, is sure to become a victim of these finks—its funds confiscated, and its membership used to further the commie aims, and prostituted to the demands of that all-time fink—Joe Stalin.



BULLETIN BOARD

SS ALABAMA

Ahlberg, John	.....\$ 6.56
Almack, Russell	......65
Amans, Lloyd R.	.....10.01
Amie, Fred	.....5.90
Anderson, Leroy	......65
Baker, Martin	.....1.07
Banci, Alice I.	.....14.76
Banci, Fred	.....24.18
Bartchy, Ruth	.....7.55
Bass, Frank	......99
Bass, Pearl	.....13.45
Beamer, Annie	.....19.13
Beason, Richard	.....4.59
Beechey, Sidney	.....13.71
Belknap, Omri	.....8.53
Bell, Hubert	.....6.54
Bennett, Grant	.....1.97
Bennett, Ray R.	.....3.93
Bergstrom, Sidney	.....2.63
Bobb, Frank L.	.....1.15
Bollens, John C.	.....10.17
Botzenhart, Herbert	.....23.45
Brewer, Ernest	.....1.31
Breneman, Donald	......65
Broda, Frank M.	.....2.29
Brogan, Charles	.....14.43
Brooks, Adelbert	.....24.72
Brooks, Everett	.....9.35
Brown, Charles	.....6.56
Brown, John	.....26.69
Brown, S. E.	.....7.21
Burnett, John D.	.....2.29
Burns, William	.....1.64
Burr, Donald	.....3.61
Burson, John H.	......65
Busch, Florence	.....3.93
Camp, Reita Jane	.....4.27
Campion, Thomas U.	.....6.56
Carroll, Harold P.	.....2.46
Carseth, Robert C.	.....22.73
Chartrand, Joseph	.....2.95
Chesnikm, Frank	.....17.67
Christian, Richard E.	.....3.61
Church, Edith	.....3.93
Cliff, Charles S.	.....1.97
Cline, Wendell B.	.....1.31
Cobb, Jack	.....9.84
Collins, John	.....2.63
Cortese, Fredrick J.	.....10.83
Coulson, Ruth Georgia	.....22.01
Coyne, Thomas	.....2.79
Craig, James	.....19.85
Culloton, Stephen M.	.....1.64
Curry, Katherine	.....3.61
Dama, Donald	......99
Dancheck, Frank	......33
Darling, Robert	.....3.45
Darling, Ralph	.....7.93
Davidson, Herbert	.....4.27
Dawns, Elmer	.....4.27
DeCatur, John	......33
De Georgia, Albert	.....1.64
Den, John A.	......65
Dennard, Willie F.	.....4.59
Devese, Rachel	.....23.09
Dilly, John	......33
Dine, Milford	.....10.83
Dom, Frank	......33
Doody, Cornelius	.....9.19
Dooley, Lawrence	.....9.84
Dorff, Charles B.	......82
Edmonson, Harry L.	.....3.45
Egan, Harold H.	.....7.55
Elliott, Charles H.	.....8.55
Ensley, Elmer	.....3.28
Evers, Charles E.	......33
Farmer, Eda L.	.....23.45
Farrish, Douglas R.	.....2.13
Fathe, Fred	.....1.31
Faulkner, Carl E.	.....5.47
Ford, William	.....5.91
Fritz, Russell	.....13.45
Cant, James	.....17.71
Gatton, James E.	.....1.15
Giblin, Bartholomew	.....20.92
Goodwin, Mary E.	.....21.19
Gordon, William	.....8.53

—Unclaimed Wages—

Checks for back pay due the men listed below is being held at the Detroit Hall, 1038 Third Street. If they are not picked up by May 1st, the checks will be returned of the company.

