

SEAFARERS LOG



Official Organ of the Seafarers International Union of North America

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SIU WINS

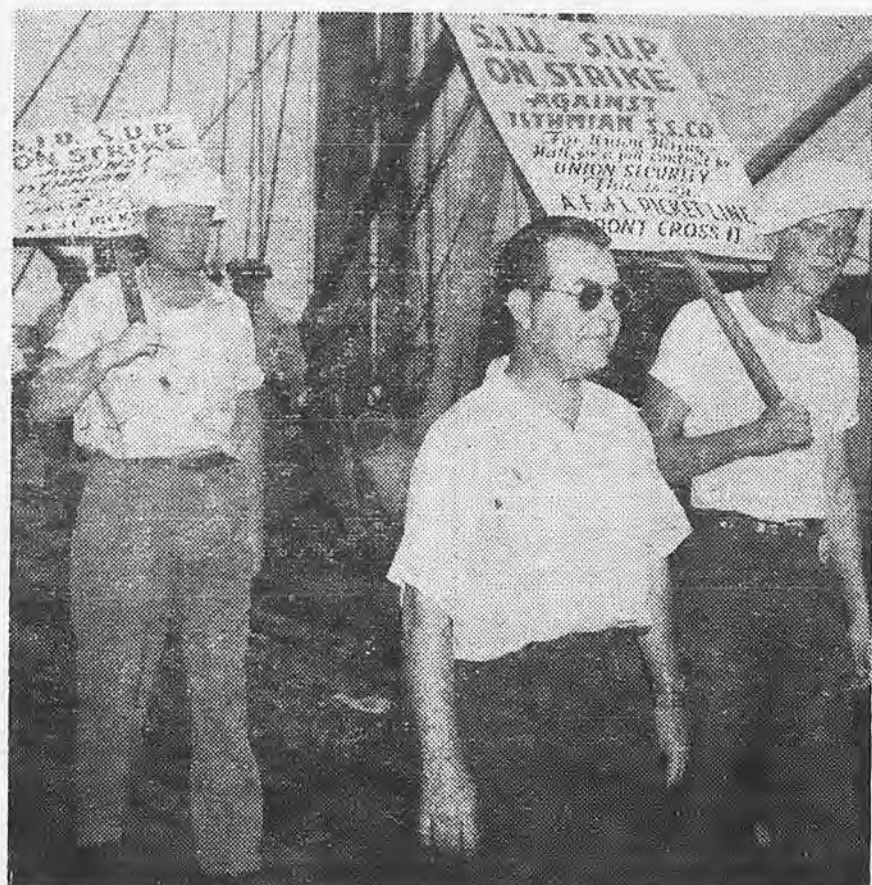
Nine-Day Strike Forces Isthmian To Sign Hiring Hall And Rotary Shipping Contract



NEW YORK



BALTIMORE



NEW ORLEANS



SAN FRANCISCO

*Not
An
Isthmian
Ship
Moved,
From
Coast
To
Coast*

—Story on Page 3

SEAFARERS LOG

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OF NORTH AMERICA
Atlantic and Gulf District

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GEORGE K. NOVICK, Editor



BALL-BAT TIME!



Economic Power Won

In the days to come, there are going to be a lot of words spoken about our strike against Isthmian. Some of the guys who told us not to go out on strike because we didn't have a chance are going to come around and throw out their chests and tell us that they knew we could do it all the time.

Everybody who stood picket duty, helped out in various Halls throughout the country, or brought in an Isthmian ship and helped tie it up, has had experiences that he will talk about for a long time to come. But when the excitement is ended, and the rousing good cheer has finally dwindled away, there will come a time for sober thought.

One of the questions we will ask ourselves is, "How did we beat Isthmian, one of the world's richest corporations, and force them to accept something they said they would never go for?"

And no matter how many explanations are offered, it will boil down to one solution—we licked Isthmian because we applied our economic power at the point of production.

For long months our negotiators dickered with the company. They stalled around, and on the whole tried to delay everything until the Taft-Hartley Act became effective.

Our representatives bargained in good faith all the way, but when it became apparent that the company was waiting for the government to take a hand in the game, the time came to fall back on labor's tried and true weapon—economic action.

Even then it was possible for the company to be helped by government meddling, but SIU strategy changed and forced the company negotiators to realize that we were in the fight for keeps and were not going to allow any reinforcements to come to the aid of Isthmian.

Our strategy paid off in the form of a contract which embodies everything we have worked and fought for over so many years. The company that boasted it would never sign a contract granting the Union Hiring Hall and Rotary Shipping has done just that, and after a strike that lasted only nine days.

The SIU has proved its point, and has once again showed organized labor that a militant membership, using economic action, can beat even the largest corporations.



Men Now In The Marine Hospitals

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

NEW ORLEANS HOSPITAL

- JOSEPH DENNIS
- L. GROVER
- C. MACON
- BOB WRIGHT
- JOHN MAGUIRE
- CHARLES BURNEY
- J. J. O'NEAL
- E. L. WANDRIE
- E. M. LOOPER
- D. G. PARKER
- LEROY CLARKE
- J. ZANADIL
- D. P. KORALIA
- WILLIAM MOORE
- L. COOPER
- REUBEN VANCE

GALVESTON MARINE HOSP.

- W. BENDLE
- G. E. LEE
- A. BELANGER
- A. V. O'DANIELS
- R. S. SINGLETARY

NEPONSET HOSPITAL

- L. CLARK
- J. S. CAMPBELL
- E. FERRER
- J. R. HANCHEY
- C. LARSEN
- L. L. LEWIS
- J. R. LEWIS

- L. TORRES
- C. SCHULTZ
- J. HAMILTON
- R. A. BLAKE
- H. BELCHER
- J. T. EDWARDS
- L. BALLESTERO

STATEN ISLAND HOSPITAL

- JOHN RATH
- E. P. O'BRIEN
- P. FELICIANO
- F. J. SCHULTZ
- T. J. KURKI
- K. C. CROWE
- E. E. CASEY
- J. P. McNEEL
- J. P. TASSEN
- P. GELPI
- S. W. LESLEY
- J. A. DYKES
- J. MORRISON
- D. MILLER (SUP)

BRIGHTON HOSPITAL

- E. SEARS (SUP)
- R. LORD
- D. LOGAN (SUP)
- E. JOHNSTON
- W. McCALL (SUP)
- E. DELLAMANO
- R. MORRISON

Hospital Patients

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

Staten Island Hospital

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

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

- W. MITCHELL
- P. MADIGAN (SUP)
- J. BARRON
- E. JOHNSON
- H. SCHWARTZ

MOBILE HOSPITAL

- M. D. PENRY
- J. G. HARRIS
- ARCHIE SANDY
- H. HUISMAN
- J. CARROLL
- T. J. FAITER
- M. COLLIER
- C. E. FOSTER
- WILLIAM FAWLEY
- E. L. MEYERS
- J. C. KEEL
- U. S. MORGAN
- R. G. VARNON

BALTIMORE HOSPITAL

- ELMER BROWN
- DELIMER COPPOCK
- MURRAY PLYER
- EDDIE MARKIN
- MANUEL SANTIAGE
- MAX FINGERHUT
- THOMAS WADSWORTH
- WILLIAM ROSS
- S. Y. FOGELBERG
- ANTHONY ATKIEWING

Seafarers Wins Smashing Victory; Isthmian Agrees To Union Hiring

More Unions Support SIU

As the Seafarers strike against the Isthmian Steamship Company moved rapidly along, more messages of support continued to come in from unions connected with the maritime industry. All pledged to respect SIU picketlines, and some offered any help that the Union requested.

Members of the United Financial Employees, whose picketlines in front of the New York Cotton Exchange were bolstered by white-capped Seafarers last fall, marched with SIU men in front of Isthmian's fink hiring hall, 63 Trinity Place.

Following are the telegrams received this week. Those received last week were printed in the LOG dated August 15.

We wish you every success in your present endeavors. Our members will respect your picketlines and we offer our moral support.

John J. Dolan, General Secretary-Treasurer
United Licensed Officers, Local 13198,
District 50, United Mine Workers.

~ ~ ~

The National MEBA has an agreement with the Isthmian Steamship Company and that agreement must be adhered to. Your picketlines will be respected as far as possible.

Samuel Hogan, President
Marine Engineers Beneficial Association.

~ ~ ~

The Staff Officers Association is with you 100 per cent in this beef with the Isthmian Steamship Company. All members of this organization are under instructions to respect all of your picketlines and to aid you in any way possible. If we can be of service to you in any way do not hesitate to call on us. All facilities of this organization are at your disposal.

Thomas B. Hill, East Coast Representative,
Staff Officers Association

~ ~ ~

In reply to your telegram of Aug. 13 this is to advise you on behalf of Local 2 of American Communications Association, CIO, that we will fully respect your picketlines in your action against Isthmian. Measure of support under discussion and we will advise you of decision as soon as possible.

Murray Winocur, District President.

~ ~ ~

This is to inform you that the members of this Lodge composed of Machinists employed in the marine repairs industry in the port of New York fully endorse your action against the Isthmian Steamship Company and will respect your picketlines wherever they are established.

Alfred J. Klippberg, Lodge 678,
International Association of Machinists.

NEW YORK, Aug. 21—The fight of the Isthmian Steamship Company, last of the large open shop companies, against the Union Hiring Hall and Rotary Shipping came to an abrupt end today when the company surrendered to the demands set forth by the Negotiating Committee of the Seafarers International Union. As soon as this provision was agreed upon, both the SIU and the SUP held special membership meetings in all ports where it was overwhelmingly voted to accept this victory and to release the 31 Isthmian ships which have been tied up.

From the beginning of the negotiations, which commenced soon after the SIU was certified by the National Labor Relations Board on June 11, the Union held out against the open shop, while the company stubbornly insisted on being able to hire its men any place it wanted.

Faced, however, with the complete tie-up of all its ships, and with the knowledge that already 31 vessels were being picketed in United States ports, the company could not hold out any longer and was forced to accept SIU terms which give Isthmian seamen the protection of Union Hiring and Rotary Shipping without fear or favor.

At the time the LOG went to press only the provisions of hiring and wages had been agreed upon. Wording of these sections were practically the same as in other standard contracts, and SIU negotiators are confident that the company will agree to all the advances which the Union has won in the past years.

(The full text of the contract will be carried in next week's LOG.)

Events followed one another with dizzying swiftness after the Union called the strike when it became apparent that the company was deliberately stalling to force the SIU past the T-H Act deadline of August 22. From the first minute the strike started there was never any question as to the outcome, although the company continued to pin its

hopes on government interference under the provisions of the "slave labor" law.

Prospects of such interference, however, went a-glimmering when the Union changed its tactics and requested Union Security in the form of higher wages and better working conditions, none of which demands are unlawful even under the terms of the new law. It was then that the Isthmian Steamship Company saw the handwriting on the wall, and made every effort to bring the action to a conclusion.

While Isthmian ships were being tied up, other lines were allowed to operate normally, thereby putting the whole pressure on the anti-union subsidiary of the United States Steel Company. Contributions from the membership insured that the strike could continue indefinitely without draining the Union treasury.

This was something that the company had not foreseen and was totally unprepared for.

In the beginning, when Isthmian was sure that the Union would be forced to give in because of the Taft-Hartley Act, company negotiators refused to bargain in good faith. But when SIU strategy changed, and the company saw that the Union had no intention of allowing government agencies to step in, it became a different story.

Negotiations, which had been broken off by the company, were resumed, and this time the company made earnest efforts to reach a satisfactory settlement.

And so the Isthmian Steamship Company, the company that everybody except the SIU thought couldn't be beaten, was finally whipped by the solid militancy of the Seafarers International Union.

The Union Negotiating Committee consisted of Secretary-Treasurer J. P. Shuler; New York Agent Paul Hall; SUP Agent Morris Weisberger; and Robert Matthews, Headquarters Representative.

Cooperation Will Win Beef For Seafarers

By WALTER SIEKMANN

The all-out strike the Seafarers is now conducting against the Isthmian Steamship Company is of tremendous importance to every one who sails for a living.

Our job action is a militant protest in behalf of all seamen, and is aimed at the threat to the union hiring hall and the system of rotary shipping.

Everyone of us must get into this thing and pitch for all we're worth. Our existence depends upon it. Isthmian's stalling on our demand for the union hiring hall provision in the contract we were discussing shows that the company was giving us the run-around. There was nothing left for us to do but take the action we did.

VICTORY WILL PAYOFF

We must win this strike. It may be that we'll have a tough time for a while, but a victory will payoff.

The men who are out on the picketlines have been doing a good job. Squads have been carrying our banners and strike posters at all piers holding Isthmian ships, in addition to picketing the company's offices here in New York.

These men deserve the thanks of every Seafarer for being the first to get out on the line in this important beef. The way to thank them is to lend a hand and show them every Union man is in the beef.

As soon as word spread that the Isthmian line was being struck, Seafarers began piling into the Hall asking for assignments and wanting to help in everyway.

In order for us to do a bang-up job, all hands must join in backing this beef to the limit. Let's all get out there on the point of production and make this beef payoff. Let's show everyone we're ready to go the limit to preserve our union.

Keep the Seafarers ball rolling!

All Hands Solidly Behind Isthmian Strike

By PAUL HALL and MORRIS WEISBERGER
Co-Chairmen, SIU-SUP Strike Committee

With the very same complete effectiveness that has marked our previous beefs, the strike now being waged by our organizations against the last major hold-out in the anti-union ranks—the powerful Isthmian Steamship Company fleet—has been successfully prosecuted from the moment the first man hit the bricks.

Our well-oiled strike machinery went smoothly into gear at the stroke of midnight, Tuesday, Aug. 12, when it became obvious that the company was using negotiations merely to mark time until the Taft-Hartley Act came to their rescue, and that our only answer to the stall was to strike.

Joint SIU Strike committees, ably backed by the various sub-committees, turned to on the highly important job. Activities were coordinated and timed with clock-like perfection with the result that the entire strike apparatus clicked soundly.

At the outset there were the

inevitable few minor hitches and bits of confusion due, in small part, to the fact that our organizations were conducting regular shipping and business activities simultaneous with tying up the ships of one of the largest operators in the world.

But as quickly as a hitch arose, it was straightened out, and the machinery went ahead on all four. In view of the top degree of success that has highlighted every phase of this all-important struggle, it must be pointed out right here that this has been largely due to the overwhelming response of the Isthmian seamen, who are determined that their demands for a Union contract be met by the company.

From the instant word was flashed up and down the waterfronts that the SIU-SUP was on the bricks, the Union Halls were flooded with Isthmian seamen and their SIU-SUP Brothers registering for a part in the strike activity.

Aside from a few freeloaders, every man has been pitching in up to the hilt. They know the score and they realize the seriousness of the beef. They are tackling it from that angle.

Our strategy in the conduct of the strike has been made as flexible as possible to permit a quick solution to each problem as it arises.

This flexibility has been distinctly successful and from all indications our grip on this beef is gaining power every minute.

31 SHIPS IDLE

It appears at the present that the air-tight lock-up of the Isthmian fleet in continental U.S. ports shows decidedly that the beef can be limited to the Isthmian company if our present effectiveness continues.

Thirty-one ships now lay idle in American ports, and the shadow hangs over another 30 expected to pull in shortly.

As each of her ships pull in, Isthmian will feel the increasing weight of our striking power

until their entire fleet is cut completely out of the shipping picture.

Your joint SIU-SUP strike committee feels this is possible—Isthmian can be isolated for attack by the Seafarers. Men of the Isthmian ships are thoroughly aroused over the company's pussyfooting ever since the NLRB certified the Seafarers as collective bargaining agent.

We can hang up Isthmian until doomsday, if necessary, and conduct our regular shipping activities in the usual manner without any great loss to the membership. Our committee feels, therefore, that the answer lies in Isthmian's hands.

By the time the SEAFARERS LOG is ready for publication, more definite news as to the potentialities of this strike should be available and your committee will see to it that the membership is informed of up-to-the-minute developments.

At this point we feel the ef-

(Continued on Page 4)

Isthmian Beef Gets Full Support

(Continued from Page 3)

efficiency and smooth functioning of the strike committeemen should be called to the membership's attention.

These men have given wholeheartedly of their time and energies to make this beef the success it is. They are deserving of the unqualified thanks of every man in the Seafarers.

The following are the men who comprise the joint SIU-SUP strike committee and who are charged with handling the details of the beef:

Ted Babkowski, Al Waterman, Bob High, Charlie Tannehill, C. Russell, P. Rodriguez, B. Denholm and P. Nisensen.

Cooperation between the SIU and the SUP in this beef, as in every other joint effort, has been A number one.

The two organizations are so

King Of Finks Dies — Lived Much Too Long

Usually when a man dies, someone, someplace, finds at least one good thing that can be said about him.

This week Pearl Bergoff, 73, who did the dirty work for scores of anti-labor bosses and corporations, passed away, and not a single voice was raised in sorrow.

From the ranks of labor there was only relief that the notorious "King of the Strikebreakers" had gone where his dubious talents could no longer be used against men and women striking for decent standards.

From the employers there was no sentiment. He had been a hired hand, doing the bidding of the boss who paid him best. In fact, they sort of despised him because he betrayed good decent people, and helped to keep them chained to foul conditions and sweat-shop wages.

Bergoff started his career in the 1907 New York longshoremen's strike. The brutality and terror of the goons he hired gained for him a reputation of being ready to do murder at the bosses' request.

