

# SEAFARERS LOG



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

Vol. VIII.

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No. 39

## Work Rules Negotiations Progressing

NEW YORK, September 27—As of this date, the negotiations between the Seafarers International Union and the ship operators is progressing very rapidly, and members of the Union's Negotiating Committee expect definite results in the very near future.

The discussions being held at present concern Working and General Rules, the only part of the contracts which were left hanging when eight of the largest freight lines signed contracts with the SIU on August 5, providing for the highest wages and best overtime rates in the industry.

The wage rates agreed to at that time, and later turned down by the Wage Stabilization Board, led to the most complete general strike in United States maritime history. As a result of the action of the SIU-SUP, other maritime unions have been able to beg the same scales for their members.

Representing the SIU at the present meetings are John Hawk, Paul Hall, J. P. Shuler, and Robert Matthews. Other members of the Union have been asked to attend certain sessions when it was felt that these members could help out with specialized information.

### GOOD MEETINGS

All of the members of the SIU Committee feel that the company representatives are really interested in coming to an agreement on the rules in question, and so far the entire agreement has been approved with certain exceptions in general rules. Also still remaining for discussion are the Manning Scale and the Shore-gang clause. But these last are not expected to give much trouble.

While the strike was in progress, there were no meetings between the Union and the companies. But since the end of the action against Washington red-tape madness, the meetings have been held daily, and progress has been made each day. Members of the Union Committee feel that the conciliatory attitude of the company representatives might have been brought on by the fact that these men do not want their ships tied up any more as they were during the recent action.

### REAL OPTIMISM

As the agreement stands today, and with the way things are shaping up, there is every rea-

(Continued on Page 5)

## Seafarers Stream Back To Work After Beating WSB On Wage Increases

With a complete victory over Government dictatorship under their belts, the men of the Seafarers International Union streamed back to work this week after a general strike of ten days duration which totally tied up the shipping facilities of the United States.

The work of assigning men to the ships from which they had come to join the

### First Cleared, SIU Ship Goes On Mercy Errand

NEW YORK—The MV Pigeon Point, Moran Towing Company, first ship cleared out of the Port of New York after the end of the strike against WSB bureaucracy, went on a mission of mercy right into the teeth of a hurricane which had crippled the SS Newhall Hills, Pacific Tankers, and blown the ship way off its course.

The disabled vessel sent out distress signals starting with Friday evening, September 13, but as late as the afternoon of the next day the Coast Guard still had not reached the stricken ship and the first American ship to leave harbor was cleared by the SIU for the trip.

### HURRICANE

Fighting against a 45-mile hurricane at sea, the Pigeon Point reached the Newhall Hills as she wallowed out of control at a point 160 miles off Nantucket, Rhode

(Continued from Page 5)

picketlines was being done quickly, and other ships were being crewed as rapidly as possible. Within a week, it was thought that all shipping in the large port of New York would be back to normal, and other ports would follow rapidly.

For a period of a few days after the end of the SIU strike, the National Maritime Union, CIO, maintained picketlines and refused to return to work until they had been promised the same wages won by the SIU-SUP in negotiations with the ship operators. These wages were in most cases \$5.00 to \$50.00 per month more than the salaries being paid to the men of the NMU.

### MFOWW OUT

Allied with the NMU in the shortlived strike was the Marine Firemen, Oilers, Wipers, and Watertenders, (Independent), which is now balloting on whether or not to become a permanent part of the communist dominated Committee for Maritime Unity.

The NMU had maintained that they would stay out on strike until the demands of the MFOWW had also been satisfied, but as soon as the terms asked

(Continued on Page 4)

### Illness Forces Resignation Of San Juan Agent

Due to ill health, Bud Ray, SIU agent in San Juan has resigned his position upon the recommendation of his doctor. This action was taken this week and Brother Ray has been succeeded by Daniel Butts who will be acting agent in that port until elections.

Brother Ray who has been agent in this port for the past two years has been in ill health for quite some time and at various times has come to the mainland for treatment at John Hopkins Hospital in Baltimore.

Since resigning Brother Ray has shipped out of San Juan as Third Mate.

All Union brothers who have met Bud Ray are sorry to hear of his illness and wish him a speedy recovery. Hope we'll see him back in circulation soon.

## Nominations Opened For Union Offices; New Qualifications, As Changed, In Effect

Nominations of candidates for union office in the Atlantic and Gulf District for 1947 will get under way in all ports at the next regular membership meetings.

Qualifications which candidates must possess as provided by the Constitution and By-laws appear on Page 4.

Copies of a resolution proposing offices which should appear on the ballot in the 1947 General Election, in addition to the regular elective offices provided for in the Constitution, have been forwarded to all Branch Agents by John Hawk, Secretary-Treasurer. The resolutions are to be presented to the membership in the various ports for immediate action.

Accompanying the resolution was a letter from Brother Hawk stating that "nominations of regular officers for 1947 shall be made at your next regular meeting." The procedure whereby members may announce their intention to run for office was also explained in the letter.

"Such notification should be in the Secretary-Treasurer's office not later than Oct. 15, 1946." Brother Hawk's letter said.

The resolution is in accordance with the SIU custom in past years "to annually determine what elective offices should be placed on the ballot at each annual election over and above those provided for in the Constitution."

Should a shift in traffic of SIU ships make the opening of sub-

branches before the next regular election advisable, the resolution provides "that the staffing of these ports be left to the discretion of the Secretary-Treasurer, subject to the approval of the membership, until such time as the traffic in those ports require a permanent Seafarers hall."

The letter sent to all Branch Agents by Brother Hawk follows:

Sept. 23, 1946

Dear Sir and Brother:

Nomination of regular officers for 1947 shall be made at all branches at your next regular meeting. Any member who can qualify may nominate himself for office by submitting, in writing accompanied by the neces-

(Continued on Page 4)

## SIU Demands Union Wages For Isthmian

Although the Seafarers International Union has not yet been certified as the Union bargaining agent for the Isthmian Fleet, a request from East Coast Coordinator Earl Sheppard has been forwarded to that company asking that SIU wages and conditions be granted aboard all Isthmian ships.

It is felt that the SIU certification is a mere formality, and that Isthmian seamen deserve the same gains as those won for all organized seamen by the recent SIU-SUP general strike against the Wage Stabilization Board's arbitrary decision.

The letter from Earl Sheppard to Isthmian SS Co. follows:

Isthmian SS Company  
Gentlemen:

The great majority of the unlicensed personnel sailing Isthmian ships has voted for the Seafarers International Union of North America, AFL, as the Union of their choice for collective bargaining purposes. These same seamen have also been joining the SIU by the hundreds.

As a result, although we have not been certified as bargaining agents for the Isthmian Fleet by the NLRB, National Labor Relations Board, we rightly feel that we represent at the present time the vast majority of the unlicensed men on Isthmian ships.

### FOR ISTHMIAN, TOO

In line with this, we are writing to you at this time to request that your company institute certain improvements in wages and conditions which have been won by the entire maritime industry as a direct result of the pressure exerted by the Seafarers International Union.

Our Union struck the entire shipping industry in the United States in order to secure these gains for SIU members, and now we feel that it is no more than right that the Isthmian Steamship Company grant these same SIU wages and conditions to all of their unlicensed seagoing personnel.

Although we do not expect the formality of a written contract with Isthmian until such time as our Union has been certified by the NLRB, we do expect your company to institute these improved wages and conditions at the earliest possible moment.

Then, when we do request

(Continued on Page 14)

# SEAFARERS LOG

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OF NORTH AMERICA  
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At 51 Beaver Street, New York, 4, N. Y.

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

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## The Tale Is Told

For members of the Seafarers International Union and other readers of the Log, the events of the past few days have not come as a complete shock. There is not an honest trade unionist left on the waterfront who believes that Joe Curran and Harry Bridges and the rest of the misleaders of the commie-dominated Committee for Maritime Unity mean what they say.

Their actions in selling out the Marine Firemen, Oilers, Wipers, and Watertenders, Independent, prove that they never had any intention of using the CMU for anything more than another loudspeaker through which they could transmit foul communist propoganda to the American working class. And the American working class, by the way, has said in no uncertain terms that they want nothing to do with ideas that smell like dictatorship.