Grossman, Herbert	.....23.28	Lopierre, William H.	......99	Pierce, Clarence	.....2.63
Grywalski, Edward	.....9.84	Lovely, Robert	.....2.63	Polly, John	.....6.89
Gump, Charles	.....13.12	Luster, James	.....7.87	Preston, Genevieve	.....1.64
Hall, Albert	.....7.87	Luster, Robert	.....9.94	Rayford, Marion	.....1.31
Hall, Noel R.	.....14.11	Luster, Rudolph	.....3.28	Rebant, Raymond	.....14.11
Halladay, Robert	.....19.68	Lydon, John	.....3.61	Rebant, James	.....23.09
Hanson, Louis	.....23.47	McCarthy, Ernest	.....2.13	Reed, Elmer R.	.....15.09
Hartman, Leonard A.	.....1.64	McGlynn, Leo	.....1.31	Reed, Harlan	.....5.74
Hassell, Harold	......65	McIntosh, George	.....2.29	Richards, William	.....6.23
Hassman, Norman J.	.....2.29	McManus, Joseph	.....1.64	Richcreek, William D.	.....10.99
Hayward, Eugene	.....3.61	McQuinn, William	.....25.97	Riley, William	......65
Hedrick, William	.....6.07	McWhorter, Robert	.....13.35	Robertson, Dorothy	.....6.23
Hemphill, Clara	.....10.83	Maddox, William	.....1.31	Rogers, James	.....7.21
Henderson, David L.	.....1.31	Mallory, E. R.	.....16.23	Rogoski, Joe	......99
Henry, Mary	.....22.01	Malone, Thomas	.....7.21	Ross, Robert L.	.....2.29
Hill, Milford	.....4.27	Manor, Vernon	.....23.81	Roundtree, James	.....3.45
Hilliard, John	.....22.73	Manross, Richard	.....1.64	Rounsley, Charles	.....2.29
Hinkel, Edna W.	.....23.09	Marella, Angelo	......33	Sabo, Steve	.....13.61
Howald, Theil R.	.....11.81	Marshall, Wilbur	......33	Sack, Roy E.	......82
Hughes, Henry S.	.....9.19	Martin, Robert E.	.....10.83	Sadis, Paul	.....10.01
Humbrecht, Joseph	.....2.79	Martinelli, Stefano	.....9.51	Sawyer, Marion	.....5.74
Hunt, Francis L.	.....5.57	Mascia, Joseph	.....6.56	Sayre, Marie	.....4.03
Jacobs, William	.....6.56	Matson, John S.	.....2.95	Sayre, Robert	.....4.92
Johnson, James	.....1.64	Mencke, Elmer	.....8.20	Schieb, Fred	.....11.15
Jones, Eleanor M.	.....7.87	Meyers, Mary Jane	.....23.81	Schultz, Earl	......65
Jordon, Fred D.	.....4.92	Miller, Herman	.....25.25	Seaborn, Albert	.....6.56
Katlick, John	......65	Mitchell, Leslie	.....12.13	Sebring, Edwin	.....5.74
Kayler, Joseph Jr.	.....1.31	Moat, Richard	.....13.45	Sells, John	.....1.31
Kelly, Michael J.	.....2.29	Moat, Stanley F.	.....6.23	Sessor, Beatrice	.....3.93
Kannebrew, Nancy	.....19.48	Moore, Albert	.....13.45	Shearer, James	.....21.65
Kerins, Patrick F.	.....1.97	Moran, John	.....1.81	Shears, Sterling	......82
Kinville, Mary	.....26.34	Morgan, Gene	.....21.65	Shelton, John	.....1.15
Kirby, Richard D.	.....4.27	Moses, Johnie	.....9.84	Sinclair, Joseph H.	.....14.11
Kolukusky, Edward	.....3.28	Murphy, Patrick	.....1.15	Smith, Dallard	......33
Kondor, Steve	.....2.95	Nagrowsky, John	.....9.19	Smith, George	.....7.55
Kranyak, Attila D.	.....16.40	Nagrowsky, Bogdan	.....12.99	Smith, Harvey	.....11.66
Kreiger, Donald R.	.....2.95	Nigbor, John	.....3.45	Smith, Major L.	......65
Leahy, Mary	.....14.07	North, Leo	.....2.13	Smith, Robert	.....8.85
Leahy, James	.....14.07	O'Dell, James	......17	Smith, William	.....3.93
Lenneier, William Jr.	.....15.41	Orfanos, Andrew	......65	Snyder, Paul	.....12.79
Lewis, Harry	......33	Pace, Gerald	.....1.64	Sproch, William	.....1.47
LiBerto, Donald	......99	Pager, Paul	.....6.23	Spurrier, John	.....2.95
Lister, Robert	.....13.12	Palmer, Paul	.....5.57	Squire, Richard	.....8.69
Loesch, Kurt F.	.....3.61	Papow, Arthur	......33	Stanley, Milton	.....15.70
		Parker, John R.	.....11.48	Stauffer, Gertha	.....1.31
		Parker, Robt. H.	.....1.31	Stephans, Dorothy	.....7.87
		Parket, Timothy	......33	Stiver, Emerson	.....12.95
		Parsons, Harold	.....7.21	Strachan, A. R.	.....11.48
		Paye, Curtis	.....8.58	Templin, Ernest	.....18.76
		Pendelton, Clayton	.....21.97	Ternes, Richard	.....7.21
		Pennington, Harold	......65		
		Peters, Vernon	.....2.29		