GORY BATTLEFIELD

Next, McKee's Rocks, Pennsylvania, was turned into "an armed camp and a gory battlefield" by his strikebreaking minions.

The 1910 trolley strike in Philadelphia was also honored by the "Red Demon's" attention. In less than two months his wild men killed 16 men, women and children.

In all, Bergoff's career spanned 20 years of industrial strife. He amassed a fortune of \$10,000,000 but was directly responsible for the death's of 54 workers whose only crime was that they refused to sell their labor at slave rates.

Bergoff is gone, but he will not be forgotten. His kind will never rise again as long as American workingmen keep their ranks solid, and are willing to defend their rights against scabs, anti-labor governments, and money hungry bosses.

thoroughly and completed coordinated in the prosecution of this action that for all practical purposes they are functioning as one highly integrated unit.

In fact, the names SIU and SUP have been replaced in strategy talks and strike activities by the more accurate term "we."

MONEY TALKS

One of the chief considerations in every beef is the matter of finances. Strikes cost money, although the costs return in the form of dividends once they are successfully completed.

It takes dough to feed pickets, to transport men to and from the lines, to get out publicity and strike placards.

Fortunately, in the current Isthmian beef, there is no drain on our Union funds.

The strike committee is happy to announce that the strike is paying for itself, so to speak. Voluntary strike donations have been pouring in from the membership in all ports to help defray the costs of this all-out fight against the last of the major anti-union diehards.

The contributions have enabled us to meet the cost of strike operations without digging into the Union treasury.

Support, too, from other trade unions which have pledged to respect our picketlines have added to our determination.

Especially important has been the support given us by the vitally important International Longshoremen's Association and the Brotherhood of Teamsters, two top AFL outfits, with whom we have excellent relationships.

SIU MEMBERSHIP

Backing from every quarter is of the most encouraging kind. From our membership, both Isthmian seamen and those sailing in contracted companies; from other labor unions, includ-

ing the full support of the American Federation of Labor—all on all fronts out position is solid.

Most important of all is the membership which has lined up the Isthmian ships and is now responsible for the unqualified success of the beef.

There have been but a few guys found violating the rules in effect when the Union is involved in a beef. Striking is serious business and striking seamen are serious guys.

When the joint efforts of the membership of our two organizations culminates in victory over the Isthmian line, the win will stand as a major achievement.

When that victory comes, we will have to turn to get the struck ships in shape. That will take a little time, but we will leave discussion of that until a change in the situation calls for it.

Meanwhile, we are determined that victory will be ours. We will continue prosecution of the strike with every bit of our collective energies until Isthmian is a Seafarers-contracted company.

Until that time all of us must keep pitching and carrying our share of the fight.

Isthmian Seamen

On June 16, the wages of Isthmian seamen were increased 11 3/10 per cent effective that date with no retroactive pay. Men sailing Isthmian did not receive the April six per cent increase with retroactive pay to January 1st won by the SIU from its operators.

Thus men sailing Isthmian have no retroactive pay due them for the last wage increase.

Lines On The Picketlines

Within ten minutes after the first picketline went up in Brooklyn, Seafarers saw solid evidence of labor solidarity, and on an international plane, too. There was a Greek ship berthed behind the SS Rider Victory, and two Greek seamen, returning from a wild night at Coney Island, refused to go through the lines even though it meant missing their ship. They were finally persuaded to pass through, but they wished the strikers the best of luck first.

The Chief Steward of a ship moored near an Isthmian scow in Baltimore came to the picketline the second day and brought with him sandwiches and coffee. The boys tried to pay, but he wouldn't take the money. Later they found out that he had bought the sandwiches and coffee at the corner restaurant, and here all the time they suspected him of taking the food from the ship.

In one of the outports the picket Captain bought some food and coffee at a local coffee pot, and paid for it. About an hour later, the owner of the joint came down to the line and returned the money. Said that he has just found out about the strike, and that he wouldn't accept money from men who were walking picketlines in a good cause. Sure could use more like him in the world.

They're telling a story about the SIU member who asked for picket duty near his home so that his wife could bring the baby for him to watch while she went shopping. Anything in "Instructions to Pickets" that covers the situation?

A red-headed Chief Engineer stopped up in the New York Hall a few days ago and contributed twenty bucks to the strike fund. Said that a few years ago, when he was a member of the SIU, he'd never believed that a bargaining election could be won in Isthmian. "But you guys did it," he finished wonderingly, "and I'll bet you win this beef before it's all over."

He's sure right—we're winning this beef every day.

Only Company Ignores Fact Isthmian Seamen Are Union

By AL KERR

Crews of the Isthmian ships that have been tied up throughout the United States have walked off en masse to take up their positions on the picketline.

Here is a real tribute to the organizers and the membership of the Seafarers. Every man that shipped Isthmian during our organizing campaign, or took a part in the drive, has every reason to feel proud of the job he did.

When the Isthmian seamen left their ships they put the crown-

ing blow to the "company that couldn't be organized." The company received a terrific blow when only 89 out of over 2000 seamen voted for No Union, and when the ships were hung up 100 per cent last week, the handwriting was there for the company to see.

Although no contract has been signed as yet, Isthmian Steamship is an organized line. The seamen are union men through and through. The company is the only one refusing to recognize this fact.

RESPONSE EXCELLENT

Since the beginning of the beef there has been very little confusion. The manner in which the different crews have responded has been excellent.

With continued cooperation such as has been demonstrated to date, there can be no doubt of the continuance of a solid strike front. No part played by any member in this action can be deemed too small.

It is the dovetailing of the work of all seamen involved in this one major undertaking that will enable us to succeed.

The men who have piled off the Isthmian ships are being given the privilege of shipping on our contracted ships. On our ships they will see at first hand the benefits we are fighting for in the Isthmian fleet.

If one or more of these Isthmian men are shipmates aboard a ship with you, show him the score and give him a hand.

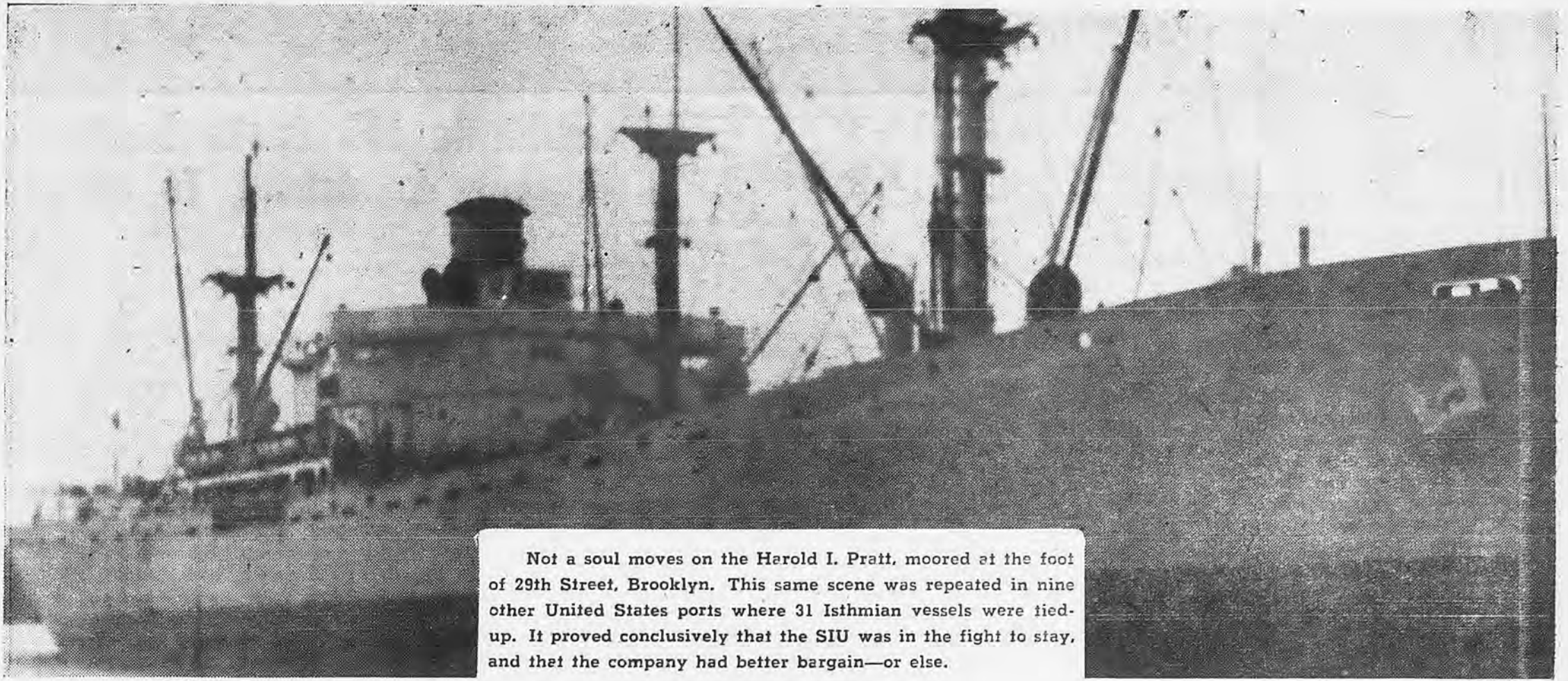
Just remember that these men have not had the privilege of riding union ships and may not know the SIU shipboard procedure.

With the fine spirit and cooperation shown by Isthmian seamen, SIU members, and the other seamen's unions, we should win this beef in typical SIU style.

Honor Roll Of Isthmian Strike

NEW YORK							
W. R. Weddington	\$3.00	F. Arroyo	2.00	Bill Higgs	35.00	J. B. Gerala	5.00
J. Sillak	5.00	P. Santos	2.00	Chris Chabal	2.00	G. Peteusky	5.00
C. Stackpole	5.00	H. Gibson	2.00	Mr. Balson	2.50	E. B. Stranach	5.00
J. Paoli	4.00	E. Castro	3.00	D. Green	2.50	BALTIMORE	
L. Taylor	5.00	W. G. Manning	5.00	Deck. Dept.		SS Edith	
D. N. Mackie	5.00	J. Perla	3.00	SS Cavalier	18.50	Markos Franygos	\$2.00
A. Winnick	4.00	L. Cepeda	2.00	Black Gang		Joe Gmicielski	2.00
R. Annon	2.00	L. Maldonado	3.00	SS Cavalier	1.00	Jess Gillette	3.00
J. F. Minnador	5.00	L. Nieves	3.00	W. Fitzpatrick	2.00	W. W. DeHaven	2.00
P. C. Murray	4.00	J. Rosario	2.00	T. Suarez	2.00	F. P. Jeffords	2.00
J. Kory	2.00	J. Q. Nunn, Jr.	5.00	B. Demham	5.00	Dominick Rizzo	2.00
M. Trocha	5.00	G. Baver	5.00	J. Heitzenroeder	2.00	Jimmie Avant	2.00
R. Yantz	5.00	P. Alvarez	2.00	R. Michalem	4.00	Bill Hall	2.00
F. C. Merritt	5.00	S. Escobar	5.00	SUP 4084	5.00	Louis S. Rizzo	2.00
Y. R. Tallberg	5.00	J. Evans	3.00	Receipt No. 89372	5.00	Hans Spiegel	2.00
F. C. Rose	5.00	R. Hall	5.00	D. D. Sihler	5.00	P. Paglia	2.00
H. S. Rose	5.00	Nestor Tollinchi	5.00	D. A. Ortiz	5.00	E. J. Murphy	2.00
W. S. Varro	5.00	R. R. Hightower	3.00	L. Cruz	5.00	Walter Cadinan	2.00
N. D. Abernathy	5.00	J. C. Jarrett	3.00	P. Almocera	5.00	Rob. E. Powell	5.00
E. J. Laskowski	5.00	A. D. Dickerson	3.00	P. Cheklin	5.00	Chris Christiansen	2.00
N. Bossanyi	5.00	C. G. Kerfoot	2.00	F. L. Allen	5.00	Rew Ward	2.00
F. E. Serra	5.00	J. V. Russell	3.00	R. F. Wilker	5.00	N. D. Hensen	5.00
J. Bove	5.00	J. C. Bynum	2.00	R. Encarnacion	5.00	L. M. Tibbetts	2.00
H. V. Gimes	5.00	J. R. Barrios	3.00	M. Loubriel	5.00	Leroy Hite	2.00
R. F. Johnson	5.00	G. C. Gillikin	2.00	L. Moreno	5.00	Charlie Zobal	4.00
A. Pacuinos	5.00	G. Bell	2.00	Juan Soto	5.00	Frank Sturgis	2.00
M. B. Eubanks	5.00	C. P. Albury	2.00	R. Gapse	5.00	Harry Proctor	2.00
P. J. Huff	5.00	C. L. Massey	2.00	J. Jarasulla	5.00	Harrison	2.00
U. Pipinen	5.00	R. W. Squires	3.00	J. Soares	5.00	Malcolm Rost	2.00
E. W. Friedrich	5.00	J. K. Presnell	3.00	L. Kranczyk	5.00	Stan. Kasmirsky	3.00
P. Ortiz	1.00	A. E. Ball	4.00	N. Singh	5.00	E. J. Benson	2.00
G. Pacheco	2.00	A. J. Raifsnider	3.00	J. Garcia	3.00	W. R. Stone	2.00
		T. N. Olsen	5.00	S. Weiss	2.00	H. M. Lughton	2.00
		K. Jensen	5.00	E. F. Kurdylor	3.00		

No Isthmian Ship Moves In Any U.S. Port



Not a soul moves on the Harold I. Pratt, moored at the foot of 29th Street, Brooklyn. This same scene was repeated in nine other United States ports where 31 Isthmian vessels were tied-up. It proved conclusively that the SIU was in the fight to stay, and that the company had better bargain—or else.



New Orleans pickets locked up the cotton warehouse tighter than a Philadelphia ginmill on Sunday. As soon as the word went out that the strike was on, N. O. Seafarers hit the line, resolved to stay out until Isthmian signed a real SIU contract.



J. P. Shuler, A&G Secretary-Treasurer, and chairman of the Union's Negotiating Committee, chairs the stop work meeting at Manhattan Center. The meeting went on record to stay out on strike until Isthmian met our just demands.



Walking the picketline in Baltimore is like walking the line anywhere. The weather was okay when this picture was taken, and all the men expressed confidence that the action would end in a Seafarers victory. That's the right spirit!



From the CIO Shipyard Workers, Regional Director Charles A. Leone brought a message of complete support, and thanked the Seafarers for the help they had given the Shipyard Workers in the past.



Co-chairmen of the Strike Committee, Paul Hall, left, and Morris Weisberger, made reports on the situation. Word from the outports indicated a full tie-up when the pin was pulled. Both committee heads told of the set up in the Port of New York, and explained how the strategy was being integrated with other ports where Isthmian ships were berthed. Both talks were enthusiastically received.



Captain William Ash, Secretary-Business Manager Local 88, MM&P, gave a talk which analyzed how the Taft-Hartley Law could be used by big business to curb labor's hard-won rights.



Appreciation for past help from the SIU was voiced by UFE President Dave Keeffe, who volunteered the aid of his entire organization in our fight. Later UFE members appeared on Seafarers picketlines.

San Juan Reports Good Shipping; Beefs, Performers Squared Away

By SALVADOR COLLS

SAN JUAN—Shipping out of this island port has been tops this past week, but business hasn't kept pace. Most men prefer to hold their payment of dues until they hit the payoff port, although, by the same token, several crews have made dues payments while tied up here.

The week's usual crop of beefs came up and all were settled satisfactorily. One in particular occurred aboard the Mormactide, West Coast ship.

The ship's Skipper and Mate needed reorienting as to what a union contract meant.

The ship's Bosun has to leave the ship for the hospital, so the two officers decided they didn't want a replacement. The Deck Delegate gave me a buzz and I went down to the ship.

After a short talk, I managed to change their minds. It was 8 p. m. when I finished, but I found a Bosun and sent him down to the ship.

The vessel also had some overtime beefs which are going to be held until they hit the payoff port.

COMMANDS FROM TOP

Another beef was aboard the Half Knot where the Wiper was being ordered around by the Chief Mate. Because he refused to take orders from the Chief, he was fired.

We are insisting that his transportation be paid due to the fact that the Wiper is supposed to take orders from the Engineers and not the Mates.

Even if the Skipper wants the Wiper to do a job, he still must consult the Engineers first. We shouldn't have too much trouble with this beef.

On the other side of the score-sheet, I had to pull three men off one of the Waterman ships because of their regular habit of getting drunk and refusing to turn to.

We have had a lot of beefs about performers making things tough for the men who are out to do their work, and a good percentage of the squawks are coming up right here in San Juan.

Because we are about 1400 miles from the U. S., it seems that

Great Lakes Tonnage Reaches New Record

SAULT STE. MARE, Mich.—Here are some eye-opening figures to mull over in your mind for some of you Seafarers who don't realize that the Great Lakes area is one of the world's busiest commercial areas, especially when it comes to the shipping of Lakes cargo.

During the month of July, 1947, ships which passed through the Soo Locks carried a record breaking 16,218,694 tons of freight. This exceeded the record for the corresponding month in 1946 by 1,232,962 tons of cargo.

Of this huge total for July, 1947, 13,441,976 tons were accounted for by iron ore alone.

For the first four months of the 1947 navigation season on the Lakes, 52,293,986 tons of cargo have passed through the Soo Locks, and 52 millions of tons ain't hay, Brothers!

hit this port before they start their hell-raising. This does not do the Union any good in enforcing its contracts.