From the beginning, the CMU has been merely a machine by which Harry Bridges could become the commissar of the American waterfront. There are very few people who believe that Harry wants the position for what he can do for the workers. Harry Bridges has proved that he is nothing more than an agent of the Soviet Union, and as such he is an enemy of the American working class.

The MFOWW has a good beef. So good, in fact, that the Sailors Union of the Pacific, an outspoken critic of the policies and performance of the CMU, has seen fit to come to the aid of a union needing help. But while the SUP was coming to aid of the Firemen, the NMU was busily engaged in crewing ships, and indirectly selling the MFOWW right down the well known creek—without paddles.

This is the kind of treatment and policy that made a spokesman for the western Firemen vow that the union would not enter the CMU while he had anything to say about it. Coming as it does while the MFOWW is balloting on whether or not to officially join the CMU, this statement carries quite a bit of weight.

The importance of the NMU's latest move is not in the fact that another union has been sold out. For all of the honest trade unionists in the NMU it poses another question: How can an honest believer in trade union principles remain in the NMU and the CMU, when they deliberately throw down other trade unionists?

We in the SIU firmly believe that there are many in the NMU, and in the other unions that make up the CMU, who will earnestly ask themselves: How can they be loyal to a union that deliberately sells out others for its own personal gain? *The solid foundation of trade unionism is not built on such an insecure base.*

On the West Coast, where the MFOWW sails the ships in the engine gang, the SUP has stated that it will not man the ships until the Firemen are completely satisfied. The NMU, and the other members of the CMU, cannot say the same thing. **AND THAT IS WHY WE SAY THAT THE CMU HAS NO PLACE IN AN HONEST TRADE UNION SET-UP.**

There is no substitute for honesty. And this has been proved once again by the actions of the NMU.



## 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.

### STATEN ISLAND HOSPITAL

C. G. SMITH  
PAUL DEADY  
L. A. CORNWALL  
W. B. MUIR  
R. G. MOSSELLER  
C. W. SMITH  
C. R. POTTER  
H. P. HARRIS  
H. P. HARRIS  
J. FAIRCLOTH  
J. DE ABREU  
L. L. MOODY  
T. WADSWORTH  
F. GEMBICKI  
W. G. H. BAUSE  
G. KITCHEN  
J. N. RAYMOND  
H. BELCHER  
J. FIGUEROA  
L. B. KNICKERBOCKER  
F. MARTENS

### GALVESTON HOSPITAL

LONGCHAMPS  
IRELAND  
TILMAN  
HIKE  
RINGO  
DUPREE

### SAN JUAN HOSPITAL

R. GAUTIER  
P. PAGAN  
B. DEL VALLE  
P. PEDROSA  
T. C. LOCKWOOD  
J. VANDESSPOOLL



### NEW ORLEANS HOSPITAL

JOSEPH WALSH  
GLEN DOWELL  
J. W. DENNIS  
F. V. VIGO  
E. ROBERTS  
GEORGE CONNOR  
ROBERT PEEL  
JOHN ADAMS  
EDWARD CUSTER  
W. BROCE JR.  
A. T. MORGAN  
W. OATIS  
LEROY CULBERTSON  
JOHN KROSCYNSKI  
R. L. FRENCH  
R. M. NOLAN  
W. H. OSBORNE  
E. MAXWELL  
J. SEELEY JR.  
L. MELANSON  
THOMAS MORGAN

## Hospital Patients

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

### Staten Island Hospital

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

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

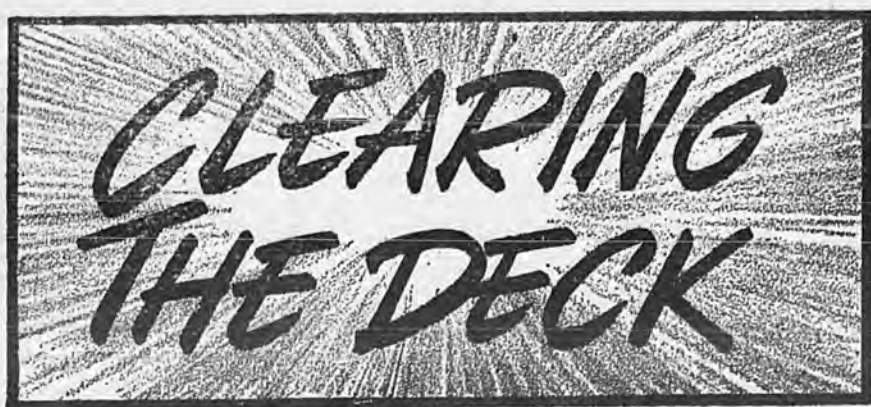
### BOSTON HOSPITAL

H. STONE  
P. KOGOY  
P. CASALINUOVO  
A. CHASE  
E. JOHNSTON  
T. DINEEN  
E. DORMADY  
E. DACEY  
K. HOOPER  
S. GILLIS



### BALTIMORE HOSPITAL

JOHN OSMOW  
MICHAEL WALSH  
RALPH BINGHAM  
WOODROW BOATWRIGHT  
HENRY WILLETT  
LEONARD MARSH  
LONNIE TICKLE  
JAMES KELLY  
MOSES MORRIS  
EUGENE O'BRIEN  
NICK MORAVICH  
LOWELL SWAN  
WILLIAM REEVES



By PAUL HALL

The strike is over and a well-fought victory has been won. Everyone is proud of the result as they have a right to be, but before we get too cocksure it is a good idea to look in the labor-industry crystal ball and see what the future holds.

One of the biggest menaces of the future is unemployment. No matter how high wages are, they don't mean a damn thing, if there are no jobs.

This has already affected the maritime industry to a large degree. Hundreds of ships are laying in boneyards, and still other hundreds are destined to be tied up. Other hundreds have been transferred to other countries and every maritime country is embarking on a shipbuilding program of its own.

The question of what flag a ship flies doesn't mean anything to the shipowner. The United Fruit Company, for example, operates both American and foreign flag ships on the same run, and makes the same profits on the cargo and passengers on both foreign and American flag ships.

The difference is that they pay one scale of wages for the American flag ships and a much lower scale for the foreign flag ships. Incidentally, both types are covered in the NMU agreements which graciously permit the company to establish the wage differential.

### One Good Solution

Every steamship company acts as agents for ships of other countries, and practically every company has large foreign shipping investments so they are pretty sure to keep on making a few bucks regardless of how many American ships are tied up.

Thus one of the biggest jobs of the Seafarers is to keep plugging away on the manning scale proposition. The four watch system is fundamentally sound and its adoption will insure more adequate security for the hundreds of seamen being thrown on the beach through the laying up and foreign sale of ships.

We have heard a lot about stabilization in the last few weeks, and have whipped the hell out of one stabilization group. The big boys meeting under the title of "the big four" and the "United Nations" are working on another kind of stabilization, however, and regardless of what the papers say you can bet your bottom dollar that it is a scheme to stabilize labor curbs and stabilize wages downward to the European scale.

This is now, and has always been, the program of the industrialists. The maritime industry especially will be the first to feel the brunt of the attack, as more than any other industry it is international.

This means that another great and immediate task of the Seafarers is to build our Marine Councils of the AFL Maritime Trades Department into such a powerful organization that the wage differentials of our brother trade unionists throughout the world can be scaled upward to our standards, instead of us being scaled downwards to theirs.

The strength of real marine unity and cooperation has been demonstrated, and our demands will continue to be enforced so long as we maintain this power, and just so long—no longer.

### Anti-labor Legislation

Already drastic anti-labor legislation is being written into the laws of the country, and awaiting a weakening of the labor front so it can be used. The employers haven't used the Case, Smith-Connally and other bills simply because they knew they couldn't get by with it at the present time.

Let's not be too optimistic however. They can and will use every weapon available to them, either as a last resort because of labor's growing strength or as a matter of policy at the slightest sign of labor's weakening.

In the recent strike, we saw the injunction weapon being used in Galveston and Houston with dozens of pickets arrested and suits filed against the Union. In Tampa, we saw the full power of the police and the City and State Governments thrown against us.

The big news of the week is the act of a Pittsburgh Judge in sentencing the President of the Powerhouse Union to prison "because he refused to apologize to the pudge for calling a strike on the instructions of his membership in defiance of an injunction asked and obtained by the City and power plant managers."

Make no mistake about it, there's stormy weather ahead. The Seafarer's crew has weathered every storm so far, and there is no reason to fear the future so long as we keep in trim with our eyes open for Sunday punches.