SIU HALLS

NEW YORK	.....51 Beaver St. HANover 2-2784
BOSTON	.....330 Atlantic Ave. Liberty 4057
BALTIMORE	.....14 North Gay St. Calvert 4539
PHILADELPHIA	.....9 South 7th St. Phono Lombard 7651
NORFOLK	.....127-129 Bank Street 4-1083
NEW ORLEANS	.....339 Chartres St. Canal 3336
SAVANNAH	.....220 East Bay St. 3-1728
MOBILE	.....7 St. Michael St. 2-1754
SAN JUAN, P. R.	.....45 Ponce de Leon San Juan 2-5996
GALVESTON	.....305 1/2 22nd St. 2-8043
RICHMOND, Calif.	.....257 5th St.
SAN FRANCISCO	.....59 Clay St.
SEATTLE	.....86 Seneca St.
PORTLAND	.....111 W. Burnside St.
WILMINGTON	.....440 Avalon Blvd.
HONOLULU	.....16 Merchant St.
BUFFALO	.....10 Exchange St.
CHICAGO	.....24 W. Superior Ave.
CLEVELAND	.....1014 E. St. Clair St.
DETROIT	.....1038 Third St.
DULUTH	.....531 W. Michigan St.
VICTORIA, B. C.	.....602 Boughton St.
VANCOUVER	.....144 W. Hastings St.
TAMPA	.....842 Zack St. M-1323
JACKSONVILLE	.....920 Main St. 5-1231
PORT ARTHUR	.....445 Austin Ave. Phone: 28532

Notice!

CREW OF SS FITZHUGH LEE

The men listed below have souvenirs which are being held as unclaimed baggage at the U. S. Custom House, in New York City, contact William J. Rummel at Smith and Johnson, 60 Beaver Street, who will give you stubs so that you may claim your souvenirs:

V. Blais, Deck Maint.; C. England, AB; D. M. Cavanagh, OS; C. A. William, Oiler; G. Hamilton, FWT; R. Bacon, FWT; N. MacKerron, FWT; M. D. Doucette, Mess.; D. Barker, Mess.; O. Major, 2nd Cook; P. L. Shauger, 2nd; J. W. Reeves, 2nd Baker; G. Costa, Mess. Utility; S. Surface, 2nd Pantry; E. Arnerault, Utility; M. Cummings.

PERSONALS

ED. L. KASNOWSKY

When in New York, please contact someone in the 6th floor Secretary-Treasurer's Office at the New York Hall.

JOHN A. PRITCHARD

Your wallet containing your seaman's papers is being held for you at the New York Baggage Room, 51 Beaver Street.

NOTICE!

HENRY HALLIGAN FRANK SINTICH ELZA MYRICK

The following men are to get in touch with Lynn R. Burch at 1038 Third Street, Detroit, Mich.

Timmons, Samuel	.....23.47
Ulrich, Thersea	.....26.34
Valkman, Frederick O.	.....11.31
Van Vliet, Robert	.....6.89
VaseBinder, Richard	.....16.95
Vernick, Harry	.....1.81
Vogel, John B.	.....22.37
Wallace, Bernard	......65
Walters, Leroy	.....2.63
Weimer, Catherine	.....4.59
Welsh, John	.....8.85
Watmore, Robert	......65
White, Jack	.....13.77
White, Wayne C.	.....3.93
Williams, Charles	.....2.29
Wilson, Edward	.....4.59
Wilson, Fred I.	.....4.75
Willison Edith	.....23.47
Winston, David	.....6.89
Winson, Sally	.....13.45
Winters, D. G.	.....1.15
Wolff, John	.....2.13
Wood, Ira	.....3.45
Woods, Harold	.....7.21
Worthington, Robert	......99
Wright, Ethyl	.....14.11
Wright, Walter	.....2.63
Yonkoff, Stephan	.....12.95
Yukes, John	.....12.63
Zelazo, Harold	.....9.19