We are doing our best not to give the companies a chance to throw this sort of activity in our face when our contracts come up for renegotiation; any continuance of this practice will become real ammunition for the shipowner.

MEMBERSHIP MANDATE

I wish to impress this on members coming to the Island. We must do our job and save the performing for ashore. If the cheap rum and the senioritas of skid row appeal to the men who come in here, that's all well and good; but if it causes any disruption aboard the ships, I'll take drastic action as requested by the membership to clean up the performers and gashounds.

If the drunks can't understand why they are pulled off and given a shoreside vacation, the reason is simple: We cannot give the operators an excuse to break our contracts.

I'll do my part down here, let's all continue to do our part on the ships.

No Isthmian Vessels In Tampa So Seafarers Head For Hot Spots

By SONNY SIMMONS

TAMPA—Although we can't do much to materially aid the present strike against Isthmian due to the fact that this port has only had two Isthmian ships in two years, we know from past experience that Tampa men are out in other ports with their shoulders to the wheel.

Some of the boys on the beach here have picked up the strike fever. Maybe among those men who have roughed it aboard Isthmian ships, it's a spirit of revenge, but anyway, they're bailing out of the Port of Tampa via train, bus, box car and plane to the ports where pickets are standing watch over Isthmian ships.

To those boys able to leave this town go our best wishes. We know they will do their best and reflect credit on this fair port. Go to it boys, the eyes of Tampa are upon you.

GOOD TURNOUT

Last week, when we held our stop-work meeting, along with all other SIU Branches along the coast, we had two SIU ships in port. The meeting was a real success with about 100 Book men present.

At the meeting, the membership showed fine spirit and eagerness to contribute to the beef. Out of the meeting came a plan for action should the opportunity present itself, but at the moment it looks like we won't get the opportunity to put it in effect as there isn't even a hint of an Isthmian ship pulling in here.

We're with our fellow Seafarers in the out-ports who are getting a first hand crack at the Isthmian scows. Our only regret is that Isthmian couldn't spare us just one ship so we could let our strike machine roll.

Shipping on our contracted

vessels has slowed down quite a bit during the past week. We had several ships in port during the week, but none of them were in the need of replacements.

The number of men on the beach has increased, but we expect that they will hit something due in next week.

Politics now have the spotlight in this town. The city's citizenry is about to elect a Mayor, City Judge and seven Aldermen. What we really need down here is a whole new slate, but that won't be as the City Judge is unopposed.

HOT RACE EXPECTED

The Mayor, however, has plenty of competition as have the Aldermen. This City Executive is



no friend of the union working man.

The Judge, no saint either, likes to toss \$15 fines at the guys who stop for a beer or two.

That's no over-statement, either. Last May, there were over ten thousand arrests and fines for drunkenness, which is more than the city previously had in a whole year.

It's not that everyone in town has suddenly gone on a binge, it's just that the Chief of Police, obeying the Mayor's orders, is out to see how many people can be pinched. It's getting so bad, I'm afraid to ask for root beer.

NO NEWS??

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

BUFFALO
ASHTABULA
MILWAUKEE
JACKSONVILLE
SAVANNAH
MOBILE
BALTIMORE
NEW ORLEANS
GALVESTON
CHICAGO

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

California AFL Backs Seafarers, Reelects Lundeborg To Office

By W. H. SIMMONS

SAN FRANCISCO—With one payoff and one sign on this week, it would appear that shipping is not too good out here, but, on the contrary, it remains good in all ratings with a shortage of Engine Department men.

The sole payoff was the returning crew of one of the vessels delivered to the India Steamship Company of Calcutta. The crew was flown to San Francisco and everything came off in good style.

The sign on was the Albert K. Smiley of Waterman. She took on a crew and pushed off for San Juan.

On the local labor front, the California State Federation of Labor has just concluded its convention with our President, Harry Lundeborg, reelected as one of the vice-presidents. At the convention, all AFL affiliates pledged their all-out support to our fight with Isthmian and the Taft-Hartley Act.

The two Isthmian ships in port here are tied up tight with continuous picketlines on the move in front of the scows. When the strike call came in from Headquarters, we wasted no time in shaping up our picketlines and setting up committees to handle

the beef. We called a special meeting Thursday at 9 a. m. and gave the membership the score on the beef. We got excellent cooperation right from the start and things have been running very smoothly ever since.

This is the time for real militancy and those seamen who come to the forefront in every tough situation are showing their true worth—that's about 100 per cent of the men here.

ISTHMIAN 100 PROOF

We haven't had any gashound trouble since the beef got under way and we don't expect to have any in the future. The men here are concentrating on Isthmian and not Old Crow.

In addition to keeping Isthmian buttoned up, we expect to hang the hook on the Crowley towboats unless Mr. Crowley comes to his senses. We will give out with more dope on this if a strike becomes a reality.

This is the best place in the world for any kind of outdoor activity, and by that I mean walking a picketline. There's nothing anywhere that can beat the good old California sunshine; we've really been out there soaking up the vitamins from Old Sol.

Isthmian Men Are Told The Score, And All Hit The Bricks In Philly

By EDDIE HIGDON

PHILADELPHIA—Well, here we go again the march is on—this time it is the Isthmian line.

I have seen many a crew hit the dock in the past, but my hat is off to the crews of the SS Montgomery City, East Point Victory and the Baton Rouge Victory.

These men were only told once what the score was and, believe me, every man answered the call.

Everybody here is greatly interested in this strike as this company is very powerful; in fact, it is the last of the Mohicans and it looks like those men are going to follow their usual line of resistance. I believe that they are on the wrong track this time, as by now they must be convinced that we mean business.

We went aboard the SS Robin Goodfellow, a ship which crewed up in the Port of Baltimore. Most of the men were only aboard the ship from 2 to 5 days, and the way that they met our appeal for funds was a sight to see. We collected \$135—every man in the crew donated and, believe me, this crew should be commended for their spirit.

NO LOYALTY

I see by the local papers that certain officials in Washington are going to Europe on the Queen Mary. I wonder what is the matter with American ships. Isn't there a Merchant Marine Act of 1936 forbidding government officials from traveling on foreign ships?

A new service to the east coast of South America from this port was announced here by the Danish-owned Torm Line. The ports to be served include Manaus, North Brazil, Rio de Janeiro, Santos and La Plata. The first vessel, the Heedis, is scheduled to sail from here about September 2. Subsequent sailings will be monthly.

Full operation of the new schedule is anticipated by the end of the year, when it is expected a dozen ships, including three under construction now in Denmark, will be in operation.

The same line now operates vessels from here to Portugal, both shores of the Mediterranean, the Adriatic and into the Black Sea.

Salvaging operations to refloat the R. W. McDonald barge, which was sunk in a collision with another barge several weeks ago, were started. Masters and pilots of other vessels were instructed to slow down their ships and proceed with unusual caution in the vicinity of the work about 150 yards south of Pea Patch Island.

Mayor Bernard Samuel and members of his cabinet made their annual inspection of the Port of Philadelphia. The inspection party looked over Pier 80, South, where \$300,000 is being spent on a pier-widening project. Ultimately is it anticipated that \$3,000,000 will be spent to make that pier one of the largest in the world.



New York Free Of Beefs, Except One—Isthmian

By JOE ALGINA

NEW YORK—Although we're right in the middle of a big beef, the Isthmian strike, things are relatively quiet on our contracted ships.

During the past week we were almost a beef-free port. This is one time we were glad to see that things were running smoothly on our ships, as we have been very busy with the strike.

During the course of the strike we are, of course, still covering the regular number of ships that hit this port. At the moment we have between forty and fifty ships here, all of them having been covered by a Patrolman.

Our staff of Patrolmen has really been doing a terrific job during the past week. With most of them functioning on one of the strike committees, they have been hard-pressed to fulfill their regular duties.

SHIP WILL BE COVERED

Don't worry about your ship not being covered, however, for they'll get around to you. It may take them a little longer than usual, but they'll be there.

We are not pushing our regular duties into the background, as arrangements have been made for carrying out our routine affairs in addition to waging the strike.

This week, business and shipping have taken a decided spurt for the better. We have a good number of ships in port with jobs in bountiful supply on the 2nd deck.

Among the ships in port is a good number of tankers. For a while we had very few of these ships hitting this port, but now they're tying up with regularity.

Since the beginning of the strike, the membership in the port of New York has come through with voluntary donations to the strike fund. The money the men donated has been quite a tidy sum and has enabled New York to operate without touching our regular strike fund.

Seamen's dough comes hard, and it is an indication of their terrific desire to put this beef on ice when they come up with the big sums of dough that have been handed out.

EXCELLENT COORDINATION

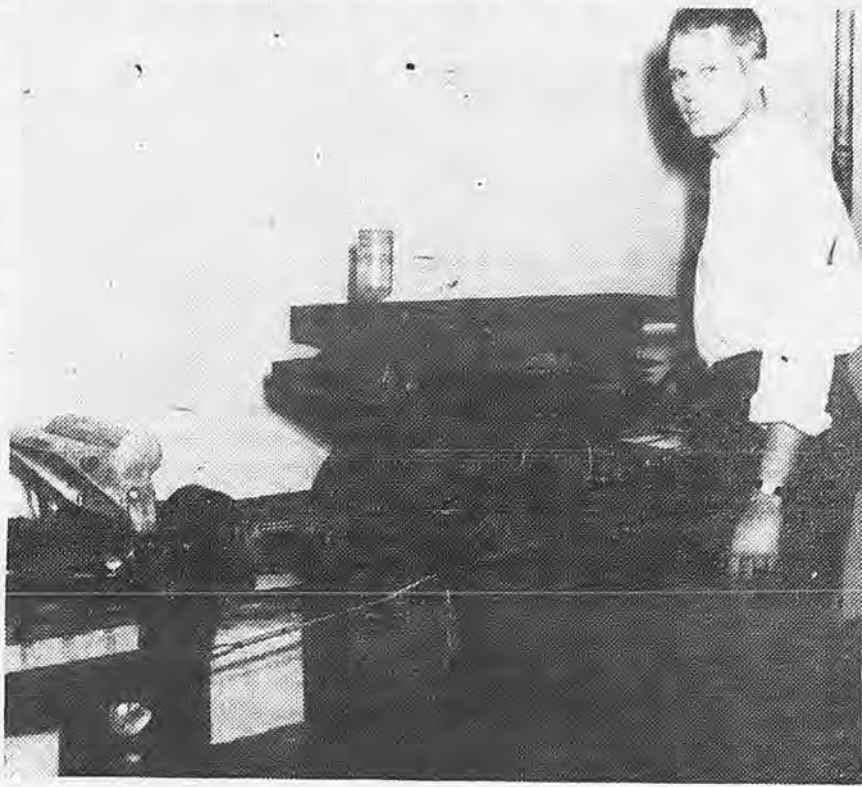
The men out of the lines have been giving us first rate cooperation since the beginning of the strike. We know what is going on in the vicinity of the struck vessels at all times, thanks to the fine job of coordination between area commanders, picket captains and the strike committee.

Isthmian doesn't have any of its ships tied up along Manhattan, instead they are over in Hoboken, Staten Island and Brooklyn, places which are difficult to reach.

The Transportation Committee, headed by Patrolman Jimmy Sheehan, has taken care of that and the men are out there in plenty of time for the changing of the guard.

French Michelet has been gracious enough to donate his services to the port of New York during the beef. Grateful for the noble gesture of Brother Michelet, the Strike Committee has made him Chief Bum of the Bumming Squad. In his spare

WHERE LEAFLETS ARE BORN



With this machine reams of information and publicity were turned out during the strike. Running the machine is Brother Hugh Eatherton.

Great Lakes District Revising Contracts

By FRED FARNEN

DETROIT—For the past three months, we've been up to our ears in revising, amending and rewriting the SIU contracts on the Lakes in order that we can maintain our record of having the best contracts on the Lakes with the best wages, hours, overtime and conditions.

Revising and rewriting these contracts was only the beginning. Since then we've had to meet with our various contracted operators and negotiate these new agreements. Naturally, the operators don't want to give us anything approximating our demands. They're depending on the Taft-Hartley Act to whittle down all unions.

As a result of the operators' desire to stall in every possible way before signing any new contracts, it's really been a tough go trying to complete these agreements and get them signed before the August 22 deadline, when some of the more stringent provisions of the Taft-Hartley Act go into effect.

We're glad to state at this time that this tough job is just about completed—the job of getting all of our new contracts negotiated and signed—and they should be all signed, sealed and delivered before the momentous date of August 22.

UNION PROTECTION

One of the more important points which have come up recently, since passage of the Taft-Hartley Act, is that of union protection. This vicious Bill does a

moments he is also giving us a hand in paying off ships.

This isn't the time to worry about the boys on Capitol Hill, but I wish someone would collar the boys down there and square them away on the rough deal being given alien seamen.

A GOOD DEED

When thees boys get back from mending their political fences, if that's possible, they should do something that does somebody some good, such as granting citizenship to alien seamen with two years seetime.

In my book, no men are more worthy of citizenship than these men who did a first class job for this country during the war. I hope someone in the chambers of Congress agrees with me.

good job of hamstringing the unions and making us liable to all kinds of court action and damage suits.

As a result, we are now forced into the position of demanding that certain union security and protection clauses be included in our new agreements.

Numerous contracts were signed before this became apparent, but since then we've been including them in our newest agreements.

These clauses are in line with the ones included in the United Mine Workers latest contracts, and furnish some measure of union protection.

However, in themselves they do not completely protect the Union from damage suits and responsibility for the actions of the members and authorized representatives of the union.

OUR RESPONSIBILITY

That's why we in the SIU must join with the entire AFL and the organized labor of our country in an attempt to defeat the vicious provisions of the Taft-Hartley Act, and also defeat those company-paid legislators who passed this rotten, open-shop legislation.

Until this is done, and we have gotten rid of these reactionaries who act as puppets for the Chamber of Commerce and the various big-business unions like the National Association of Manufacturers, we are going to have to watch our responsibilities as union members.

By this, we mean that it is the responsibility of each and every member of the Seafarers, from the newest rookie to the man who has been carrying a book since the start of the SIU, to learn the Union By-Laws and Constitution, and to learn the contents of the various contracts which SIU members are sailing under.

This is a must. We have won the best contracts in the entire marine industry through the blood and sweat of many Seafarers. Now, we must pledge ourselves to hold on to these gains for the present, and make it possible to win even better contracts in the future.

As we stated before, under this Taft-Hartley Act, every possible attempt will be made to sabotage the organized labor move-

Boston Seafarers Halt Vacations To Help Out In Isthmian Strike

By JOHN MOGAN

BOSTON—The main topic of conversation around the port at the moment is the Isthmian strike. The members are coming in from all over New England, interrupting well-earned vacations at the North and South shore resorts, to get on the picketline against Isthmian.

Only one Isthmian scow was in port when the pin was pulled—the SS Cape San Diego, just returned from a 4-month trip. She had already finished discharging her cargo for Boston, and the boilermakers were working on one of the boilers when action started.

Just as soon as the pickets took their stations, the boilermakers picked up their tools and headed for home. The entire crew followed, including the

Stewards Department, which was comprised mainly of NMU book members.

The Union is housing and feeding the crew as long as is necessary—with all hands hoping to get paid off shortly in order to do their picketing in their respective home ports.

With every Isthmian vessel in the U.S. held tight, Isthmian officials should soon realize that Isthmian's long reign as a non-union, no-contract outfit is over.

BUSINESS AS USUAL

Other than the Isthmian beef, business continues as usual, and for this area, business and shipping has been very good indeed.

The tankers still come in regularly; this week the SS Wolf Creek, SS Casa Grande, and the SS Stone River paid off in Portland, Maine. Only the Wolf Creek was coastwise, the other two were in from six-months' voyages.

Of the three tankers, only the SS Casa Grande caused any real trouble. It seems as though this scow carried a Purser who was a souvenir hunter to the exclusion of everything else, including the recording of overtime turned in to him by the Department heads.

No one who saw this guy had ever seen his like before—his medical theories were something to an interne's nightmare, such as prescribing Sloan's liniment for a very severe sunburn, giving a crewmember with a lacerated hand a roll of bandage and telling him to hurry aft and put it on himself because he, the Purser, couldn't stand the sight of blood.

But losing about two or three sheets of recorded and approved overtime was the headache for



the Patrolman and the paymaster, who set up his payroll on the basis of the overtime turned in to him by the Purser.

It took two days of checking individual overtime sheets against the payroll in order to get the situation squared away. It should be superfluous to add that the Purser will not be sailing with Pacific Tankers any more.

PERFORMERS SCARCE

The SS Stone River payoff was without incident. It is worthy of mention, however, that the campaign against performers is definitely showing excellent results; for on both of these tankers, which were gone from the States a long time, there was absolutely no sign of John Barleycorn's presence.

And, too, the crews of both vessels remembered their Brothers in the hospital to the extent of \$34.00 from the boys on the Casa Grande and \$41.00 from the gang on the Stone River.

ment and our own Seafarers International Union in particular.

That is why it's now doubly important to accept our responsibilities as Seafarers, and see that our every gain is secured until the defeat of this evil law.

WHAT TO DO

What are these responsibilities, and what should we do to protect our Union?

First, we must pledge ourselves to attend all Union meetings and participate to our fullest possible extent. That way we learn the SIU score, and can pass the word along to others who don't know it.

Secondly, we must hold our Union meetings aboard every SIU vessel at least once every two weeks. In addition, we must elect responsible departmental delegates at these meetings, and see that they take up our beefs under the contract in true SIU style.