# Isthmian's Belle Of The Seas Sends Support Of SIU Strike

True to the traditions and customs of the Seafarers, crewmembers of the Isthmian ship Belle of the Seas held several meetings while at sea. Minutes for two of these meetings were enclosed

with a report which was sent in at the conclusion of their recent trip.

Meeting on September 1, with 28 men present, J. Atkins was elected chairman and Ben Tafle-

witz as recording secretary. All three delegates reported with Porpora from the Deck, Harrington from the Engine, and Lovejoy from the Stewards Department, and their reports were accepted as submitted.

Motions were carried that the three delegates see the Captain to request closer supervision of the Chief Steward in the galley plus assistance in the cooking due to shortages and poor quality of the ships stores; that the 2nd Mate be informed that overtime slips are available; that in shortages for the crew be remedied; that an SIU representative be present at the ship's payoff; and that the last standby on the three watches—8 to 12, 12 to 4, and 4 to 8—clean up the mess hall.

### SPECIAL MEETING

Other motions passed included one that the two Messmen be instructed to put out certain supplies and utensils at night time; that Brother Atkins and Taffewitz stand elected as a two-man committee to investigate pay differentials for various classifications and to make suggestions to the Union on same; that the three delegates make a ship repair list; and that the Union be contacted about having logs rescinded for five crewmembers.

At the meeting of September 8, thirty-six crewmen were present with Atkins and Taflewitz being elected as chairman and secretary respectively. This meeting was called as a special meeting to discuss the SIU-SUP beef against the Wage Stabilization Board which resulted in the greatest general maritime strike in the history of the U. S.

At this special meeting, members of the Stewards Department, who belonged to the Chinese Seamen's Union, and the Purser, who belonged to the AMMSOA, were present.

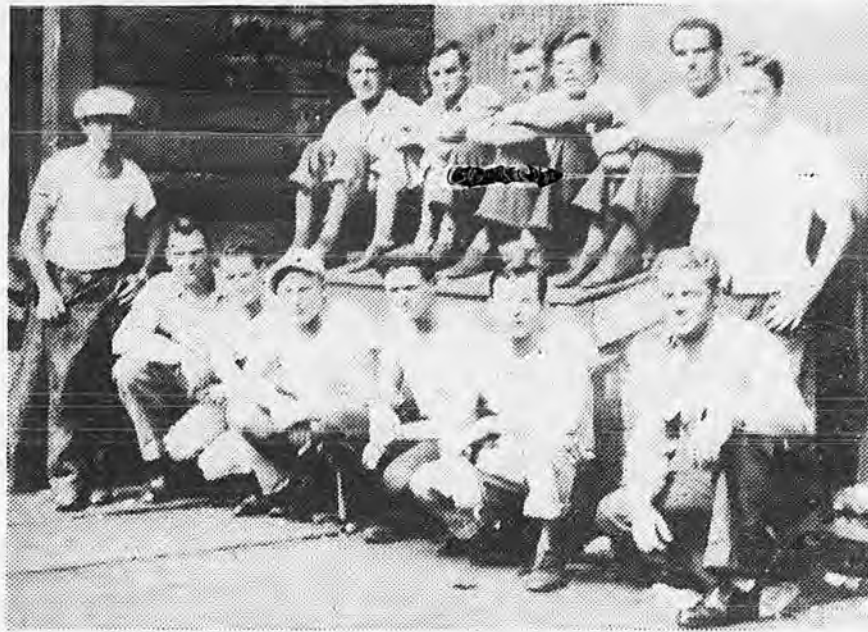
### STRIKE DISCUSSED

Explanation of the strike as a strictly SIU-SUP affair was given by Chairman Atkins, who also explained that the NMU, MEBA, MM&P, MCS, MFOWW, AMMSOA, ILA, and ROU were actively participating. Brother Atkins also went into details about the structure and conduct of the strike with a description of the committee setup and explanation of their various duties.

A recent letter from Earl Shepard was read and discussed with numerous questions asked by the crewmembers, and answered by the chairman and others. After considerable discussion, a motion was passed that a radiogram be dispatched to SIU headquarters notifying them of the crew's all out support for the strike.

Several crewmen who had taken place in other strikes and beefs described the action taken for the benefit of those newcomers who didn't know much about strikes and strike strategy. Before the meeting adjourned, Chairman Atkins gave a detailed outline of the various functions of the Wagner Act, Wage Stabilization Board, and the futility of the WSB interfering in free collective bargaining between the Union and the operators.

### ISTHMIAN SEAFARERS ON SEA LYNX



Ship's organizer "Red" Fisher (on extreme left with white cap) and crewmembers of the Isthmian ship Sea Lynx snapped near their ship, docked at Pier A, Erie Basin, Brooklyn.

# Green Hits Soviet Unions Dominated By Government

ROCKFORD, Ill. — Lifting the "iron curtain" Soviet Russia has thrown over its labor and other activities, AFL President William Green bared to American labor a formal United States report proving that Russian workers constitute a giant "slave army," that trade unions are "government institutions" and that the Red workers throughout the Soviet are disciplined to their government's "needs and goals."

Addressing the Illinois State Federation of Labor convention, Mr. Green sharply condemned the CIO for refusal of its unions to take a stand against Red infiltration and appealed for a united front by American workers to maintain and reinforce world peace.

Branding the CIO in general "a Communist-dominated organization," Mr. Green added:

"We can no more reconcile the Americanism of the AFL with the communism of the CIO than you can reconcile the Knights of Columbus with the Ku Klux Klan."

Citing a strictly factual document compiled recently by the Library of Congress on conditions within Russia, based upon "what the leaders of Russia and official Soviet publications have themselves revealed," Mr. Green said:

"This report devotes an entire chapter to labor. The report says:

"Trade unions in Soviet Russia have been absorbed by its general government economic machinery. Soviet trade union officials as party "activists" are government officials, carrying out government policies, and Soviet trade unions are government institutions, disciplining the workers to the government's needs and goals and performing functions which in other coun-

tries are performed either by management or by government.

"The relation of the union to the employing enterprise took on the aspects of "company unions" which used to flourish in the United States."

"Soviet unions are not organized to conduct strikes. While there does not appear to be any specific legislation prohibiting strikes, strikes never occur in State industries. One writer puts it cryptically that "strikes according to the unwritten and unpublished Soviet law, are forbidden."

Declaring that the report, "makes the picture pretty clear," Mr. Green told the delegates that "if the Communists think they can ever sell the people of this country on the basis of what Communism has done for Russian workers, they must consider American workers utter fools."

### Let Us Have 'Em

The Log wants at once the names and addresses of bars, clubs frequented by seamen, particularly in foreign ports, so that they can be put on the Log mailing list. With the postal delivery to ships snafued, this remains the only practical way of getting the Union paper into the memberships hands.

So do it today—send us the names and correct addresses of your favorite places all over the world, with an estimation of the number of Logs they can use.



# HERE'S WHAT I THINK...



QUESTION: What impressed you most during the SIU-SUP General Strike.



GILBERT PARKER, OS:

The whole thing was run so smoothly that it is hard to pick out one single point. I guess if I had to pick one thing it was the way we held our ~~own~~ and made up our minds that we would stay out until the WSB was licked. At no time during the strike was there a chance that we would give in. And so there was never a chance of our being beaten. We, as members of the SIU, have every reason to be proud of ourselves, and proud of the committee whom we elected to lead us in the strike.

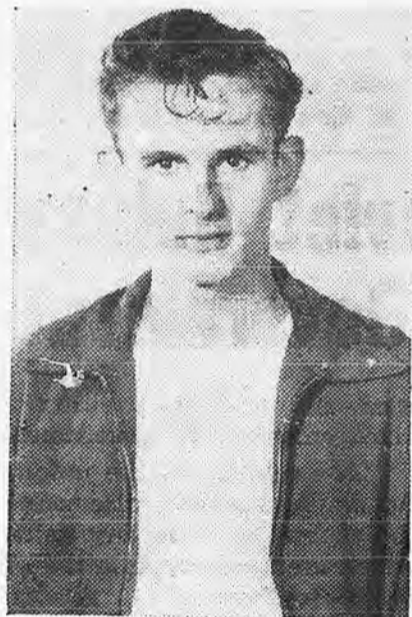
BART MISURACA, QM:

I used to be a truckdriver before I started going to sea, and so I guess that is why I was so much impressed with the way the truckers, longshoremen, and all other workers cooperated on this beef. There was never any question as to whether or not these men would cross our picketlines. We knew that they would not and, because of this feeling, we were able to concentrate on beating the bureaucrats instead of worrying about what these other unions would do.