NEW YORK BRANCH

Week Ending Feb. 8, 1946

Turned Into N. Y. Branch	.....\$ 22.00
SS BLUE ISLAND VIC.	.....66.00
SS LAWTON B. EVANS	.....8.00
SS LILLINGTON	.....59.00
SS R. M. T. HUNTER	.....8.00
SS EDWARD LOGAN	.....11.00
SS GIBBONS	.....44.00
SS JAMES CALDWELL	.....32.00
SS I. N. MORRIS	.....49.40
SS BEN CHEW	.....14.00
SS CLAYMONT VIC.	.....136.00
SS MUHLENBERG VIC.	.....83.50
SS HAMDEN SID. VIC.	.....1.00
SS WILLIAM RAWLE	.....14.00
SS CHISHOLM TRAIL	.....6.00

TOTAL\$553.90

NORFOLK

SS JOHN GALLOP\$ 31.00
SS EDWIN T. HOWARD21.00

BOSTON

SS OTIS E. HALL\$ 15.00
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MONEY DUE

SS MICHAEL EDELSTEIN (Paid off in Galveston)

Leonard E. Craddock\$55.80
Raymond O'Hara	.....32.17
J. Wald	.....28.57
F. Lindse	.....31.42
J. Irwin	.....23.32
C. H. Craddock	.....32.42
E. Thoms	.....36.47
Wm. Taylor	.....36.47
W. S. Ferguson	.....32.17
A. Butler	.....32.17
J. Quinn	.....32.17
Wm. Baumer	.....32.17
James Thibodeaux	.....22.05
L. Armstrong	.....45.75
James Baptiste	.....10.80
Adie Coleman	.....2.70
J. Barrow	.....3.60
L. Hichsmith	.....11.25

SIU Organizers Show Way; Constantine Crew Wins Beef

After the Isthmian men aboard the SS John Constantine held a shipboard meeting in typical Seafarers style to discuss the chiseling practices of the Skipper and the Isthmian Company, especially insofar as concerns overtime results were achieved. The Captain discussed overtime beefs with the men, and with a couple of minor exceptions, all beefs were settled in favor of the men involved.

According to Guisepe Imperato, conditions aboard the Constantine were enough to make anyone's heart seriously sick. He sailed Isthmian for two years, and revealed the poor conditions in order that others could benefit by the experiences he and "the rest of the non-Union men have been putting up with."

Night lunch was very poor, and the food as a whole was terrible, the Imperato report set forth. Food choice was unvaried; bread often stale; napkins were short; coffee was so poor that the boys referred to it as "Planters Coffee"—always black and muddy, although this was not the Messman's fault; toothpicks were rationed; and ice cream was a rarity. When, as a result of the crew's demand, ice cream was made, it was so bad that the boys never asked for it any more.

CARELESSNESS

Imperato declared that when the Constantine went in to mined areas such as Ancona and Bari, Italy, the Captain pulled a boat drill to warn the seamen that

they were arriving in dangerous waters. The Skipper suggested that the crew wear life preservers at all times, and have a ditty bag ready in case a mine was struck. At the same time, the emergency throttle on the main deck was not connected, and had been disconnected by the Chief Engineer since shortly after leaving the U. S.!

The water system had not been checked since August, 1943, Imperato stated, and at the trip's beginning they had rusty water to drink.

OVERTIME BEEFS

On the way into port, reported Imperato, the crew was called into the Purser's office to sign overtime. However, not one man in the three departments had received an overtime return slip back, and yet they were asked to sign overtime sheets which are final sheets at the payoff. Imperato and SIU ship's organizer Snyder, who was an Oiler on the Constantine, refused to sign and the rest of the crew followed their lead.

A meeting was called for 1800 that night, and certainly brought results. Delegates for all depts. were elected as follows: Snyder for the Engine; Imperato for the Deck; and Haragland for the Stewards. Considerable discussion ensued regarding how the boys had been gyped on overtime. It was decided to take joint action in holding up everything until properly checked and paid.

THE HORACE WELLS, TOO, GOES SIU



From down in Norfolk, Organizer Rocky Benson reports that the crew of the Horace Wells, like so many of the Isthmian ships has gone 100% SIU. And to convince the skeptical, they posed for their pictures with the banner, "Horace Wells is 100% SIU." Welcome fellows!

From left to right, they are: First row, Archer Hoffman, Ham Clarit, Messman; William O. Roberson, 2nd Ck.; R. C. Marshall, Chief Ck.; Paul Jones, MM; Bruce Beal, MM; Ralph Stansell, DE; Charles Macomeber, Steward.