When our duly elected Delegates fail to perform in a satisfactory manner, it's up to us to remove them and see that they are replaced by competent union members.

CALL THE HALL

It's our duty when in doubt about an unsatisfied beef to see that we get the right kind of advice before going off half-cocked. Stop for a minute and call the Hall when you're in doubt.

Don't start a job action on the spot which might be a violation of the contract, and cost your Union thousands of dollars in damages!

This doesn't mean for one minute that the SIU is retreating from its militant course of action in fighting for the rights of the members at all times.

It does mean that we must know our By-Laws, Constitution, and Contract before acting. When in doubt, get the advice of your Union officials.

They are your duly elected representatives, and they should know the necessary facts for your advice. Follow this course of action, and be guided in your actions at all time by good old common horse sense.

That way you'll be a credit to the SIU, and carry on the same fighting traditions of the SIU that have made the SIU the strong union that it is today.

Organizer Reports On Seafarers' Drive To Organize Lakes Non-Union Seamen

By PAUL WARREN

DETROIT — Recently, we've had a number of queries from some of the seamen sailing the unorganized Great Lakes fleets, on which we're concentrating our organizational drive, as to how soon they are going to have elections aboard their ships.

These men are becoming anxious for SIU contracts bringing SIU wages, overtime, hours and conditions to their ships. That's why they want to know the score about the SIU organizational progress.

We'll try to brief the present status of all companies for which the SIU has petitioned the NLRB to conduct elections, so that these seamen will know what's what and why. That way we'll bring everyone up to date on the progress of the Seafarers on the Lakes.

HURON—Contract negotiations with the Huron management are proceeding slowly. Union contract proposals have been submitted to the management, and they are now considering them. Another meeting is scheduled for the near future, and further

Seaman Can Tell SIU From Poor Imitations Now

By CARL GIBBS and FRANK MORAN

DULUTH — We had a rather amusing experience recently which shows how the LSU operates on the Lakes. A man off one of the ships docked here came up to the hall and asked, "Is this the LSU hall?"

We informed the Brother that this was the SIU-AFL hall, and he looked at us in a surprised manner, commenting "Why, I was led to believe that the LSU was affiliated with the AFL!"

So we took time off from our organizing activities to explain in detailed fashion that the LSU was a one-horse outfit with no outside affiliations, and not in any way connected with the AFL.

We further enlightened the Brother as to the strength of the SIU on the Lakes in direct comparison to both the LSU and NMU.

When he left, our friend was an SIU convert and assured us that he was going back to his ship to give the real score to the other men aboard.

We leave it to your imagination as to whether or not he was still an LSU member after he left the SIU hall!

MARITIME COUNCIL

We attended the AFL Maritime Trades Department Port Council meeting held at Ashland last Sunday. Brother Einar Nordaas, Duluth Port Agent, went with us, and we had a very complete discussion on a number of different problems confronting AFL Union in the Lakes area.

This Duluth Area Port Council is a smoothly operating group, and we had a first hand opportunity to see them in action for the first time.

Brother Slaughter, ILA leader in this area, is chairman of the Council and does a swell job of chairing.

details will be printed in the LOG.

WYANDOTTE—Contract proposals for the Wyandotte fleet have been talked over with the men sailing the Wyandotte ships, and will then be given to the company for their consideration. These demands are based upon the men sailing the Wyandotte ships, and will then be given to the company for their consideration. These demands are based upon the suggestions of the Wyandotte seamen, and should be ready for the company by the time this article goes to press.

Meanwhile, passes have been issued to SIU representatives to board both the Huron and Wyandotte vessels in order to keep in contact with the men sailing these ships and see that there is no discrimination for Union activities pending the signing of SIU contracts.

HANNA—This case is still before the NLRB in Washington awaiting a decision on the inclusion of the Stewards in the bargaining unit. Apparently little or no action may be expected from the NLRB on cases of this nature until after August 22, at which time some of the more drastic provisions of the Taft-Hartley Act become effective.

The SIU has two representatives in Washington working on the Hanna, Wilson, Kinsman (Steinbrenner) and Shenango cases trying to expedite them as much as possible. However, they haven't been too successful as yet.

WILSON—As previously noted, the Wilson election is tied up in Washington pending a decision as to whether or not the Stewards and Utility Engineers should be included in the bargaining unit. Action is being demanded by the SIU, but no results so far.

KINSMAN (STEINBRENNER)—This election, too, is being held up in Washington awaiting a decision from the moribund NLRB in regard to inclusion of the Steward in the election unit.

SHENANGO—While not tied up over the bargaining unit, the Shenango case is being held up pending the ordering of an election by the NLRB. The company refused to consent to an election as a stalling gesture, and that's why it's necessary for the Board to order one.

TOMLINSON—A petition was recently filed with the NLRB for an election in this fleet, and preliminary hearing will be held on Aug. 18 to discuss the possibilities of holding a consent election on the Tomlinson ships. More information on this case will be printed just as soon as it is available.

SCHNEIDER—An NLRB hearing is scheduled on the Schneider case for August 18, and matters concerning this fleet will be thoroughly discussed at this meeting. Just as soon as we have something on this fleet, we'll print the information in the LOG to keep the seamen informed.

OTHER FLEETS

Several other Great Lakes fleets are on the SIU organizational concentration list. However, these companies are in varying states of progress. Some of them are just about ripe for an election, and other are developing a little slower.

Eventually, we expect the en-

tire Great Lakes to become SIU-minded. Day by day, as the strength of the SIU increases, that of the LCA, NMU, and LSU decreases.

Each additional SIU contract is additional proof, if any is needed, that the SIU leads on the Lakes when it comes to the best contracts with the best wages, hours and conditions.

The day when the shipowner's union, the Lakes Carriers Association, ruled the roost on the Lakes has passed into the limbo of forgotten things.

With every election that the SIU wins, and with every petition that the SIU files, the eventual death knell of the LCA becomes that much plainer to the average Lakes seaman.

Frantically, these open shop advocates are reaching for any straw, just as a dying man does. That's why the LCA is playing ball behind the scenes with the stooge outfit Lakes Sailors Union.

They hope that through this stooge outfit they can bamboozle some of the seamen into shying away from the SIU. They underestimate the intelligence of Lakes seamen!

Lakes seamen have been under the heel of the Lake Carriers Association for too long. Now they see in the SIU a means of salvation. They're not going to be fooled by any company-controlled substitutes like the LSU, and the NMU is a dying issue.

They want the kind of Union representation, job security and contracts that only the SIU can bring them.

They want the SIU, and come hell or high water, these Lakes seamen aren't going to be content until the entire Lakes has gone SIU. That's what they want, and we'll see they get it!

Not A Seafarer, But Hanna Trip Showed Him What Lakes Score Is

By STANLEY WARES

CLEVELAND — The following letter regarding the lousy open shop conditions prevailing aboard the Hanna ships was received by this office, and we pass it along to you LOG readers, because we think that the Brother who sent it in deserves a vote of thanks from any of the unorganized seamen sailing aboard Hanna, or any other open shop Lakes fleet.

Dear Brothers:

Recently, I sent in a pledge card while sailing on the Edward J. Berwind (unorganized Hanna ship), but I left that job and tried out another Hanna ship because, someone told me that Hanna was a good outfit. Now I know that the information was sure a bum steer!

I've just completed one of the worst trips every made in my 30 years of intermittent sailing. The ship of my latest experience is the Albert E. Heekin, where working conditions are the most unsatisfactory and sleep is at a premium due to night and day airhammer chipping.

These leeches are not only after a man's last ounce of work force, but they're also out to get his blood. How the

Keep Her Steady As She Goes

We all know that the Seafarers is tops in the maritime field, and has the best contracts and conditions. We got to be that way the hard way—and let's keep it the way it is.

Here are some of the things you can do:

1. Hold regular shipboard meetings
2. Attend the shoreside meetings, and take an active part in them. Bring up your beefs before the membership, not in a ginmill.
3. Keep those gashounds and performers under control. They are among the Union's worst enemies.
4. Do your job to the best of your ability.
5. Don't take time off unless you are authorized by the department head.
6. Study your contracts and shipping rules, and know your Union's constitution and by-laws.

The Patrolmen Say...

According to Hoyle

NEW YORK—I've paid off a lot of ships, and I've said this before—but I'll say it again: Until a better ship comes along I'll string along with the Quinones; in my book she is the cleanest ship that has fallen my lot to payoff.

The Francisco Quinones, South Atlantic, just returned from a trip to England, Sweden and other North European countries, and when I crawled aboard her for the usual formality and routine of handling a payoff, I was overwhelmed by the cleanliness of everything aboard.

In particular, the Stewards Department was sparkling. The ice boxes and storerooms were like nothing I've seen; strictly according to the Hoyle of SIU standards.

There were a few minor repairs needed on the ship and the Delegates, right on the ball, had used the new repair form and it looked like quick action on that score.

The Delegates did an excellent job, too, in preparing the ship for the payoff, so there was really very little for Patrolman Siekmann and myself to do.

Bosun on the ship was Ber-

nard Kitchen, a real SIU old-timer whom the entire crew liked and enjoyed working with. He felt the same way about the crew; that made it one big happy family.

Only one hitch marred the otherwise smooth job. A couple of the crewmembers disregarded my warning to declare any souvenirs they might have to Customs.

They tried to get through the gate and were nabbed. The upshot was that they were detained a day or so in their rush to get home and paid a fine.

It would have been much easier to declare the stuff, but they learned a lesson and will no doubt sing out the next time they bring anything into the country.

James Drawdy
Walter Siekmann

§ § §

Educate Them

MONTREAL—One of the major problems that confronts us in our Canadian organizing drive, is the education of the Canadian Seaman.

For over ten years the majority of the Seamen have been under the yoke of the commie CSU and, as is always the case when the commies get next to the workers, the only Unionism that is taught them is fed directly from Moscow.

Since we opened up the Hall in Montreal the CSU has been conducting a dirt campaign among its members in an attempt to discourage them from joining the SIU.

They have not been very successful on this score, so they have resorted to strong arm tactics against our organizers and the men that have quit their phony outfit.

This is all old stuff to veteran SIU organizers and does not worry them too much, providing that they get a little assistance from our own members.

One of the best ways of helping is this: Whenever you happen to be in port with any Canadian Ships, try to get the guys aboard your scow and let them see for themselves the sort of a deal we have on SIU ships.

This is the best education that these guys can get, so go to it fellows. Every man an organizer!

Mike Quirke

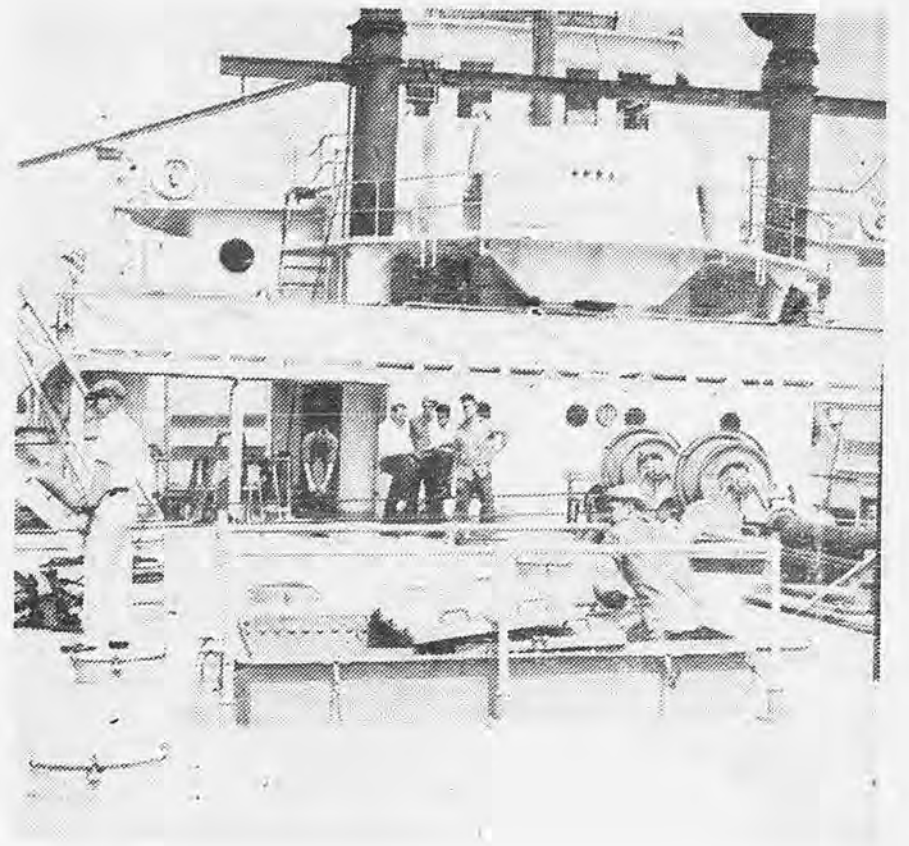
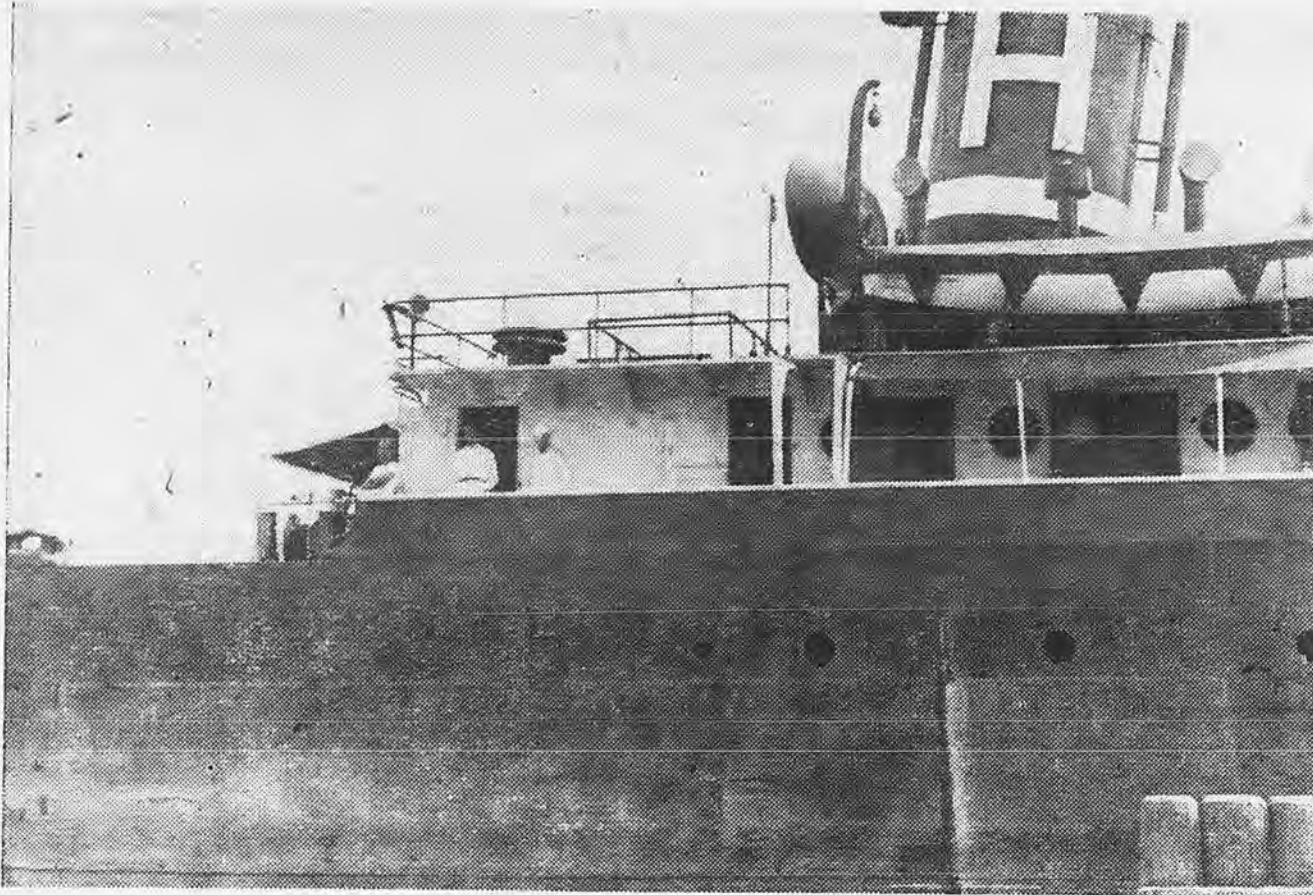
Attention Members!

All applications for unemployment insurance in New York City must be made through the offices at 277 Canal Street, instead of the District offices, as formerly.