GEORGE FENWICK, MM:

I liked the way the whole Union came out strong to beat the WSB. Nobody held back, and nobody had any doubt that we would win. We were not overconfident, but we knew we had a good beef, and so we were sure that we would win no matter how long it might take. The Union strike apparatus worked very well, and the system of serving hot meals helped keep up the morale of the men on the picketlines. Another thing that kept us in high spirits was the fact that no matter what happened, we men who were doing the rank-and-file work were kept informed.



GEORGE GORDON, Cook:

I never in my life expected to see the same amount of solidarity that we and other AFL maritime unions showed in this beef. We hear plenty about the solidarity of labor, but it only impresses you after you see it in action. And this time we saw it in action in a big way. With that kind of spirit in our own Union, and in the entire labor movement, we are unbeatable. Nobody, and nothing, was more important than our beef, and we never let ourselves forget it. That's why we won.

## Seafarers Go Back To Work After Victory

(Continued from Page 1)  
by the NMU had been granted, they started back to work leaving the Firemen holding the bag. On the West Coast, where the MFOWW is most powerful, only the Sailors Union of the Pacific is refusing to cross picketlines established by the Firemen, and they are insisting that the demands made by the MFOWW be granted.

### SELLOUT

The action by the NMU in selling out the MFOWW, an action which has been termed "the most traitorous thing ever to take place on the waterfront," has caused spokesmen for the Firemen to state that they will never allow the union to join the CMU since it is apparent that the CMU is not a genuine organization of trade union groups.

The LOG and the SIU are proud in having been the first organization to point out the failings of the CMU, another transmission line for communist propaganda.

Along all three coasts of the United States shipping is rapidly returning to normal, and there is every indication that with the settlement of the MFOWW beef, there will be U.S. ships sailing on a scale never before seen in peacetime.

### SOME TROUBLE

There are, however, undertones of discontent. The International Longshoremen's Association, AFL, is now negotiating for new contract, but spokesmen for the ILA expect little trouble in signing new, and better, contracts for the members of the union.

The ILWU, CIO, is also threatening strike on September 30, but since this organization has been talking big, witness the June 15 experience, and not doing anything when the chips were down, there is a feeling that again this outfit will accept anything they can beg from the employers.

On the whole, it was an overwhelming victory for the SIU-SUP, and the advances made by other sections of waterfront workers could not have been made without the AFL seamen to blaze the path.

## Nominations Opened For Union Offices; New Qualifications, As Changed, In Effect

(Continued from Page 1)  
sary proof of qualifications of his intentions to run for office naming the particular office. Such notification should be in the Secretary-Treasurer's office not later than October 15, 1946.

Enclosed is a resolution that is self-explanatory. Please wire me immediately the action taken on this resolution.

Fraternally,

JOHN HAWK,

Secretary-Treasurer

The following is the text of the resolution which accompanied Hawk's letter to the Agents, for action by the membership:

### Resolution on the Annual Election of Officers to the Atlantic and Gulf District of the Seafarers International Union

WHEREAS, it has been the custom of the Union in the past years to annually determine by resolution what elective offices should be placed on the ballot at each annual election over and above those provided for in the Constitution, and

WHEREAS, the resultant work to adequately represent our members on ship and shore has necessitated that we open Branches in

Charleston, Port Arthur and Houston, and

WHEREAS, our Union should plan for greater service and leadership for the members in the coming struggles immediately ahead by having our elected officials operating in the proper places as is most beneficial to our membership,

THEREFORE, BE IT RESOLVED, that the following posts be filled by regular ballot in the 1947 General Election:

- 1 Secretary-Treasurer
- 1 Assistant Secretary-Treasurer
- Boston**
- 1 Agent
- 1 Joint Patrolman
- New York**
- 1 Agent
- 2 Deck Patrolmen
- 2 Joint Patrolmen
- 2 Steward Patrolmen
- 2 Engine Patrolmen
- Philadelphia**
- 1 Agent
- 1 Patrolman
- Baltimore**
- 1 Agent
- 1 Deck Patrolman
- 1 Steward Patrolman
- 1 Engine Patrolman
- Norfolk**
- 1 Agent
- 1 Joint Patrolman
- Charleston**
- 1 Agent

- Savannah**
  - 1 Agent
  - Port Arthur**
  - 1 Agent
  - Houston**
  - 1 Agent
  - 1 Patrolman
  - Galveston**
  - 1 Agent
  - 1 Patrolman
  - Jacksonville**
  - 1 Agent
  - Mobile**
  - 1 Agent
  - 2 Joint Patrolmen
  - New Orleans**
  - 1 Agent
  - 1 Deck Patrolman
  - 1 Steward Patrolman
  - 1 Engine Patrolman
  - San Francisco**
  - 1 Agent
  - San Juan**
  - 1 Agent
- AND, BE IT FINALLY RESOLVED, that during the coming year if the shift in traffic of the SIU ships necessitates the opening of sub-branches before the next regular election term, that the staffing of those ports be left to the discretion of the Secretary-Treasurer subject to the approval of the membership, until such time as the traffic in those ports require a permanent Seafarers hall.

### Check It - But Good

Check the slop chest before your boat sails. Make sure that the slop chest contains an adequate supply of all the things you are liable to need. If it doesn't, call the Union Hall immediately.

## Qualifications For Office

Qualifications for office in the Seafarers International Union, as provided for by the Constitution and By-laws, are as follows:

- (a) That he be a citizen of the United States.
- (b) That he be a full member of the Seafarers International Union of North America, Atlantic and Gulf District, in continuous good standing for a period of two (2) years immediately prior to date of nomination.
- (c) Any candidate for Agent or joint patrolman must have three years of sea service in any one or three departments. Any candidate for departmental patrolman must have three years sea service, as specified in this article, shall mean on merchant vessels in unlicensed capacity.
- (d) That he has not misconducted himself previously while employed as an officer of the Union.
- (e) That he be an active and full book member and show four months discharges for the current year in an unlicensed rating, prior to date of nomination, this provision shall not apply to officials and other office holders working for the Union during current year for period of four months or longer.

Any member who can qualify may nominate himself for office by submitting, in writing, his intention to run for office, naming the particular office and submitting the necessary proof of qualification as listed above.

The notice of intention addressed to the Secretary-Treasurer must be in his office not later than Oct. 15, 1946, when nominations will be closed.

SIU MASTERS AT ARMS



During the recent SIU-SUP beef against the Wage Stabilization Board, these boys took over the job as Masters At Arms under the direction of New York doorman Slug Siekman. They were on call 24 hours a day throughout the beef, and deserve a vote of thanks, as well as the other committees, for a job well done.

Front row (reading from left): John Ward, "Mickey" Healey, Pedro Morris, "Blackie" Colucci, Ray Garofalo, "Babe" Miller, and Joe James. Standing: "Slug" Siekman, Jim Matheson, Pat Robertson, Director of Organizing Paul Hall, Al Birt, Kenneth Bain, and Gordon Skogberg.

Strike Won By Seafarers, Mobile Goes Back To Normal

By CHARLES KIMBALL

MOBILE—Shipping was approaching normal in this port as the more than 1500 members of the Seafarers International Union began returning to the vessels they struck in protest against the WSB ruling denying legitimately-won wage increases. Resumption of activity followed the reversal of the WSB decision forced by the SIU's striking power in the most crippling strike in maritime history.

First vessel to leave the port after the strike ended was the Greek vessel Hellas loaded with 8500 tons of coal destined for France. A Polish ship, also tied up during the strike, was the next to leave.

Of the ships manned by SIU members, the Waterman steamer City of Alma was the first to get going. After being loaded by

stevedores, the Alma left for Gulfport to pick up the balance of its UNRRA shipment for Europe. First port of call for the Alma will be in France.

Men were being assigned to the De Soto, another Waterman vessel, which probably would soon be under way for the Far East. Two former Navy ships with



skeleton SIU crews will soon be on the way to New York under tow. One tanker belonging to Pacific Tankers was expected to leave shortly for the West Coast.

The cargoes of scores of other vessels must be discharged and then reloaded, and because of this fact sailing will be slow at first.