Second row: Edward Thompson, Wiper; James Gambrell, Wiper; R. W. Coggins, FWT; Robert Wadsworth, Oiler; James Rush, FWT.

Third row: Clyde Nettles, AB; Leo Joslin, AB; Rudolph (Peewee) Klaus, OS; Bruce Knight, AB; Ray Flynn, AB; Don (Tex) Campbell, OS; James (Blackie) Martin, Bosun; Thomas Holt, OS; Rockie Benson, Organizer; Charlie Moss, Oiler; Joe Frencik, Carpenter; James Allen, AB; Ralph Nixon, AB. Below are the men grouped into their respective departments.

ENGINE DEPARTMENT



DECK DEPARTMENT



STEWARDS DEPARTMENT



The next day, the Captain agreed to check all overtime with the crew, and all beefs were straightened out.

This action and its result showed the crew what united action can do and when this crew paid off in Norfolk recently, 95 per cent went Seafarers.

Fudske Crew Follows Trend; Goes SIU

(Continued from Page 1)

of delegates as follows: Deck, Parker Saunders; Engine, Ben Stewart; and Steward, S. Smialowski.

Considerable discussion ensued on the question of union representation, and several men took their feet to describe conditions on union as compared with non-union ships. The consensus was that it is infinitely preferable to sail aboard a union vessel. But what union?

Relative merits of seamen's unions were discussed pro and con, and the boys decided to democratically put the question of a union for Isthmian men to a vote. Results were, that of the 23 men present, they all voted for the Seafarers as the union of their choice, and requested that the SIU accept the entire crew for membership as well as represent them in collective bargaining with the company.

PETITION APPROVED

Delay of the Isthmian election to determine the union bargaining agent was discussed at length, and Brothers Powers and McCarthy moved and supported that the following petition be signed by all crew members, then presented to the Seafarers International Union of North America:

"We, the undersigned crew members of the SS Hawkins Fudske, having decided by majority vote to petition the Seafarers International Union of North America to accept us for membership, now further petition that the SIU officials do

everything possible to obtain an immediate election of Isthmian crews to determine which union, if any, they wish to represent them in collective bargaining with the company.

"We feel that the stalling tactics employed by the National Maritime Union in trying to postpone the Isthmian election are harming no one but us, who are sailing Isthmian ships; therefore, we ask the SIU officials to call for the election immediately."

This petition was unanimously approved, and signed by the entire crew present at the meeting, as follows: DeBay, Woodbury, Preshong, Saunders, Alaimo, Fawcette, McCarthy, Sachuk, J. Doucette, Florence, Powers, Copeland, Stewart, Kusinski, Ruggiero, McComiskey, R. Doucette, Marcinkiewicz, Smialowski, Goodwin, Berquist, Hoar, and Melody.

DEMANDS ACTION

Having received the petition, copies of the minutes and a complete report of the Fudske, officials of the Seafarers are more determined than ever to continue exerting all pressure possible on the National Labor Relations Board, Isthmian SS Lines and the other "union" concerned, in order that the long-delayed election be held at once.

The SIU is pledging the entire resources of the Union to back up these Isthmian men who are so staunchly fighting for their democratic rights and demanding action; rights which are assured by every law in the land, and which must no longer be delayed by any procrastinating company or stooge outfit masquerading as a union!

Here's The Score

WHAT IT COSTS TO JOIN SIU IF YOU ARE NOT AN ISTHMIAN SEAMAN

Current Month's Dues..\$	2.00
Initiation	25.00
Seafarers Int'l Fund	2.00
Building Fund	10.00
Annual Strike Ass'tmt..	12.00
(4 years @ \$3.00 per year)	
Strike & Org'al Fund ..	5.00
Hospital Fund	2.00
Strike Fund	10.00

TOTAL\$68.00

All assessments in the SIU were passed by a secret vote requiring a two-thirds majority.

WHAT IT COSTS TO JOIN THE SIU IF YOU ARE AN ISTHMIAN SEAMAN

Current Month's Dues..\$	2.00
Initiation	15.00

TOTAL\$17.00

WHAT IT COSTS ALL SEAMEN TO MAINTAIN MEMBERSHIP IN THE SIU

Yearly Dues @	
\$2.00 per month	\$24.00
Annual Strike	
Assessment, Yearly ..	3.00
Annual Hosp. Fund	2.00

YEARLY TOTAL\$29.00