W. S. C.

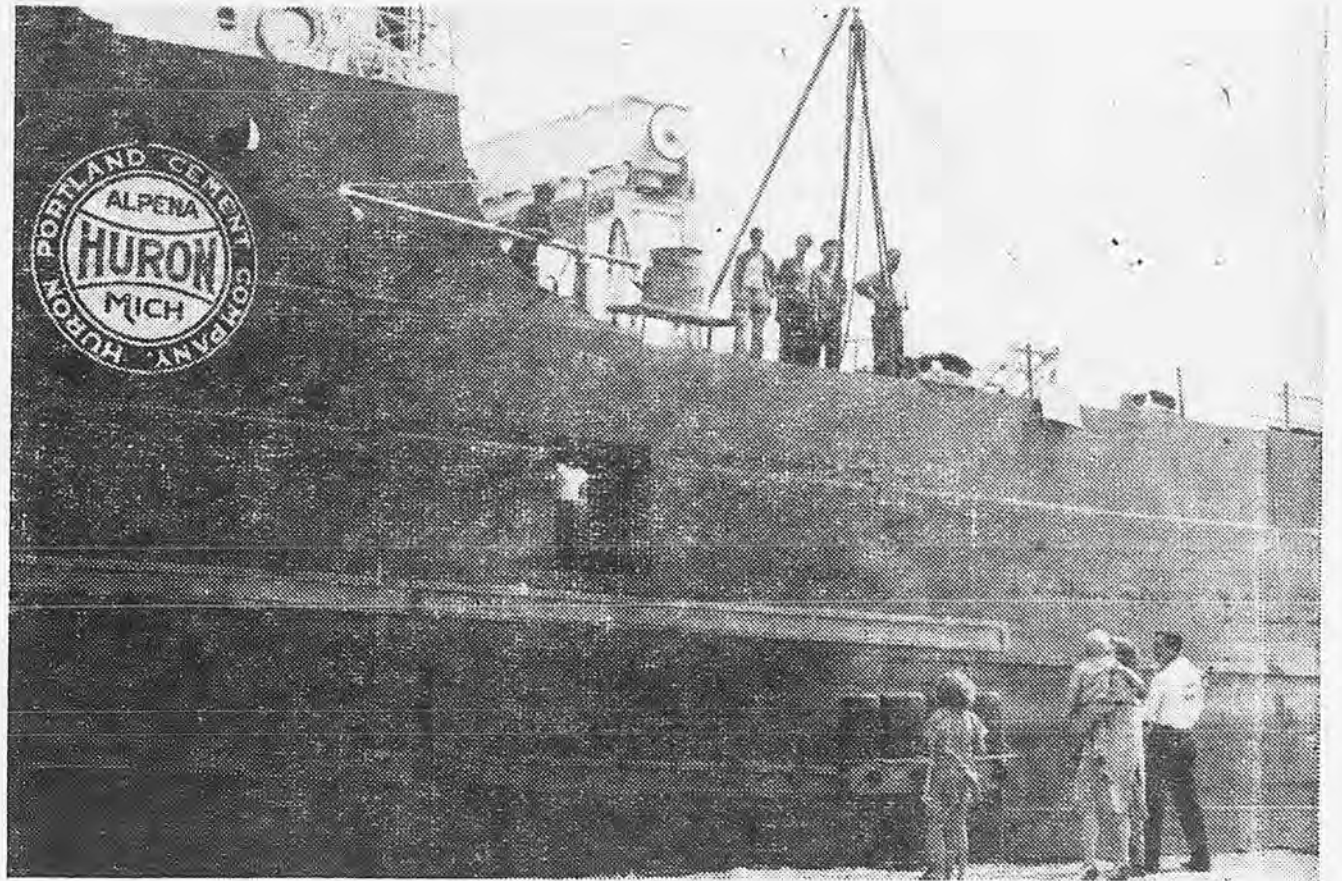
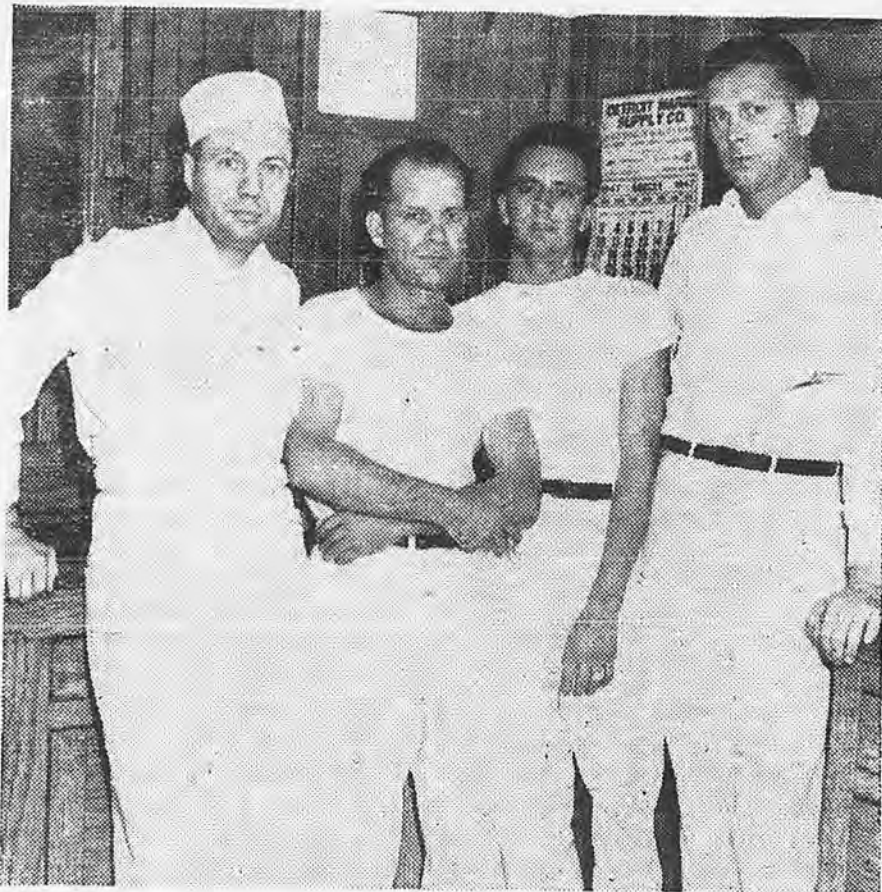
P. S.—I'm unloading this trip, and will drop in and tell you who WSC really is!

The Log Visits A Lakes Carrier



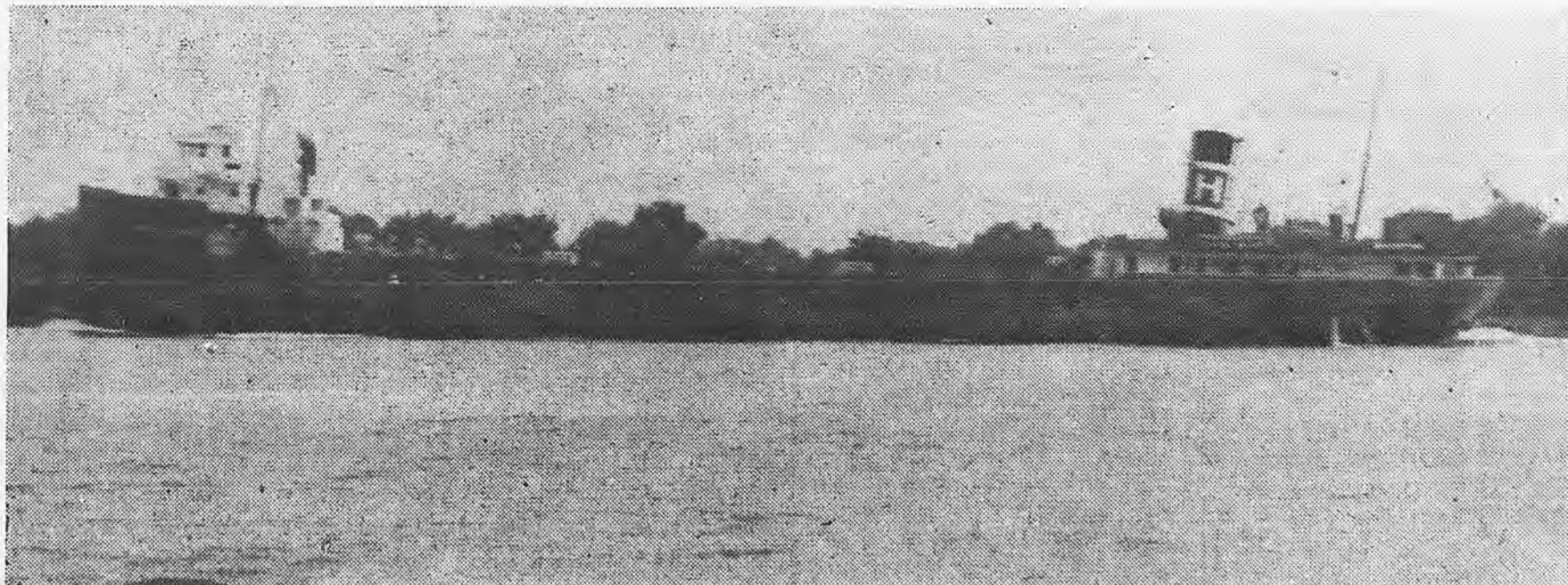
Here is what the SS Boardman, Huron Transportation Company, looks like as preparations are made to go aboard her. She's tied-up at the Detroit docks, unloading a cargo of cement. The Boardman is a spic-and-span ship with a full S'U crew, who are waiting none-too-patiently for a new Seafarers contract now being negotiated with the company.

Crewmembers of the Boardman talk things over with Great Lakes Secretary-Treasurer Fred Farnen as their ship finishes discharging cargo. Note the suction tubes, lower left, which are used to get the cement out of the hold and onto the dock.



The Boardman is a good feeder and the crew swears by the galley personnel. Here they are in person: left to right, Steward Harold Knetchel, Porters John Ceglarek and Lee Irwin, and Second Cook Ted Klimek. Good work, Brothers!

As the ship leaves the dock, relatives and friends of some of the crewmembers wave a fond goodbye. The ship is off to Alpena to pick up another load of cement which will be delivered to one of the Lakes ports. The Boardman is one of two ships recently won by the SIU in a bargaining election. A good SIU contract is the next step.



~ ~ ~

Homeward bound, the Boardman goes light up the Detroit River on the way to Alpena for another load. She's pictured near Belle Isle, before entering Lake St. Clair. Besides serving Detroit, the Boardman carries cargoes of cement to other Lakes ports.

~ ~ ~

SHIPS' MINUTES AND NEWS



Jane O Crew Aims For Top Agreement

In a determined effort to show that an SIU crew is an asset to any vessel in seamanship and shipboard cleanliness, the crew of the Jane O, Gulf Canal Lines, at a shipboard meeting on August 3 resolved that "all departments will cooperate and make a concerted effort to make the trip a success."

The resolution followed short talks under Good and Welfare by the Ship's Delegate Jo-Jo Touart and John Jeffries, the Steward.

Brother Touart explained to the crew that it was imperative that all departments keep strictly in line and show the operators what an SIU crew can do, thus paving the way for improved agreements and strengthening the hand of those who will negotiate for the crew.

COMPARED CONDITIONS

The ship's delegate also went on to point out the general principles of unionism, at the same time comparing unorganized ships with those under SIU contract.

Feeling strongly about improving the situation, Touart characterized the present voyage as a "proving ground for the SIU crew." Stating that "a happy ship means a good ship," he asked cooperation from all departments in bringing this about.

Steward John Jeffries stressed the history of seamen's struggles for better conditions and emphasized that any man on the ship who did not do his best to make it a complete success would be letting down those brothers who had fought and won those conditions during the past years.

The spirit of the occasion was quickly picked up by the rest of the crew present and a number of suggestions were made regarding eating facilities in the messroom, cleaning up the messroom after coffee time and keeping the ship clean and tidy.

The Jane O, a converted LST which makes runs to South Amer-

ica and occasionally up the East Coast from the Gulf, is, at present, the only ship operated by the Gulf Canal Lines; but, as was stressed at the meeting, present smooth operation of the crew will aid the Seafarers when the company acquires the three additional vessels it is expecting shortly.

NEW AFFILIATE CREWMAN

The crew, not totally book members as would be expected, is made up mostly of tripcarders and permit men. Represented among the crew is a brother carrying a SIU Fishermen and Allied Workers Book (One of the new Gulf Coast SIU affiliates). Also, in addition to an SUP brother aboard, is an Australian member of the Seamen's Union of Australia who has been sailing on an SIU permit.

Individually the men come from different outfits and backgrounds, but aboard the Jane O they are working for one goal: improved SIU contracts.

Chairing the meeting which produced the new determination among the crew was Norman Ladnier; the proceedings were recorded by Frederick Willis. Delegates were: Jo Jo Touart, Ship's and Deck Delegate; David E. Stanfield, Engine Delegate; and Armond Dunn, Stewards Delegate.

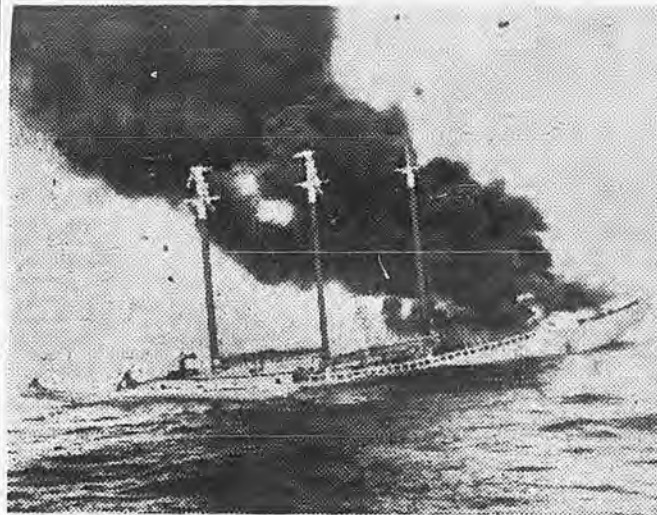


"OH, MY ACHING BACK!"

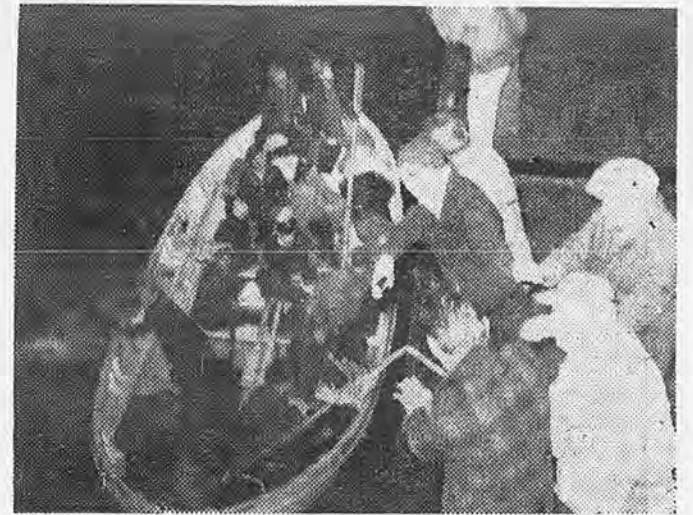


Seafarer Lester Moore, who turns in a neat camera job, had one of his shipmates aboard the SS Carlsbad jumping through the ring so he could get a good picture setup. The crew-member in the backbreaking pose is Jess Martin, Electrician, who is supposed to be resting, says Brother Moore. Good trick, if he can do it.

SCENES OF BURNING SHIP AND RESCUE OF HER CREW



The MV Herbert L. Rawding of Canada as she appeared moments before she sank to bottom in waters off Gibraltar. This remarkable photo was taken from deck of SS Robert W. Hart June 10 by Bosun Henry Murranka after crew of burning craft had been taken aboard SIU ship.



Crew of the Rawding comes alongside the Hart and waits for ladder to be dropped. Seafarers at right are securing line heaved to lifeboat. Men standing at extreme left in boat is bailing water, while his shipmates shout friendly greetings to SIU crew aboard rescue ship.

Canadian Crewmen, Rescued By Seafarers, Hear Of Union's Maritime Achievements

Utilizing the opportunity presented by their rescue of the Canadian crew of the MV Herbert L. Rawding, Seafarers aboard the SS Robert W. Hart laid the groundwork for what may eventually lead to economic deliverance.

Supplementing the generous rations of hot coffee, sandwiches and cigarettes, the Hart men plied the Canadians with quantities of SIU literature, including issues of the LOG bearing stories of record contracts won by the Seafarers' Canadian District. And the Rawding took to the eye-opening stories as readily as they devoured the tasty morsels of food.

BROKE DOWN

It all came about recently when the Rawding, a three-masted schooner powered by two diesel engines developed trouble as she was heading for Cypress from Newfoundland with a cargo of salt. Flares were shot into the sky from the helpless vessel's deck.

Plowing the seas nearby was the Hart, a Waterman ship, which was bound for Marseilles. The Hart's alert lookout man sighted the Rawding's signals for help.

The Seafarer-crewed vessel altered her course and headed for the spot where the Canadian craft was bobbing helplessly.

Following an exchange of communications between the two

ships, plans were made aboard the Hart to toss a line to the Rawding and tow her to Gibraltar, one day's distance away.

Before the operation could be completed, fire broke out on the diesel schooner. Flames rapidly licked at her fuel sending funnels of black smoke spiraling skyward. The Rawding's skipper ordered the crew to abandon ship. The 12-man complement took to one of the lifeboats and headed for the Hart, where waiting Seafarers helped all hands aboard.

Seconds after the Canadians were safely on the deck of the Hart, the burning craft lurched, then slid hissing into the sea.

RESCUE CONTINUES

It was over the hot coffee, sandwiches and cigarettes that the good union men of the Hart continued their rescue role. During the chats, which were marked by an extremely friendly spirit, the Canadian seamen man-

ifested a sharp interest in the gains made for American and Canadian seamen sailing on SIU-contracted ships.

As the Hart crew unfolded story after story of the SIU's record achievements which they supplemented with Union literature and issues of the LOG with stories of victories won seamen by the Canadian District of the Seafarers, the Rawding men expressed amazement at the SIU's standards.