SIU-SUP men and AFL long-shoremen returned to work when the NMU announced that its picketing operations would be confined to vessels contracted to them. The decision was reached following a conference between SIU and NMU officials and a member of the Alabama Department of Labor, who acted as mediator.

Representing the SIU-SUP at the conference were Blackie Neira and Robert Jordan, SIU patrolmen and myself.

Negotiations For Working Rules Show Progress

(Continued from Page 1)

son to believe that the contract, when signed, will be the best ever seen along the waterfront of any country. So far, the overtime provisions are far superior to any now in existence, and it is an accepted fact that the Seafarers have always had, and fought for the best conditions for working seamen.

The sentiment among members of other unions is that no matter what conditions the SIU is able to win, the other unions will get them in the long run anyway. All waterfront workers look to the SIU leadership — and the SIU has led the way by always fighting for seamen's rights and winning all its fights.

Attention Members!

Seafarers Sailing As Engineers

All members—retired members and former members—of the Seafarers International Union who are now sailing as licensed Engineers: Please report as soon as possible to the Seafarers Hall at 51 Beaver Street, New York City. Your presence is necessary in a matter of great importance.

Alcoa To Add Three New Ships To Popular Rum And Coke Run

Soon to be added to their island run are three new ships being launched by Alcoa Steamship Company this week in Portland Oregon.

The three vessels—the Alcoa Cavalier, Alcoa Clipper and Alcoa Corsair—are of the combined passenger-cargo type and will serve the Caribbean out of New York and New Orleans.

These ships are the latest thing in their class. Each has a displacement of 14,870 tons and although a total of 98 berths will be available on each ship the average carrying capacity is expected to be in the vicinity of 60 passengers each.

ALUMINUM FEATURED

The hulls were started as Maritime Commission Victory-type vessels, but were purchased shortly after by Alcoa and completely redesigned. One of the features of the new ships will be a considerable use of aluminum to take advantage of the great saving in weight and also of the freedom from corrosion by seawater.

The two upper decks of the superstructure and the stack will be of aluminum, which is also used in lifeboats and davits, hatch covers, awning stanchions, accommodation ladder, air ports and covers, deck and ladder treads and windows.

Some other interesting facts about these ships for the men who will soon sail them are: the hull has been subdivided into seven compartments to insure the greatest possible stability under emergency conditions, also non-combustible or fire-resistant materials are used exclusively throughout the vessels to afford protection against fire.

Air conditioning will also play a big part in making these vessels comfortable. All crew quarters, passenger cabins and public rooms will be air conditioned with the single exception being the main hall which will be open at two sides to sea breezes.

Despite the space required for passenger and quarters for additional crew members, these ships will have large freight capacity. The cargo capacity of each ship

will be 8,500 deadweight tons, with a cubic capacity of 418,900 feet—a sacrifice of less than 25 percent of the carrying capacity of a freight ship of their size.

First Cleared On Mercy Errand

(Continued from Page 1)

Island. The vessel had broken down as a result of a burned out main bearing, and was unable to make headway. When taken in tow by the ocean-going tug, she was in danger of being swamped.

What had started out as a routine rescue job took on the aspects of a major operation as the heavy seas made the going very difficult. Add to this the fact that several of the men, experienced as they were, got seasick because of the hurricane seas, and you have a picture of what took place.

SALVAGE DUE

Since the Newhall Hills was in danger of being swamped when taken in tow, the men and officers of the Pigeon Point believed that they were therefore eligible for salvage money. They have since been advised by the company owning the Newhall Hills that they are not, as a consequence they have placed their case in the hands of an attorney.

Members of the crew also expressed disgust with the failure of the Coast Guard to carry out the job which should be their major activity. The consensus of opinion was that the CG could not be bothered with affecting a rescue at sea because they were too busy with other things.

"I guess those boys were really jammed up with kangaroo courts or issuing seamen's certificates," said Harvey Hill, Bosun of the Pigeon Point. "After all, those boys can't be expected to leave such important work just for a rescue job."

The Newhall Hills is now anchored in the Narrows, none the worse for her experience, and with the crew thankful to the SIU men who composed the crew of the Pigeon Point.

MEET THE SEAFARERS



Matthew Sams

From potboy to Chief Steward is the story of Matthew Sams, longtime members of the Seafarers and militant fighter for union rights.

"I have been in the struggle for a long time," he says. "We had to hit the beach often and hard in the old days, but we always won and that's what counts in the long run."

Matthew Sams remembers the days when seamen were paid as little as thirty dollars a month, and when the food was so bad that a smart move was to carry as much canned goods as possible when boarding a ship.

Sams started his sea career in 1930 as a potboy on an old rust-bucket. He has come up through the ranks, serving in every capacity on all types of ships until he reached his present position of Chief Steward. As Chief Steward he must have knowledge of how to prepare foods so that the cooks can be instructed; he must know how to plan menus; and he is responsible for the cleanliness of the dishes, the galley, and the mess room.

Sams fills all these qualifications. Ask the men who have sailed with him and they will tell you that his menus are always well planned and that the food is well prepared. Besides that, he is a militant fighter for the rights of the men in his department.

WAR RECORD

During the war Sams sailed as Cook and Steward. All through the conflict he had a hunch that he would be hurt, and his hunch proved correct when ships he was on were attacked by submarines but never was he forced to take to the small boats. He sailed in every theatre of the war, and he is proud of the part he played in cleansing the world of the fascist enemy.

His union life has been every bit as militant as his life during the war. In every occasion when the SIU went to bat on a beef, Sams could be found in the forefront of the struggle. At the



time of the ILA beef last year, Sams was on the Strategy Committee, and he is glad that he had a hand in keeping the communists from taking control of the New York waterfront.

This latest fight against Government bureaucracy was right down his alley. Although he did not hit town until almost the tail end of the trouble, nevertheless he immediately took his place in the ranks of good union men, and could be found picketing every day until the WSB was licked.

The Union means a great deal to him. Through the work of the SIU he has seen wages in the industry go up, and he has witnessed the fact that an organization with a solid trade union approach can win many advantages for its members. That's why he says, "Without the SIU, seamen would still be treated like slaves, but with a strong union we are able to do things for the merchant seamen."

It is through such men that the SIU was able to grow as strong as it has, and with such men the Union can go on to even greater things. The Union has showed its strength in this latest fight, and we are therefore prepared for anything that might come our way.

# AROUND THE PORTS



## All Tampa Labor Is Up In Arms Against Strikebreaking City Gov't

By SONNY SIMMONS

TAMPA—In most ports, from the reports I have received, the past beef came off in handsome style with very little violence or interference from the police or shipowner's finks. Here in Tam-



pa, however, the story was different with all anti-union forces at the disposal of the city administration being brought to play against us in this legitimate dispute.

In this city, the Mayor and the Chief of Police are bedfellows of the Importers. These same Importers are running their ships under a foreign flag and using scab labor on both ends of the run as well as scab sailors.

When our strike began, the Mayor ordered the police to give protection at all times to company scabs. The police, many of whom were in favor of our position, were told to escort these scabs through our lines.

Due to this action, all organized labor in Tampa protested in the form of a demonstration of several thousand union members in front of the City Hall. The demonstration continued for several hours and at this time the Mayor was notified that if he repeated his strike-breaking tactics, a general strike of all organized labor would take place.

### BIRDS OF FEATHER

Not only did we have to contend with the local police, but the two local papers, who are viciously anti-union, blasted us from front to back, but it did no good. Even our esteemed Attorney-General, "Open shop" Watson offered his services to break the picketlines as he says it is unconstitutional to picket.

This is the same phony who imported the Veterans Industrial Association from Arkansas to break labor unions in Florida. This goon squad of veterans was headed by a character named Karam, who since that time has left with his bone-breakers, calling Watson and the businessmen of Florida bigger crooks than the labor unions could ever muster. Watson has called Karam a crook and a racketeer, so you see there is no honor among thieves.

### PROTECT SCABS

With a Mayor like Hixon and an Attorney-General like Watson, organized labor in Florida has a hard row to hoe and, unless labor goes to bat against these scab

loving officials, we can ready ourselves for a long hard battle with them as they are out to break all unions in the State of Florida.

At the present time the Teamsters and Chauffeurs are on strike in one of the importers' warehouses and the police are violating the pickelines of the strikers. The cops are acting strictly on the orders of the Mayor and Chief of Police, and their orders are to protect the scabs at all times and at any cost.