Henry Murranka, the Hart's Bosun, who had considerable experience as a volunteer organizer in the Isthmian campaign, later related that the Canadians indicated they were going to look into the Seafarers when they returned to Canada.

The rescued men were carried to Gibraltar, where they debarked to await transportation to their port of engagement. The Hart continued on its way to Marseilles.

Send Those Minutes

Send in the minutes of your ship's meeting to the New York Hall. Only in that way can the membership act on your recommendations, and then the minutes can be printed in the LOG for the benefit of all other SIU crews.

Hold those shipboard meetings regularly, and send those minutes in as soon as possible. That's the SIU way!



Breathing a bit easier after their close call, crew of the Canadian vessel poses for picture taken aboard the Hart by Seafarer Murranka. Men expressed appreciation for fine treatment, which included ample portions of chow, cigarettes and some eye-opening information on conditions enjoyed by Seafarers in the Canadian District and in U. S.

Digested Minutes Of SIU Ship Meetings

MADAKET, July 13—(Chairman and Secretary not given) Deck Delegate reported difficulty with 3rd Mate; other departments running smooth. New Business: Motion carried that repair man be called aboard between 8 A. M. and 3 P. M. so some of the crew will be on hand to show him where repairs are to be made. Good and Welfare: Patrolman to see Captain and find out why garbage is allowed to remain on deck until maggots are all over the ship.



ALCOA PURITAN, July 6—Chairman L. Stone; Secretary G. W. Sirocker. Deck Delegate reported beef on fresh water. Engine and Stewards Departments running okay. Discussion about Chief Mate desiring to work on Saturday. Good and Welfare: Suggestion that all sit in chairs correctly and not lean against the bulkhead. Motion to use bread knife on bread and not break it.



FORT STANWIX, June 1—Chairman E. D. Scherzer; Secretary A. S. Drake. Special meeting called to rule on Permitman. Man was described as a screwball for his antics in the galley. Crew voted unanimously to recommend man for social register, and that he be referred to a doctor.

MASSMAR, June 29—Chairman Charles D. Rummey; Secretary Charles L. Beck. Preamble of constitution read for the benefit of the new members. New Business: Motion carried for every man to comply with Union contract and to do his duty to the best of his ability to prove that members of the Seafarers are competent and efficient seamen. Good and Welfare: Motion carried that all men check on all repairs needed and turn in slips to Steward.

DANIEL S. LAMONT, (Date not given) Chairman A. Bourgat; Secretary Fred Wegescheide. Motion carried to find out why crew wasn't allowed to check Steward's stores. Motion carried that any man who fails to stand gangway watches shall stand charges before the Union.



FREDERICK C. HOWE, June 15—Chairman M. Bruno; Secretary A. Mullen. Delegates reported on book and trip card members in their departments. Treasurer reported \$11.50 collected for fines. New Business: Motion carried that any one disposing of garbage near crew's quarters to be fined \$2.00. Motion carried to check fresh water and domestic tanks to see if they need scaling and cementing.

HALL J. KELLEY, May 25—Chairman Leo Gillis; Secretary Charles A. Terry. Deck Delegate Red Gillis, Engine Delegate Ray Shaynick and Steward Delegate Red Healey reported on the number of book and trip card men in their departments. Good and Welfare: Discussion on repairs needed and they were added to repair list. It was agreed that the throwing of junk from port holes onto the deck is to cease.

TOPA TOPA, May 25—Chairman John R. Marshall; Secretary George H. Weidon. Delegates reported no beefs in their departments. Good and Welfare: Crew quarters reported not in as good condition as they should be. Agreed that flat iron be placed in charge of 2nd Cook and to be signed for by voucher. One minute of silence for brothers lost at sea.

FREDERICK C. HOWE, June 8—Chairman R. Ingraham; Secretary A. Mullen. New Business: Motion carried for chairman to recognize only raised hands. Motion carried that all permit men with necessary time be made full book members. Agreed to have general meeting June 15 with complete report from all delegates.

HOOD RIVER, June 5—Chairman James Staibler; Secretary A. E. Steffek. New Business: Beefs from all departments pertaining to efficiency of the Stewards Department. Motion carried that every one be properly clad in the messhall at chow time. Deck Delegate requested that there be an equalization of overtime.



KING HATHAWAY, May 25—Chairman Wilson; Secretary Yeakel. New Business: Bosun made motion to have steam pipe removed from deck heads as it keeps head dirty. Deck Engineer moved to fine careless crew members for disorderly conduct in mess and recreation room. Good and Welfare: Steward told crew that linen is to be changed only on Friday. Bosun asks crew to keep passageways cleaner. One minute of silence for departed brothers.

LOST HILLS, June 22—Chairman A. S. Drake; Secretary R. P. Pike. New Business: Motion carried to get percolators next trip. Good and Welfare: Suggestion that crew call Hall on arrival for information about securing books and magazines. Motion carried to have Black Gang Delegate pick up permit of one man as he has been drunk and absent from watches over a period of time. One minute of silence for brothers lost at sea.

ROBERT G. INGERSOLL, June 8—Chairman Worturski; Secretary Gilmore. New Business: First Assistant Engineer disputing Wiper's overtime. Matter to be referred to Patrolman. Good and Welfare: Letter pertaining to objectionable 1st Mate read and signed by entire crew. Water samples to be submitted to health authorities in first port of U. S. One minute of silence for lost brothers.

ALGONQUIN VICTORY, June 8—Chairman Melnson; Secretary Womyss. Member who came aboard without his book volunteered to pay for the telegram which confirmed his status. Motion carried to insist that the coffee urn be lowered before next trip. Decision to contribute to SIU hospital fund. Motion carried to retain all trip card men who wish to stay aboard for another trip.

GEORGE K. FITCH, June 29—Chairman MacNolan; Secretary H. Vickery. New Business: Charges read against trip carder. Motion made that his trip card be lifted passed unanimously. Good and Welfare: Suggest that steam lines in Wipers' room be insulated. Motion carried that ship be fumigated when it reaches port. Deck Delegate John O. Lavery; Engine Delegate M. J. Nolan; Stewards Delegate Wm. K. Kehriceder.



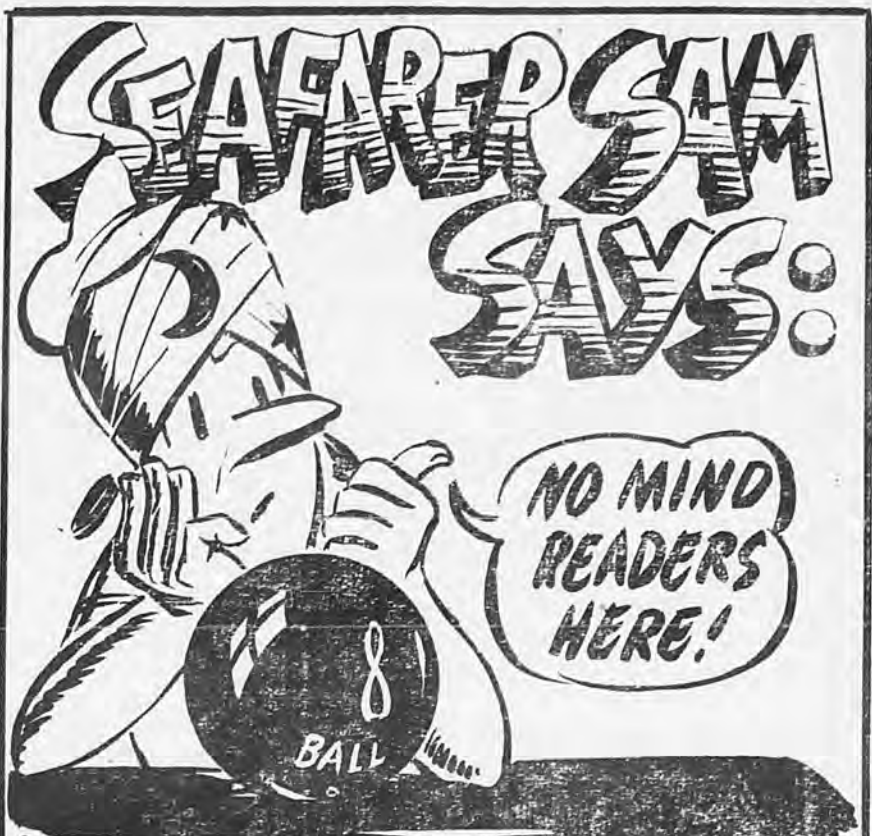
EDWIN HOWARD, June 22—Chairman Curry; Secretary Taiboda. Letter from Army in Bari, Italy thanking the crew for attending memorial services read and filed. Motion carried to send picture of the crew at the services to the LOG. Delegates reported all in order. Good and Welfare: Motion carried to thank Stewards Department for the good service and cooperation curing trip. One minute of silence for departed brothers.

JOHN FISKE, April 1—Chairman A. Simpson; Secretary Sol Cohen. Deck Delegate Sol Cohen, Engine Delegate Larry Zalenski, Stewards Delegate George Thayer reported all well in their departments. Locks to be fixed on Black Gang's and Stewards' heads. Importance of keeping ship clean, stressed. Laundry, library and recreation room to be swabbed daily. One minute of silence for brothers lost at sea.

WARRIOR POINT, May 5—Chairman Earl Cochran; Secretary Lyle Bjelde. Engine Delegate Floydale Teague reported all overtime approved in his department. Reports of Deck Delegate Fletcher Wingfield and Stewards Delegate Otis Robinson accepted. New Business: Moved by Brother Robinson that Union patrolman investigate slopchest prices on arrival in U. S.



EVELYN, (Date not given) Chairman Max A. Beck; Secretary Donald F. Hilton. Delegates' reports accepted. Motion by C. Hensley that Delegates enforce the fines that have already been posted. Motion by D. Hilton that one man be appointed to clean up after card game. Motion by Beck that Deck Delegate instruct Chief Mate to procure sufficient number of buckets for the department. Good and Welfare: Suggestion that iron for ship's laundry be secured and shelves be built in messroom for condiments.



WHEN WRITING TO HEADQUARTERS ABOUT DISPUTED OVERTIME OR RETROACTIVE WAGES, INCLOSE ALL THE NECESSARY INFORMATION.

- YOUR FULL NAME AND Z NUMBER
- NAME OF SHIP AND COMPANY
- VOYAGE NUMBER AND DATES
- SIGN ON AND PAYOFF PORTS.

THIS INFORMATION IS NECESSARY TO TRACE YOUR BEEF AND HELP YOU GET YOUR CABBAGE SOONER.

CUT and RUN

By HANK

Some Brothers may have the foolish opinion that since this is just a strike against Isthmian (and not with the other companies) and the fact that shipping is going on as usual—then all they have to worry about is shipping out first—and leaving the Isthmian strike last and least important. But these Brothers are wrong. This is not a small strike—it's big enough because it's a fight for your Union and your jobs. Isthmian would love to rip us open for their satisfaction and security and for all labor-hating shipping companies. Just this strike against Isthmian means that every man must honestly put his efforts into winning this beef. How? By taking your picket duty assignment every day (whether it is day or night) and getting that over with. That's the most important thing right now—doing that picket duty—wherever or whenever it may be.

Your chance to ship will come—fair and square. Let's not hear any baby beefs from you sailors about "not liking the day picket watch because I can't ship out" or "I've done picket watches every day so far. Why should I do any more?" Well, if you understand what this Isthmian strike is about, and you use a little common sense, you'll know. Remember when you had ten hours overtime disputed by some chiseling company? You really beefed because you didn't want to lose what belonged to you. Well, how about this Isthmian strike? It's bigger and more important—and every Brother has to do his share—every day until the strike is won. You won't be sorry.

Brother Louis Galvani just informed us of the sudden death of Brother Whitey Wilson, the oldtimer and Steward, who hailed from Boston. Brother Wilson passed away in the hospital over in Manila in the month of June. May he rest in peace... Brother Paddy McCann just came in from a short trip to New Orleans. His shipmate, John Jelletto, sailed out before the strike—after trying to make the SS Cavalier.

Brother Vic Milazzo, the Cook and Steward, is fresh in town with his mustache, after paying off in Baltimore from his latest trip... Thanks again to "Uncle Otto" Preussler aboard the SS Seatrain New York—who's still sending in those addresses of SIU brothers wanting the LOG mailed to their homes every week... Brother Teddy Babkowski just came in from a trip and confessed that his family down Pennsylvania is sure enjoying the LOG every week... Brother Bill "Dutchy" Moore from Florida sailed on the Mandan Victory as Oiler. He wants his shipmates to know he'll be "back in New York August 26th and to contact him at the Pali Bar, 236 West 78th Street... Ask Lew for him."

THE MEMBERSHIP SPEAKS



Finds Some Book Men Shirk Union Duties; Urges Uniform Penalties For Performers

To the Editor:

We hear about various tidings in regard to holding union meetings aboard ships, electing ship's delegates, etc.

The trouble I find aboard ship is that full book members don't or won't hold the various delegates' jobs, nor will many of them accept nominations for chairman or secretary at the union meetings on ships.

Various key men, such as the Bosuns and Stewards can't act as delegates of their respective departments, but these positions are open to all other men in the departments. And since our union is a democratic union, I think full book members should accept their responsibilities and assume these positions.

Here is an example: Before a meeting there are a few beefs of various kinds and there is mumbling and groaning among the crew. They are going to do this and do that.

WORDS vs. ACTION

Comes the meeting—then you try to elect a chairman or secretary and the ones that did the most beefing and groaning are the very ones to refuse the election.

On the matter of performers I think there should be a set of fines drawn up by the membership or officials and should be

the same for all ports, regardless of size, so that offenders may have the fines recorded in their books, permits or tripcards. In this way the next port will know who and what they are dealing with. If they keep paying enough fines they will lose their books and the Union will be none the worse off by getting rid of such material. These men only louse up good ships and contracts.

SYSTEM NEEDED

These performers didn't help get these contracts and I don't think they should help lose them and unless we set up a uniform

MY LEG HURTS, I CAN'T WALK. MY FINGER HURTS, I CAN'T WRITE, AND ANYWAY—WHY DON'T YOU GET SOMEONE ELSE?



system in all ports, we will have a tough time getting rid of these stumble bums.

I am not a teetotaler or a member of the W. C.T.U. or the Anti-Saloon League. But similar actions brought on the 18th Amendment and we all know the results. But not getting away from the subject, I think we all know we have the best contracts in the maritime industry, and we, as union members, should protect our contracts to the best of our abilities.

By doing so, we'll help our-

Plug 'Warm' Spot In Antwerp

To the Editor:

Greetings, Brothers. You probably have had the same request made previously from other brothers concerning other places, however, we do think it a good idea to promote these instances as we all know in various ports there are many good joints for a seaman to while away his spare time.

There are also many bum ones, clip joints, etc., and when a good one comes along it should be submitted to the LOG as an item of interest and also for other brothers to see and possibly take advantage of it at some time.

Recently in Antwerp we found such a place. The Cafe Welcom, Verschansingstraat 15, Antwerp, is a real warm little place. Seamen are treated courteously, prices are moderate and a lot of fun and a good time for all is to be had there.

The LOG is passed, our here, as it is in most places in this town. A request for the "Pilot" is met with a blank stare and "no comprende." Well, keep up the good work and lots of luck.

Thomas Doyle
Vermillion Locks

6 Crewmembers
Francis J. O'Gara

selves by helping our officials when they try to renew or agree on a new contract with the ship-owners.

SEES TOUGH TIMES

We all know that sooner or later, times will be tough and it will be made tougher trying to get things lined up with a lot of gashounds trying to duck picket-lines and other duties. We cannot rely on them to be sober when the crisis comes.

So let's get going on this system for fines and start cleaning house and put it up to the membership to get their reaction. And let's hear from the members as a whole on this subject.

Charles J. Hartman

(Ed. note: How about you Brothers writing in what you think of Brothers Hartman's suggestion.)

Chow On Jean Was Delish

To the Editor:

I would like to express my thanks and those of the crew to the Stewards Department on this ship for a darn good job, well done. You fellows who may sail with them in the future will find no better chow anywhere.

To Steward Clarence Wright: Thanks for a well run Department.

To our Chief Cook H. B. Crawford: Thanks for your wonderful steaks and roasts.

To Dave Polite, a real Baker; Ozzie Williams, the Third Cook and Jesse Williams: Thanks for fine food and excellent service.

Happy sailing to you all from the crew of the SS Jean.

C. Tobias
Ship's Delegate

DECK MEN ON THE JOHN JAY



Coaxed by their shipmate-cameraman Gerald Heiner, these Seafarers turn on the smiles. Photo was unaccompanied by identification.

The John Jay returned to the U. S. the body of Brother Vincent M. Russo who was killed in an accident aboard the SS Hastings, while the vessel was in England.

Engineer Lauds Black Gang

To SIU-SUP Members of the Engine Dept.:

I want to take this opportunity to thank each member of the Black Gang for your cooperation, good work, and good behavior on the trip now ending.

During this trip we went through some pretty rough times and the temptation was great to just blow your top and forget it all. But there never was a time when the watches weren't properly stood by a qualified sober man.

Every situation was dealt with in a manner satisfactory to all parties by discussion, and our beefs were few.

The engine spaces are in good shape, clean and painted and will be a credit to all hands.

So thanks and it has been good sailing with all of you. I hope I can always get as good a crew as you have been.

Wallace Payne, Ch. Eng.
SS Signal Hills

Hensley, Hospitalized, Wants Mail From Boys

To the Editor:

I have been here in the hospital for six weeks and expect to remain for sometime. Please tell all the boys to write me a letter or a card. It will be a great help.