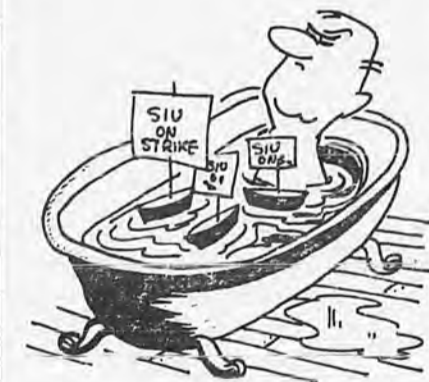
It is a hell of a situation when the Mayor will follow the wishes of a half-dozen importers and let the desires of 40,000 union members go to hell. The local residents are incensed over this mess and rightly so.

On the brighter side of the ledger I am able to report we had a nice bunch of guys here on the beach with several real old-timers on hand to help keep things running smoothly. We believe we had the best Union set-up possible for a strike. We had cots for the men in our own hotel with hot baths, and the galley was open 24 hours a day.

We never had a beef about the way things ran and all hands seemed more than satisfied. We are still keeping the stewpot open and cots available for the boys from the SUP who have their ships tied up by the MFOWW and MCS beef.

### COOPERATION: TOPS

We had splendid cooperation from all the locals of this port and we intend to meet with them to formulate a policy concerning the Teamsters strike. We pledged a general strike if the Mayor repeated his former action and he



is up to his old tricks again. Perhaps by the time this is in print all organized labor in Tampa will be on the bricks fighting the finky city administration.

These importers are not only finkherders, they are down right unscrupulous black marketeers. One of their numbers was recently convicted for black market operations and was fined \$1,000. These guys are the ones who are behind the present city government and what can we expect with this bunch of crooks running everything down here?

We don't intend to put up with this monkey business, and you can expect to hear more from us in this dual fight against the ship operators and the strike-breaking "government" of this city.

## NO NEWS??

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

- SAN FRANCISCO
- HOUSTON
- CHARLESTON
- NORFOLK
- PORT ARTHUR
- PHILADELPHIA
- BOSTON
- SAVANNAH
- JACKSONVILLE

## Strike Went Very Smoothly In Galveston

By D. L. PARKER

GALVESTON—As the Maritime Industry came to a dead halt due to the SIU-SUP dispute with a government bureaucracy, namely the Wage Stabilization Board, the Galveston Branch went from a port of normal activity into full strike action with the various committees functioning in a militant manner and the



members doing their picket duty in the regular SIU-SUP tradition.

We have some swell pictures of what went on down here which we will shortly send to the Log.

We can't brag about anything unusual happening around here that hasn't been already reported. The business with the Galveston Wharves Incorporated has been all settled and we know whom we'll have to deal with the next time we have some trouble down here. We can't for a minute let our guard down to these ship or dock owners; they will knife us every chance they can get.

### PRAISES COOKS

Everyone down here has been voicing the praise of the Chow Committee as they did a truly wonderful job, thanks to the fine volunteer work done by Brothers S. O. Smith, H. Arnonidin and J. C. Guthmann. They really outdid themselves in the preparation of the food for the boys out there on the picketlines.

After we relaxed our grip on the harbor and had our celebration we've been busy as beavers getting the Hall back to normal. The holiday fever is still evident among some of the Brothers, and no one can blame them. Winning a national general strike of the waterfront doesn't happen every day, and winning it completely is enough to call for a week-long celebration. So if you want me tonight you know where I'll be.

## New Puerto Rico Agent Promises Stern Fight Against Gashounds

By DANIEL BUTTS

SAN JUAN—On August 28th, Brother Ray, Agent, resigned his office on the advice of his doctor. I was here on the Island at the time, on the Cape Nome. Secretary-Treasurer John Hawk appointed me to relieve Brother Ray as Agent until official election are held. On relieving him I found the branch in good order financially and otherwise. Brother Ray then shipped on the Cape Nome as Third Mate.

As Agent, I will represent the rank and file to the very best of my ability, both aboard ship and on the beach. My warning to these characters is don't come to the Hall unless you are sober.

The quicker the membership and the officials realize we must clean house of these characters, the more respect the Union will receive from the operators and the public, both. When your negotiating committee meets with the operators they won't have to listen to them beef about irresponsible drunks that will not and do not hold up their end of the contract.

I know I will get a blast from these characters, but I can stand the blast. Let the record speak for itself. I have been in a few long and tough strikes. When those of us who were interested enough in furthering and bettering the conditions of Seaman were fighting the operators, the gashounds were fighting the DT's



in some ginmill or doorway along South St.

### NON-UNION ACT

Some went so far as to bum with their union books as an excuse for their being out of work. These things, I am sorry to say, are happening right here in San Juan. This is an act unbecoming a union man.

I had about four characters try to take advantage of the transportation rider, by staying drunk two and three days at a time. Some turned to at 9 and knocked off at 12, the others

just stayed in their sacks all day. When the mates or their shipmates spoke to them they hollered, "Log me—fire me." One of these Masters, knows to the boys as Micky Maguire, of the Cape Saunders, has never logged a man in the 16 years that he has served as skipper. The Coast Guard would most certainly be



out of business if all the other Captains were like him. From my personal contact with him I have found him a very reasonable man. As you know, the Bull Line agreed to keep all such disputes between Company and Union. I advised these performers to pile off which they did. I then warned them that if they again pulled a trick like that again, on the Island, I would have them up on charges.

### BIGGEST BEEF

We have just won one of the greatest beefs in maritime history and every official and member should and must carry out his end of the contract if we expect the operators to do the same.

During the strike I had nine ships on the Island, and the crewmembers on all of them were prepared to back any play which would help us in our efforts to keep the conditions for which we have fought so hard to obtain.

Good gang on the Columbia Victory, Waterman. They used their heads and did not go off the deep end.

The longshoremen over in Ponce pulled a wildcat strike on the above vessel. E. G. Moreno, ILA representative, went over to Ponce and squared the beef away. I informed him that I would have the ship brought around the Island to San Juan and have his local work her here, if and when his men pulled anymore phony beefs in the Island ports. This he agreed to.

He then called John Owens, Secretary of the ILA by telephone. I listened while Owens gave him the score.

## Port Baltimore Announces Further Crew Contributions To Hospitalized Seafarers

By WILLIAM RENTZ

BALTIMORE—This week we were able to donate \$67.90 to the Seafarers in the Marine Hospital at Fort Stanton through the gen-

erosity of a ship's crew and the proceeds of the vending machines here. The crewmembers of the SS C. J. Finley each donated \$1.00 and the vending machines made up the rest.

The crewmembers who donated are: C. V. Morgan, D. E. Loy, Norman Dukes, C. Dufaro, George Chea, Lewis Mallahan, Anthony Czememski, George Czememski, George Cratter, Charles Darrity, B. Hurley, E. H. Stinehelfer, Thomas Dwyer, Albert Most, John Mellinger, Pedro Rodriguez, Ralph Youtzy and Lawrence Luronde.



# Port Of New York Getting Back To Normal As Members Ship Out

By JOE ALGINA

NEW YORK — Business and shipping are picking up now that the strike is over and the powers of the Wage Stabilization Board are nothing more than a bureaucratic dream.

The Dispatcher has his hands full trying to ship men back to the ships that they left when the strike started. These men want to go back to their original jobs as soon as they get their strike clearances, but even so we will have plenty of men on the beach in all ratings.

When all the trouble broke, men who paid-off in other ports headed back to New York to do picket duty, and for that reason we have an overflow of men now. Take a tip from me, don't come to New York if you want to grab a ship in a hurry.

We had about 90 to 100 ships tied up here at the height of the beef, and we are trying to visit all the ships now but we find it impossible to do so. When the happy days of normal times come around again we will be able to do this. Whoever thought that Patrolmen would look forward to routine work as a good thing?

From Oregon we received word about some disputed overtime on the SS Thomas Gregory, American Liberty Steamship Company, and we will have this squared away in a few days. If any of the men off this ship are around New York, drop up to the hall and let us know the score on this beef.

I guess most of the other Agents will use space in the Log to talk about the strike. We sure had a tough time, but throughout the whole thing we were sure we were going to win. We finally did, and that victory proved a good thing, not only for us, but for all organized labor.