Julius C. Hensley
Merine Hospital
Baltimore, Md.

(Ed. Note: How about it Brothers?)

Log-A-Rhythms

Tossing in a life boat,
In the deserts of the sea,
A thirsty, dying sailor prayed
For death to set him free.

And as the sun beat on his head,
And the spray blew in his eyes,
He dreamed of a land far away,
Where the sailor's heaven lies.

It's in the Schenley Mountains,
Where the Johnny Walker flows,
By the sweet Old Grandad Fountain,
Where the whiskey shoots and blows.

Where the ocean's made of alcohol,
And the rain is made of gin,
And if you drink fresh water,
It's thought a mortal sin.

It's Sunday seven days a week,
With overtime straight through,
And coffee time from eight to five,
With never work to do.

The hardtack's made of spongecake,
And the Mate is dead and blind,

The Dying Sailor

By "STEAMBOAT" O'DOYLE

And if you stay in bed all day,
The Bosun he don't mind.

There's sixteen kinds of alcohol,
And fourteen brands of brew,
And the mermaids have such silky hair,
And swim all day with you.

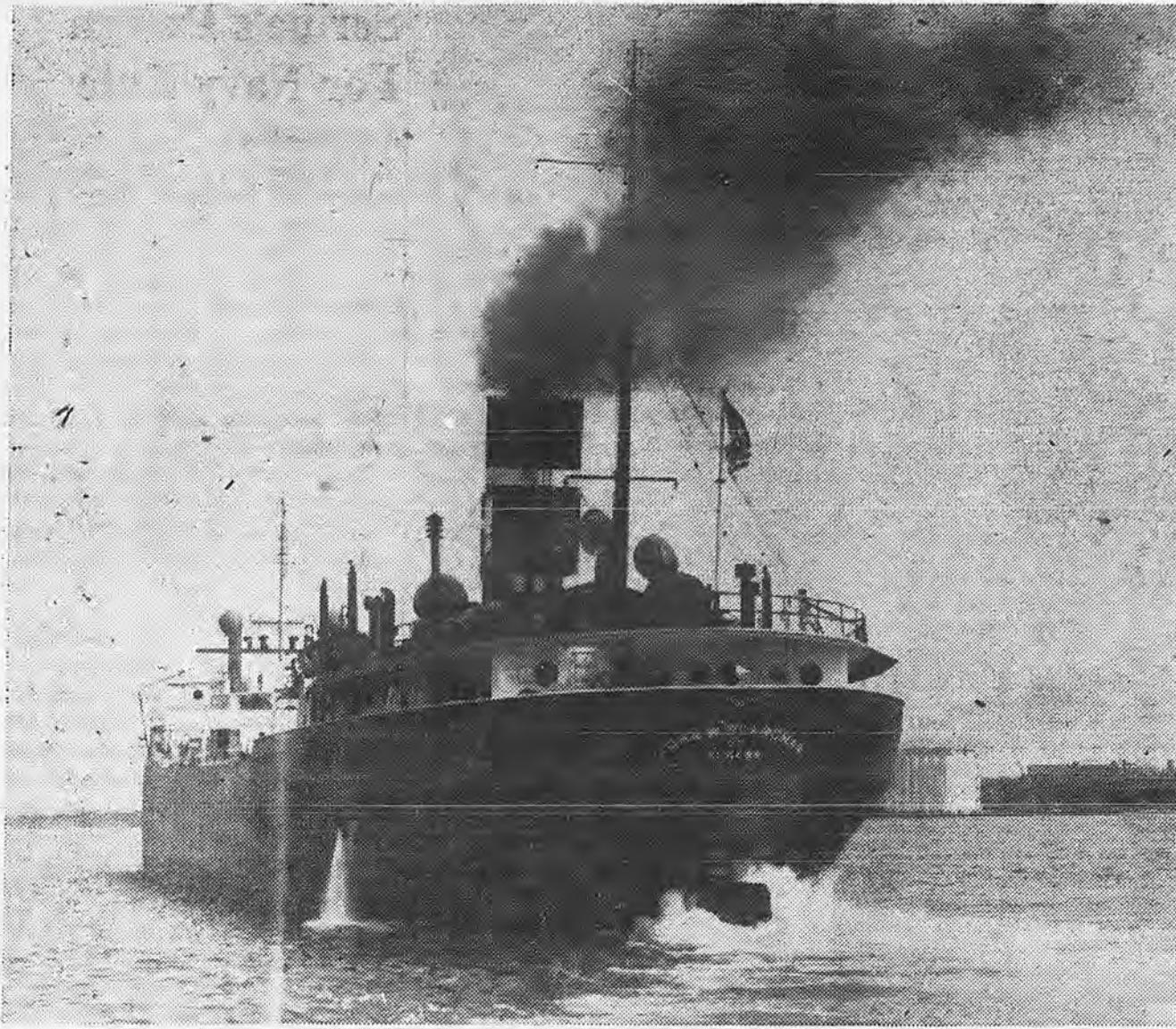
The operators shine your shoes,
And press your pants each day,
And every time you drink a beer,
They give you five days pay.

The girls are dressed in cellophane,
And treat you like a king,
'Cause all they want to do is kiss,
And hug and squeeze and sing,
(And play and dance and drink with you,
When daytime goes away.)

While smiling from the bridgedeck,
The Captain gives a nod,
I'll just call him Skipper,
Thought some folks call him God.

The dying sailor closed his eyes,
And his soul sailed far away,
To the land where you never have a beef,
And you're paid off every day.

PULLING AWAY FROM THE AUTOMOBILE CITY



The SS John W. Boardman, of the SIU-contracted Huron Cement Corporation, leaves Detroit behind as she heads north for her home port in Alpena, Mich., 200 miles away.

Bauxite 'Run-A-Round' Must Stop; Action To Protect Seafarers Urged

To the Editor:

Can anything be done concerning conditions which are running full blast in Port of Spain, Trinidad? The following are a few examples of what we mean:

The Alcoa Steamship Company is hiring men off the street and docks and putting them on the ships of the bauxite shuttle. These men, who are not seamen and do not care to be seamen, enjoy the SIU contract and conditions and agitate against the crew at the same time.

When a ship is ready to leave for the States, these free riders pile off to join another shuttle ship and continue their tactics of spreading havoc among the crew, and, as you know, the average ship contains 75 per cent trip-cards who are easy prey for the Alcoa stooges.

Why does a seaman have to be a ward of the Port of Spain Hospital and city and be sent to a waterfront clinic where medical standards are very poor?

POOR MEDICAL CARE

If a man is not dying he will receive treatment after 24 hours. So a man has to do the best he can under these conditions which are 50 years behind the times. If a man doesn't like the treatment, there is nothing he can do about it as the company will charge him for refusing the treatment which is a farce of the first order.

A comedy in one act is the launch service. Launch service is when you can get it. You can hire a launch for three days wages and swim ashore. If not, you stay aboard and eat bauxite 24 hours a day.

Ships coming to Trinidad on the bauxite run are supplied with 90 days stores. They carry plenty of beans and rice and when asked for fresh vegetables and fruits, a man receives stuff that the hogs

would refuse. Imagine the plight of the seaman.

When the company is confronted with this matter, it gives out with the old saying, "Do the best you can with the food you've got." So to stretch this 90 day supply to 120 days, the SIU men get that old Alcoa belly-stretcher, which is leased out to its co-partner, who is the one and only ships' chandler that sells this hog wash.

TRINIDAD A BUSY PORT

In this port there are four or five SIU ships per day, paying on and off. These ships down here are so disrupted that the men are helpless to do anything. Our slogan "A clean ship is an

BAUXITE - BAUXITE - EVERYWHERE!



SIU ship," is something to dream about in this port.

Why does Alcoa put men on to enjoy our conditions? How long must these beefs be kept in full bloom?

We think that an Agent and a Hall will more than pay for itself in straightening out this situation. When Brother Sam Luttrell and I played Joan Of Arc down here trying to straighten out these conditions, the question arose among the freeloaders: "Who asked for your advice? Alcoa is paying us and not the SIU."

We are able to drop only so many booms with the tools we have. The seamen's Waterfront Workers Union is helping us but

they need help as badly as us, so, again, a call for help is sent out to keep SIU conditions up to par.

Let's do things down here the SIU way, so the trip-cardmen will appreciate their union and will feel that they are being represented down here on the Alcoa-Bauxite-Trinidad merry-go-round.

**R. S. Fulbright
J. O. Santini
Sam Luttrell
J. L. Shelton**

Must Preserve Contracts, Say Gateway City Men

To the Editor:

At the last ship's meeting aboard the Gateway City, the membership was discussing the progress of negotiations on the five per cent increase and vacation clause. This letter is in regard to Paul Hall's article, which asked for opinions and ideas on the matter.

As we realize, we are the working part of the Union who man the ships by our skill and ability. As an SIU crew, we wish to express our opinion.

We also realize it is a duty of our's to preserve our contracts while at sea, and in our absence our officials will do their part to the same end.

If we can maintain our contracts by doing our jobs skillfully and capably, will will lighten the burden of officials who meet with rebuffs while negotiating with the operators.

Therefore, we of the unlicensed personnel of this vessel give our whole-hearted support to our officials acting to the best of their abilities for the good of the union and the membership.

**A. Oquendo
Frank Dirksmeyer
Irwin Pearce
H. Grandofer**

Member Sees Marine Labor In Key Economic Position

To the Editor:

I wonder how many of us ever stop to realize how powerful we are? In my opinion, maritime labor is the strongest force in America capable of writing its own ticket. In fact, when you think how powerful we can be, it scares you. Take a look:

We can soon expect to have all Great Lakes seamen organized under the SIU. In one week a full strike on the Lakes would shut down every steel mill in the United States. It would stop shipments of corn, grain, produce from the West to the East, threatening actual starvation. And here's more:

We are knocking off the tankers, one by one. In a few years we should have them all. Don't say we can't do it. Standard Oil of California, "the one that couldn't be organized," is, today, SIU-SUP. This country has never seen a tanker strike, yet, if it did, here's what would happen:

NATIONWIDE PARALYSIS

Every automobile, truck and bus in America would be stopped instantly—no gasoline. Half of the factories would stop — no diesel or fuel oil. The other half would stop, too—not enough electricity could be generated. New

Take it away and they go into the red—a depression.

Who moves our foreign trade? Well, brothers, there aren't any railroad tracks across the ocean. Enough said.

Maybe the biggest ace the seamen have is the fact that the government needs us now more than ever before. Washington is trying to "stop Communism" by sending huge shipments of goods to Europe. Our foreign policy absolutely depends on getting more and more goods across the sea. The government simply can't afford a shipping strike.

And don't think they can break a strike. Truman said last year that he'd use the Navy to do it, but we still had a half dozen maritime strikes and he didn't use the Navy.

Suppose he did call out the Navy and move the ships? He'd also have to call out the Army to load them — God knows no longshoreman would go near them.

Then he'd have to call out the Marines to get something to load them with as no teamster would bring anything to the docks. And last year foreign longshoremen announced they would not touch any American ship manned by strikebreakers.

HOLD THE ACES

Truman, himself, realized all this when he let us win what we all honestly know as a strike against the government. The fact is, today we are in an unbeatable position. We hold all the aces and can write ourselves a blank check.

I think the seamen should be the elite of American labor, the highest paid workers in the United States. Why, a mere bricklayer or plasterer gets a union scale of \$2.50 an hour.

Does he spend three-fourths of his time away from home looking at a lot of sea water? Does he have an accident rate six times the average of all industry, like we do? Yet he makes a hundred bucks for a 40 hour week.

I say we can make at least that much. All it takes is the power and the guts—we've got both.

"Steamboat" O'Doyle



York, Boston, Philadelphia, all would be paralyzed—no heat, no transport, no power.

But this isn't half the story. Economists agree that our exports represent the difference between prosperity and depression. We export only 10 per cent of what we produce, yet this is the 10 per cent profit that keeps our heads above water.

Our foreign trade is the margin that keeps our industries going.

SIU Bosun



Tex Jacks now making his third trip aboard the SS John Swift, Kearney Steamship Company, as he appeared in a call at the New York Hall recently. The Swift is presently bound for Rotterdam with a cargo of coal.

UNION'S PROGRESS MAKES OLDTIMER A HAPPY MAN

To the Editor:

Will you kindly send the LOG to my new address, which is enclosed. I sure enjoy reading the Union's paper and the stories of goings-on and how the SIU is getting more and more contracts.

I am an oldtimer myself as I have been going to sea since 1916. I learned the hard way and it certainly was tough in those days. But now we have better wages and good conditions—all of which counts an awful lot. I am a happy man to say I am a full book member of the Union.

Right now I am working on a tugboat as my wife doesn't want me to go out to sea at present. Keep up the good work and keep the LOG a-rolling.

**Anton Brokos
Galveston, Texas**

Union Is Seamen's Voice, Says Cadet Group Official

To the Editor:

I came across your "Letters to the Editor" page in the LOG of July 4 and read with interest the report made by Steamboat O'Doyle to Mr. Swadell, one of our members.

There has always been a certain amount of suspicion by some union members regarding the motives of the United States Government in establishing the U. S. Merchant Marine Academy. Mr. O'Doyle calls it "organized government finking." He states that a "government-controlled organization of non-union men is a standing threat to every real seaman in the country."

MOST JOIN UNIONS

If Mr. O'Doyle were more familiar with the Academy and its Alumni Association, I am sure he would have no reason to make this statement. First of all, most of the graduates of the academy join one or more unions immediately upon obtaining their licenses.

Even more of them would join if the unions would take more interest in these young men who know little about the unions. Our own organization has had to encourage a representative of the officers' unions to talk with the Academy graduating class in an effort to familiarize them with their organization. The Alumni Association, with the majority of its members as union members, has fostered a close relationship with the various officers' unions.

UNION BEST MEDIUM

It has complete faith in the ability of the American seaman to work out his own problems without interference. He can best do this through his union—this is his voice.

There has been no effort by the government to influence the policy of our Association in any way. We have maintained complete independence from any organization and will continue to do so.

Our organization is interested in promoting and fostering Kings Point and especially in maintaining its availability to every American youth without any play of political influence in appointments to this school. We shall especially protect the preference now given to the seaman who wants to make use of this fine training program in the advancement of his seafaring career.

Cite Dirty Deal Received From Shoreside Laundry

To the Editor:

We wish to bring to light the unpleasant story of being cheated out of articles of clothing by the Swift Laundry Company, 134 9th Avenue at 18th Street, New York City.

These connivers came aboard the Robin Wentley, and promised to return our laundry before the ship sailed. When they returned to the ship we found many articles of clothing missing and what had been returned was far from clean.

Unfortunately, we were unable to contact them before the ship sailed. We were sure taken to the cleaners and we know it.

This is a warning to all Brothers to avoid this phony outfit and spare yourself a lot of grief.

Crewmembers of the
Robin Wentley

Kings Point is your school—it is one of the finest in the country. I fail to see why Mr. O'Doyle should denounce it. Instead, if he recognizes that the training available at Kings Point is worthwhile he ought to investigate it himself and then make whatever recommendations he feels are necessary for the proper supervision of this fine program.

I stand ready to show him the Academy, from end to end anytime he or his representative puts into New York. I am sure he will see the reason for my own enthusiasm for the United States Merchant Marine Academy.

Theodore Kingsley
Exec. Vice President
Alumni Assoc.
USMM Cadet Corps

AFL Solidarity Stops Chandler In Wage Dodge

To the Editor:

On Friday, August 1, 1947, the SS Sunset, Pacific Tankers, was alongside the dock in Portland, Maine. The ship was all ready to sign on for a foreign voyage commencing the next day.

With almost all beefs smoothed away to the satisfaction of most of the crew, we came across a lulu. It seems that the ship chandlers, Harris & Co., had decided on the novel idea of loading the ship with non-union longshoremen to avoid paying the union scale to the ILA-AFL.

The Longshoremen's Union Agent contacted us on Friday morning and pointed out that there were more than enough union longshoremen ready, willing and able to work and there was no excuse for hiring green stumblebums off the dock to save a few cents.

The crew got together, called the Halls in New York and Boston and notified the company agent in Portland that the SIU and SUP men would not permit non-union men to load up the Sunset.

ON DEAF EARS

All morning the company agent was haggling in an autocratic manner that we should all sign on or he would get a new crew, and Harris could hire whoever he pleased so long as he got the stores aboard. The crew, however, didn't agree with the company.

Maybe finky Harris thought he could get away with this sort of stuff due to the new anti-labor Taft-Hartley Law, but by noon-time the haggard agent saw the light of day and capitulated; especially when the ILA agent calmly prepared to put up a picketline on the dock.

At 1 p. m., same day, a full gang of ILA-AFL brothers came aboard and put nine months stores aboard for the trip. This proves that now, even more than before, cooperation between all unions is a necessity.

A further note: Any ships hitting Portland, Maine, and who are going to store up through Harris & Company better keep a weather eye peeled as they will attempt to pull the same deal again, and they are the kind that won't blush a bit about sending inferior goods aboard.

B. Taflewitz

SEAFARERS GO SIDEWALK SHOPPING



Taking time out from their inspection of wares in Cherbourg, France, three crewmembers of the SS Earl A. Bloomquist wait for the camera to click. From left to right: August Miller, Mike and Bud Walferman.

In photo at left, George Cagle shows what the sun-dodging Seafarer will wear on sultry summer days in France. All four men made the most of the trip, which ended up in a Norfolk payoff last month.



LATE SEAFARER'S MOTHER HELPS SIU HOSPITALIZED

To the Editor:

Down here in Galveston the SIU has a worker named Mrs. Alice Knowlton, who takes LOGs to the hospital as the Patrolman can only get out about once a month.

She buys cigarettes, pencils, tablets and shaving cream, etc. with her own money. I give you my word of honor she is a poor woman and only does this volunteer work because her son was killed on an SIU ship—the Alcoa Pilgrim—during the war.

I think if each port could take up a donation and send it to her she could do a much better job and she wouldn't have to use her own hard-earned money. Her home is at 3706 Avenue O, Galveston, Texas.

I was in the Marine Hospital 31 days in March and April during which times she brought me all kinds of juices, fruit and even a chicken dinner, plus everything I needed. In my personal opinion she is doing a wonderful job for a poor, 54-year-old woman, who has to ride the bus a long way to get to the hospital.

I sure wish there was some way the SIU could help her because as I said, I was in the hospital. I never can tell you how much she did for me.

Dale Barnes

Okay, Brothers—Let Us In On It

Some secrets are to be kept, but if you had an interesting trip, or if you met a character who sent you, let us in on it. That goes for your views on the union, current events, or any suggestions you may have. All beefs of general interest will be answered.

Seafarers who think in terms of moon and June and vine and wine can give vent to their rhyme and rhythm



in Log-A-Rhythms. If you have a camera we will give prominence to your lens efforts.

The items sent to us will be displayed before an appreciative audience of 60,000 readers from coast to coast who read these pages every week.

Put down the highlights of your experience including the place, time and names and send them to the SEAFARERS LOG, 51 Beaver St., N. Y. We will return all snapshots, poems and stories, if so desired.

Now is the right time, too!

Member Lashes Scribe's Design For Navy Rule

To the Editor:

There should be an immediate roll-call at Bellevue. It may be that one of their inmates is AWOL. In any case there's a goof at large in the city of Baltimore. What's more, he is at present being aided and abetted by a newspaper concern in this city. In fact, he even writes editorials for the above mentioned rag house.

The name of this zealous dreamer is unknown to me. He doesn't attach his name to his articles. I don't blame him, judging from the nonsense he distributes.

The latest brain storm of this pixated journalist concerns the appropriation of the Merchant Marine by the Navy. (He recommended that the nation's ships be placed under the jurisdiction of the U. S. Navy, which he outlined in his article.)

WOULD SOCK UNIONS

That would mean one thing—the nationalization of all seafaring industries. Under this regime the shipping companies would be taken over by the government. Wages would drop. Uniforms would become compulsory, thereby stamping us as service men. Jobs would be frozen.

Free speech would be suppressed, for how long can the lowly gob stand against his superior officers? Whoever heard of a delegate on a navy ship? It would mean the end of representation and, therefore, the end of maritime unionism. Of course, as members of the navy, we would be represented by the taxpayer, but the taxpayer has been kicked around so much lately, he has little or no voice at all.

POSES SERIOUS PROBLEM

This regimentation of civilian industries would provoke serious consequences. When is the public going to realize that we are the same as other workmen? It just happens that our jobs take us to different parts of the world, as do the jobs of any men working for transportation: train men, truckers, bus drivers, etc.

The reason for our double status now is the reluctance of the Coast Guard in giving up their piecard positions. They are fast becoming a "good will" association; so many parasites do they harbor.

I for one, would like to see a campaign of educative publicity by all maritime unions with the view of enlightening the public and dispersing any misconception of our status.

Felix J. Curls

From Rolling Seas To Rolling Hills

We have purchased a place here in Missouri and would like the LOG to be sent here instead of our old address. I certainly enjoy the LOG, which my son has sent to us.

He is an AB, Deck Maintenance on Del Norte. You might state in your LOG that James Horne of the Del Norte has purchased a farm and may soon quit sailing to manage his place. He has 120 acres of fine, farm land waiting for him in the heart of Missouri.

He doesn't know I am sending this in, but it is okay.

Mrs. Chris Horn
Perryville, Mo.



Gulf Fishermen Affiliate With International

The ranks of the Seafarers International Union of North America were swelled by 6,000 new members this week, when the Gulf Coast Fishermen's and Oystermen's Association, an independent union, voted unanimously to affiliate with the AFL seamen's organization.

In voting to align themselves with the Seafarers, the Gulf fishermen rejected a bid made to them by the CIO. The vote was taken after the membership considered three proposed choices—affiliation with either the SIU or the CIO, or remaining independent.

Headquarters of the newest SIU affiliate are in Biloxi, Miss. Fishing operations are conducted from numerous gulf ports, including Pascagoula, Bay St. Louis, Pass Christian and Gulfport, Miss.

The well-organized and efficient fishermen's union is composed of an enterprising and successful membership. Among the assets of the prosperous group is a hotel which it owns outright.

Affiliation of the Gulf Coast Fishermen and Oystermen follows a similar action on the part of the Mobile Seafood Union, a 1,500-man organization, which recently joined the marine allied workers division of the Seafarers.

The trend of independent organizations of allied marine workers toward the SIU has been given added impetus by the growing record of achievement made in the maritime industry by the Seafarers.

SIU HALLS

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

By EINAR NORDAAS

DULUTH — The Maritime Trades Council of this region held its regular monthly meeting in Ashland, Wisconsin, Sunday, August 10.

The meeting was very well attended considering the fact that most delegates had to travel about 80 miles to the conclave.

Brother Weinberg, organizer for the Wisconsin State Federation of Labor, spoke on the Taft-Hartley Act and those responsible for its passage, particularly those from this region.

Red Gibbs of the Atlantic and Gulf District was called upon for a short address on the Maritime Trades Department and its record of accomplishments to date.

Plans have been completed for a Labor Day celebration to be held in the Shrine Auditorium. We have received word that Congressman Blatnik, outstanding liberal from Minnesota, will speak at the gathering.

We also managed to handle a full agenda of local business that kept the meeting in session for some time.

Our next meeting is scheduled to be held here in Duluth on September 23.

SEASON STILL STRONG

In the port of Duluth shipping has slowed down somewhat from the fast and furious pace it was holding there for several weeks, but we see no end-of-season tapering off yet. There's still plenty of cargo to be moved.

The loading of grain which has been suspended for some time will get under way the latter part of this month. Many of the ships now carrying ore will then switch to the grain trade.

Coal shipments to this area will also increase in a short time. There's not much to celebrate among the girls picketing the Glass Block store. They have put in a solid year on the picketline and there is no sign of a settlement.

These girls deserve a real award of some sort. They were

Port Norfolk Is In Fine Shape; Plenty Of Jobs And No Beefs

By RAY WHITE

NORFOLK — Within the last week we have paid off five ships in this port and have shipped out more than 150 men. That's better than good, and if we keep it up, Norfolk might become known as the biggest little port on the East Coast.

Very few beefs have been coming up lately, mostly because the Delegates handle situations quickly, before they can become serious. What gripes we get are settled at the payoff, and we don't leave a ship until we are sure the crew is satisfied with the way the matter was handled.

Every now and then a tanker comes into Norfolk, and then we get down to brass tacks and do an organizing job. But on the whole, very few unorganized scows hit here, and so some of the demon volunteers organize each other just to keep in practice.

Strike donations for the Isthmian beef started pouring in last week, with an average of ten bucks from every man paying

off a deep sea vessel and \$5.00 from tugboatmen.

The men are taking this duty seriously, and the man who complains about contributing finds himself damned unpopular with his shipmates.

SIU STRONGER

When we started taking up this collection, one of our old-timers was heard to remark, "We can keep this up for a long time, but can Isthmian afford to have the ships tied up with Waterman and Bull snapping up good shipping contracts?"

That's a good question, and the next few days may give us the answer. If Isthmian starts to feel the pinch, then you can bet that the strike will be settled in short order.

We got the Hall painted recently and it didn't cost the Union a red cent or a plugged nickel. Some Tripcardmen donated the money, and now we have a shining Hall, second to none in the SIU.

I don't know how other Agents feel about it, but speaking for myself I think the gashounds and performers have really cut down on their antics since the Union cracked down on them.

It is very rare that we have trouble with characters at pay-offs or sign-ons, and we hardly ever have to go to the mat with a guy around the Union Hall.

That proves that the membership is really okay, and that a few guys were causing all the trouble.

The LOG helped point out the whole situation to the membership, and like responsible people, the SIU men took steps to cut down on the foolishness. That's good work, and I'm sure we can keep it up.

PERSONALS

HAROLD P. LEDWARD

Contact Mrs. Shirley Wessel, Supervisor, Missing Seamen Bureau, Seamen's Church Institute of New York, 25 South Street, New York 4, N. Y.

HENRY ROCK

Your wife asks that you get in touch with her at 810 Third Street, Morgan City, La.

Notice To All SIU Members

The SEAFARERS LOG as the official publication of the Seafarers International Union is available to all members who wish to have it sent to their home free of charge for the enjoyment of their families and themselves when ashore. If you desire to have the LOG sent to you each week address cards are on hand at every SIU branch for this purpose.

However, for those who are at sea or at a distance from a SIU hall, the LOG reproduces below the form used to request the LOG, which you can fill out, detach and send to: SEAFARERS LOG, 51 Beaver Street, New York 4, N. Y.

PLEASE PRINT INFORMATION

To the Editor:

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

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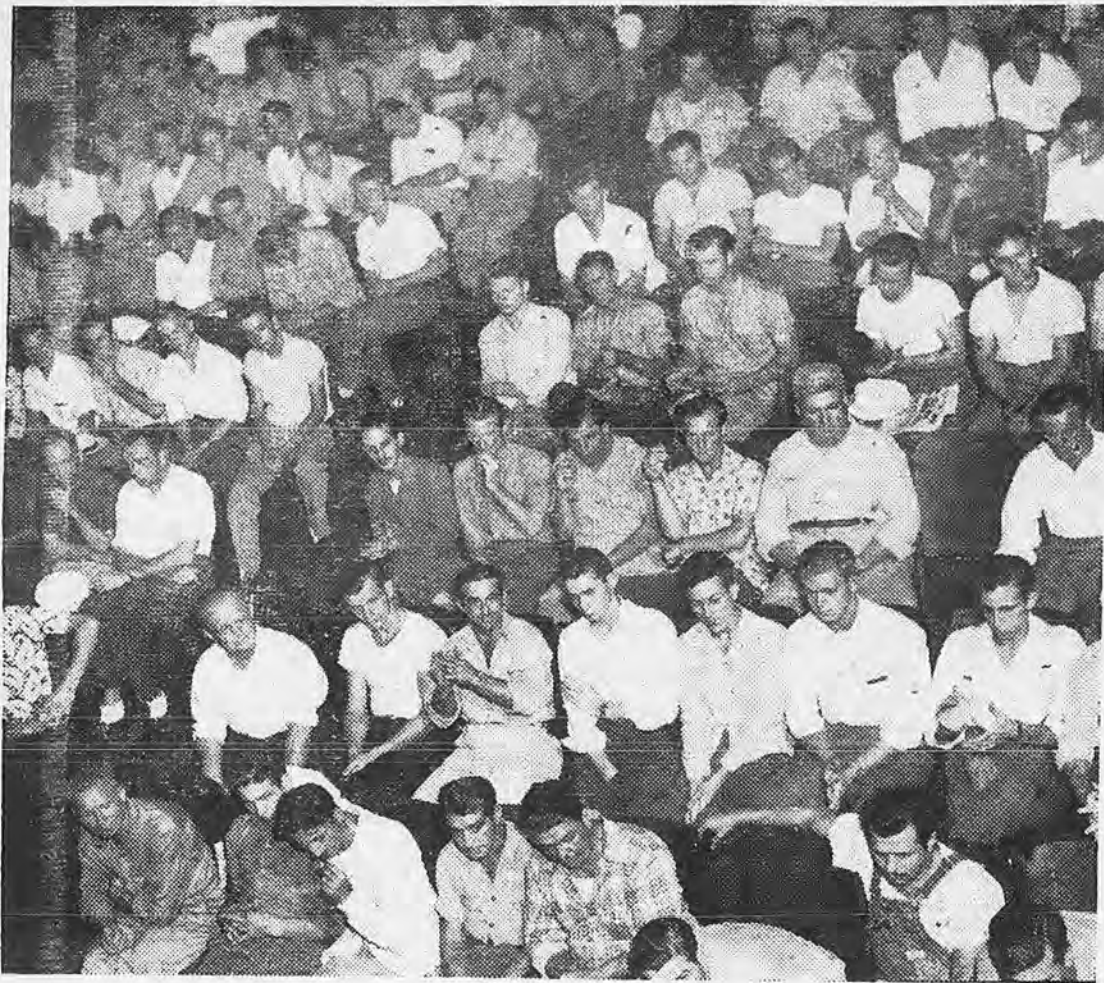
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City State.....

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Book No.

SIU Swings Into Action Against Isthmian



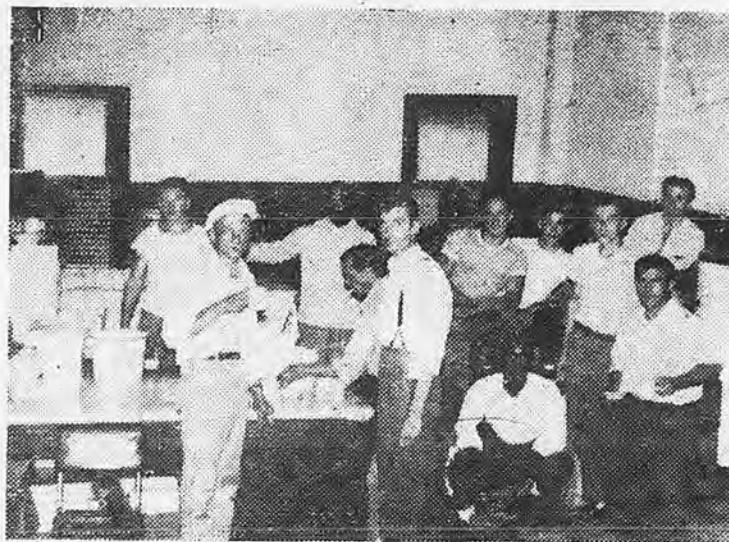
There was plenty of spirit at the New Orleans stop work meeting on August 13. Close to 500 men came off ships in the harbor, and congregated at the Carpenters Hall. Here they heard the score, and made final arrangements to keep the strike going until victory was won. A collection was taken up, and many Brothers kicked in with folding money to defray the expenses of the strike.



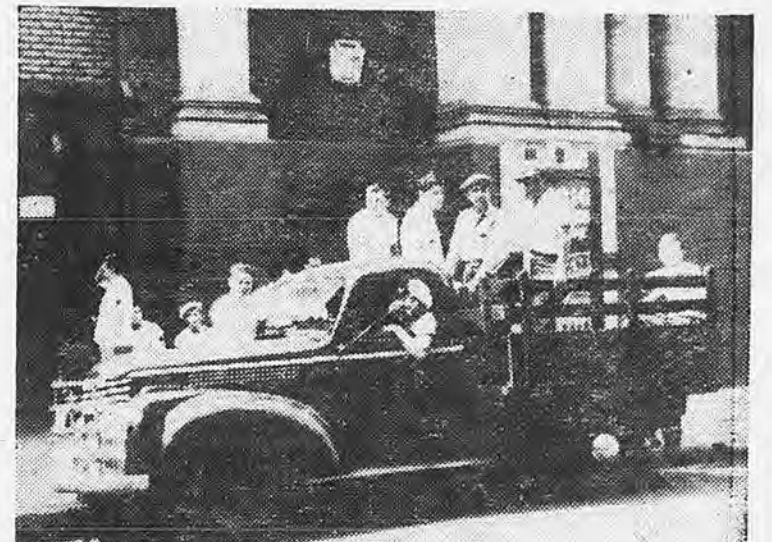
Above is J. Pairsen, second man to contribute \$20.00 to the strike fund. Many hit the hat for fives and tens, and many more stated that they would donate regularly until Isthmian signed an SIU agreement. When N.O. Patrolmen went aboard ships in the days following, crews took up collections for the strikers, and it began to appear that the strike would be paid for out of donations.



Baltimore pickets register for picket duty, the first step in the efficient system used by all ports in the Isthmian strike. From here they will be dispatched to regular posts, and Isthmian can't move its ships until the pickets are taken away at the end of the strike.



This galley in Baltimore is ship-shape. Before and after standing a picket watch, men are given coffee and cakes to keep up their vitality. Everybody pitches in to help, and it's no surprise to see Chief Stewards washing dishes like the newest Galley Utility. Everyone has a job to do.



They go to picketlines in style in Baltimore. This truck takes men to their stations, and picks up the Seafarers who are relieved. Helps the men conserve their energy for walking the picketline. This truck saw service in the General Strike, and here it is again, good as ever.



Members of the United Financial Employees, Local 205, march side-by-side with their SIU Brothers. They remember how the Seafarers helped them pull the pin on the N. Y. Cotton Exchange, and they were happy to do what they could in picketing Isthmian's fink hiring hall.



Just off picket duty, tying-up the Steel Artisan at the foot of Columbia Street, Brooklyn, these Seafarers came back to the New York Hall looking for a place to sleep. Soon after this picture was taken, they were sound asleep on cots. Left to right, these tired Seafarers are, M. R. Armando, Steward; Ken Cann, OS; Walter Pe'erson, OS; and Frank Corio, Third Cook. The boys did a good job on their watch.