We don't have to brag about ourselves at this time because practically every part of the labor movement is talking about the swell job we did. From now on, we can build for even bigger things.

Even while the strike was going on, we had to pay off the ships which were laying up. We paid off about 25 of them, and we settled all beefs at the time of payoff. And that is service with a capital "S."

## A PROBLEM, BUD?

The life of the present day seaman is difficult and often very complicated. He is at the mercy of unscrupulous companies, government agencies, brass hats and human sharks of various descriptions, everyone trying to take advantage of him. If he happens to know some of his rights, he is sneeringly referred to as a Sea Lawyer.

A Special Services Dept. of the Union has been set up to consult with you on all your problems involving the Coast Guard, Shipping Commissioners, Unemployment Insurance, personal injury claims, your statutory rights when you become ill aboard ship, ~~Navigation Laws, and~~ dear, beloved Draft Board.

If you happen to be in New York, contact us personally, or if you are out of town, write and you will receive a prompt reply.

Address all mail to SPECIAL SERVICES, 51 Beaver Street, New York 4, N. Y. Your Union is your shoreside contact. USE IT'S FACILITIES.

# Unity Of All Maritime Workers Won This Last Beef Against WSB

By LOUIS GOFFIN

Now that the strike is over everyone will be commenting on the various aspects of it and so I'm putting my two cents worth in.

I just want to comment on the solidarity of the waterfront. Solidarity is the keynote in any strike if it is to be successful and the recent strike proved that conclusively, but if you think unity is present in every strike you are wrong.

The 1919 strike was the first organized strike that I can remember and at that time the old ISU was the commanding force. The strike itself was a minor one considering the time, and was won without too much effort. During the strike, fink halls

no united action on the waterfront. Then in 1934 came the first real show of strength and on the west coast a solid front of all maritime workers went out on the bricks. Shipping wasn't booming in 1934 any more than it was in 1921, but the united front shown by the maritime workers won the strike proving that solidarity worked.

In 1936 there was another strike out there and it was partly successful in spite of the infiltration of commies bent on breaking this solid front.

### SIU BORN

From the chaos resulting from this strike the SIU, in 1938, was organized given birth by the SUP. The purpose of the new Union was to insure solidarity among the confused seamen and to gain for them advancement in wages and conditions. As a result the conditions of American seamen, both organized and unorganized improved.

Now the SIU and SUP have just completed the greatest strike in history. Wages and conditions were won that are the best in the history of maritime workers. This was accomplished by complete solidarity of all maritime workers, proving conclusively that in union there is strength.

We fought the government bureaucrats and won. It wasn't a local strike against a shipping company that could be won without too much effort, but a beef against a government agency that intended to dictate to seamen.



flourished and the longshoremen didn't cooperate with the seamen. There was little or no solidarity on the waterfront during that strike, but it was won. Not because the striking force was strong, but because shipping was at its postwar peak, and it was cheaper for the shipowner to raise the men a few bucks than to tie up their ships.

The old top labor fakers of the now defunct ISU took a lot of credit for things they didn't do during this strike, and they soon found that pulling a haphazard strike was not enough to win if the shipowners were stubborn.

### STRIKE BROKEN

The 1921 strike put the fakers on the spot and they learned the bitter truth the hard way. The strike was poorly organized, and as run by these same fakers was lost. There was no cooperation among the seamen, union officials or any other branch of the maritime industry and the shipowners had a field day. The shipowners could afford to be stubborn. They were laying most of their ships up and weren't in need of many seamen. So they fought the union down the line and the lack of solidarity forced the union to capitulate.

From 1921 until 1934 there was



This called for nation-wide action and through solidarity on all three coasts that unity came through.

To have a big union with a lot of dues paying members is not enough when the chips are down. The union that has a good beef and a reputation for cooperation will receive support from the rest of the maritime industry. This unity we must preserve and strengthen for the big beefs to come. We cannot afford to have another disaster like 1921.

# NMU Changes Tactics On Lakes: Old Reputation Still Too Much

By HENRY W. CHAPPELL

DULUTH — The NMU apparently is getting wise to the fact that the Lake seamen refuse to be pushed around, and have decided to change their tactics in their new organizational campaign on the Great Lakes.

Instead of calling men who do not agree with their views "finks and scabs," as they did in their last organizational campaign disguised as a strike, they have come to the conclusion that you can catch more flies with sugar than vinegar.

But the vinegar taste is still in the mouths of the unorganized seamen on the Great Lakes and the tactics they used up on the Lakes this fall, instead of forcing men to join the NMU, only created a feeling of resentment among the Lake seamen toward the NMU and in some instances toward all unions.

### LINE CHANGES

It will be interesting to watch what they decide to do now. Evidently the sudden reversal of their policies toward the unorganized ships have been ordered by the high officials of the NMU and is the usual procedure of the communist method of trade unionism. When they see that they can't rule the entire set up, their policy is to create violence, resulting in chaotic conditions and in general, dissension among the unorganized seamen toward all unions. In other words if they can't pitch, there will be no ball game.

Regardless of what tactics they use on the Great Lakes in their forthcoming drive for new members, it should be remembered by the Lake seamen, the unorganized, the rank and file of the NMU and the organized SIU seamen, that the NMU is still controlled by a few high officials who are avowed communists.

They will attempt to squirm out of this accusation by shouting

"red baiting," which is the only answer they can give when the facts are presented.

### PHONIES KNOWN

We know these phonies inside out and we will see to it that every seamen on the lakes learns the true story of these guys who are the greatest danger to American labor.

Shipping has been fair in Duluth the past week and now the NLRB has finally decided to give us an election on the Midland ships. We feel confident of winning this election and expect to have these ships under the SIU banner when the returns are in.

Midland is not the end of our campaign by any means, and we don't intend to stop our drive until we have all the unorganized ships on the Lakes gathered into our fold.

## VA Selective Service Reclassifies Strikers

The Labor Day statements from U. S. Army generals were wonderful. They told us that the war could not have been won without organized labor's "miracle of production." But another branch of the military apparently hasn't heard that the war has been over for more than a year. The Selective Service system in some states still think it can use the draft to break strikes. In Virginia, Selective Service issued an order aimed at striking seamen and truckers, reclassifying them downward, when they left the jobs for which they had been deferred. Selective Service wanted them to scab on their own union. When WAS that war we were supposed to have won, Gen. Eisenhower? And weren't we supposed to be fighting for the right to strike, and the right to boo the Brooklyn Dodgers? Or was it a war to make the world safe for strikebreaking?

# Corpus Christi Picket Signs Held Ready

By J. S. WILLIAMS

CORPUS CHRISTI — Business is back to normal here on the Gulf Coast of Texas, and once more after a rousing victory we are putting away our picket signs in mothballs. One never knows when they will come in handy again.

During the strike we only had one ship in port, the Cape St. Ellas of the Bull Line. She came in on the morning of the 7th and we met her with our placards. As soon as the gangway hit the dock the crew started the suitcase parade off her. With one ship in and her tied up solid, we can brag with expanded chest of a 100 percent strike.

Brother Kelly set up a picketline in Brownsville and the two ports worked together throughout the whole action. In both Corpus Christi and Brownsville the picketlines were respected completely, and we came out of the battle without an incident of any sort.

### JOB FOR ALL

At the end of the strike we had about 43 men on the beach, which is about the greatest number of men assembled here in this port at one time. Every man had a job throughout the strike, and they all pitched in to insure the success of the fight.

Right now the port is somewhat deserted as the Cape St. Ellas has sailed for Baltimore since the termination of the strike. We have at present three men on the shipping list, but we expect to have two or three tankers and one freighter running in here weekly, as before the strike, and so the men on the beach now will soon have the opportunity to take a ship.

I'd like to extend my thanks to the men in this port who put themselves into this beef 100 percent. They all showed themselves to be true Union men and made the name of the SIU one to shout about in the fair city of Corpus Christi.

# The Patrolmen Say...

## Give Thanks

NEW YORK—With the end of the general strike the Dispatcher's office was all but snowed under by the mass of work involved in reshipping the great number of men who had hit the bricks in this port.

In order to get the job done in the shortest possible time so that the men would not be delayed, volunteers were asked to help in speeding up the process. These men had not had any previous experience in this work, and they did the best they possibly could.

It is quite possible that some errors were made. But if any were made, it is hoped that the Brothers affected thereby will understand the circumstances, and bear in mind that in jobs as big as the one which confronted us occasional mistakes are unavoidable, especially in view of the fact that we had a green though willing crew.

At any rate, the men who volunteered their services certainly deserve a round of thanks. All being considered, their job was well done.

Bennie Gonzales

# Many In New Orleans Help Seafarers To Total Victory Over WSB Bureaucrats

By BUCK STEPHENS

NEW ORLEANS—At the height of the S.I.U.-S.U.P. strike in New Orleans we had 94 ships tied up to the docks and anchored out in the river.

All piers in the city, including piers in Algiers, Westwego and down in St. Bernard parish, were picketed to make the strike 100% effective. When the pickets were assigned the Longshoremen, Checkers, Banana Carriers, Car Loaders, etc., asked that we did not put out the pickets until they could knock off, because they did not want to work behind the lines at all.

Their request was granted, and after they knocked off on all ships the picketlines were established and remained until the end of the strike.

A few of the ships tried to beat the midnight deadline but failed. The Noonday of Waterman had about 6 hours more cargo to load, but as soon as the lines were established the longshoremen left the dock and ship.

The SS Berea Victory (Waterman) had a tough skipper that decided to pay the crew off when he got good and ready. The SS Belgium Victory, also of Waterman, already loaded and was scheduled to sail at 3 P. M. before the deadline, did not make it because the crew left the ship at 10 A. M.

They had figured that if the skipper on the Berea Victory wanted to be chicken then they would even the score for their brothers by refusing to sail their ship although it was loaded and ready to go.

### INSTRUCTIONS GIVEN

Letters were issued to the delegates from each ship in port, instructing them to give notice to the heads of their departments that they were getting off the ships.

There was a 100 man squad that toured the river each morning at 7 o'clock, again at 12:30 and again at 4:30 P. M. to see that no one wanted to go back to work. This squad was composed of S.I.U.-S.U.P. members and members of I.L.A., Local 1418.

When the president of the L.I.A., local 1418, figured the strike might last for a while, he sent out a circular to all hands instructing them to apply for

their unemployment compensation.

The MV Manrope Knot had 1000 tons of cargo on the dock for her and was due in on the morning of the 5th. But the company decided it had better leave the cargo here, so they brought her in at midnight and had her fueled up and sailed her before the deadline of midnight Thursday.

### CHANGED MIND

The pickets at First St. ran into one tough boy who thought he should be able to work and take care of the gear on the docks. A few of the boys went down and talked to him and he changed his mind.

The Fruit Companies here in N. O. cried to high heaven that they would like to unload their fruit, because they would have the ships all fouled up with the rotten bananas if they didn't get the stuff out.

The Strike Committee informed United Fruit and Standard Fruit that if they would give the fruit away then we would have it unloaded for them. Local 1418 and the Banan Carriers agreed to discharge the cargo on these ships, free of charge, if they gave the fruit to the public.

The company would not go for this, so the ships stayed at the docks loaded. One fruit boat under the Honduran flag sailed with the excuse that they were going to unload their bananas in the Gulf. They would rather dump the bananas in the Gulf than give them to the poor.

Everything was quiet during the entire strike, except for one Lykes Brothers Skipper that said he did not give a damn for the S.I.U.-S.U.P. or any other union and would cross any picketline he wanted to. He didn't cross.

### COFFEE AND

Corinne's Beer Parlor, at 509 Dumaine St., issued hot coffee and over 100 sandwiches to men on the picketlines during the night. This was repeated on several nights and she should be commended for this.

Joe Velcich, from Joe's Jungle Beer Parlor at 206 Canal St., extended his aid to the S.I.U.-S.U.P. by volunteering to get the men out of jail and went to bond of several of our Brothers that got into trouble. One of the bonds was set at \$750.00—so Joe's not a bad guy.

Mike Callia, of the Honey Dew

Inn at 115 North Front St., at the request of Al Chittenden, turned the whole restaurant over to the S.I.U. for their soup kitchen.

Several of the brothers, when they heard of the strike, contacted the Union at once. Brother Harry Homer Spurlock No. 11101. sent the following wire from St. Joseph, Mo.: "Am working this month as harvester on Uncle's farm. Help almost impossible to get here to harvest crops. However, if I am needed to participate in strike will leave immediately for New Orleans. Can you wire me? Wire back collect."

The Clearance Committee sent this Brother clearance.

### RIGHT SPIRIT

Brother Harry Wolowitz, Bk No. 247 sent the following wire from Gladewater, Texas: "Just heard about the strike. Will be in the Hall bright and early Monday morning ready to hit the picketline. Regards to the gang."

Brother Wolowitz made it to N. O. on Saturday night instead, and got in his full amount of picket duty. This is the kind of spirit that made the S.I.U. and made the S.I.U.-S.U.P. win the greatest strike in maritime history.

From the C.I.O. Transport Workers Union Local 206 came the following message: "Our entire membership pledges their undivided support to the S.I.U. for the concessions your organization won in recent negotiations. We shall fight side by side with you in your struggle against the decisions handed down by the union-busting Wage Stabilization Board. Your picketlines shall be honored by all members of our union. Our workers will refuse to move freight on or off the docks until your battle is won."

With this kind of support, how could we lose the strike? And with this support in N. O. the pickets had an easy time all during the strike.

From all sides in N. O. came 100% support of our strike, and from these people we were assured that we would not only win, but we promised them that we couldn't lose and did not even consider losing.

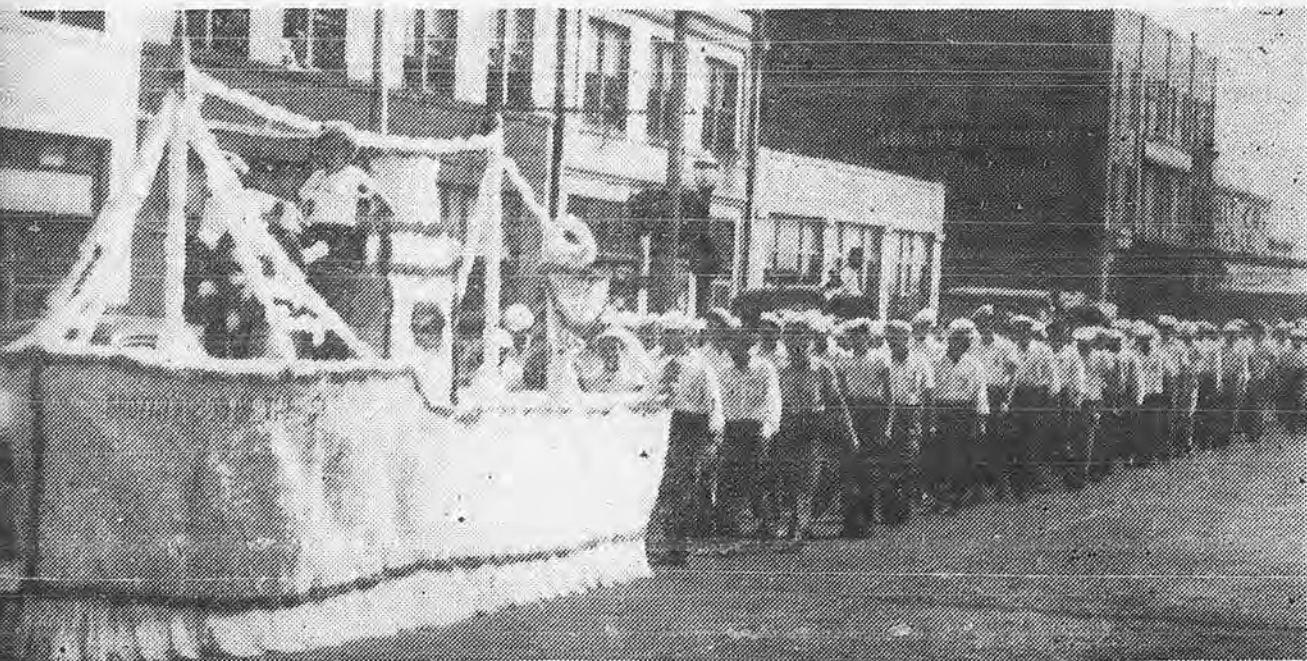
Longshoremen, teamsters, checkers, etc., were informed each morning with a pamphlet that the strike was still on.



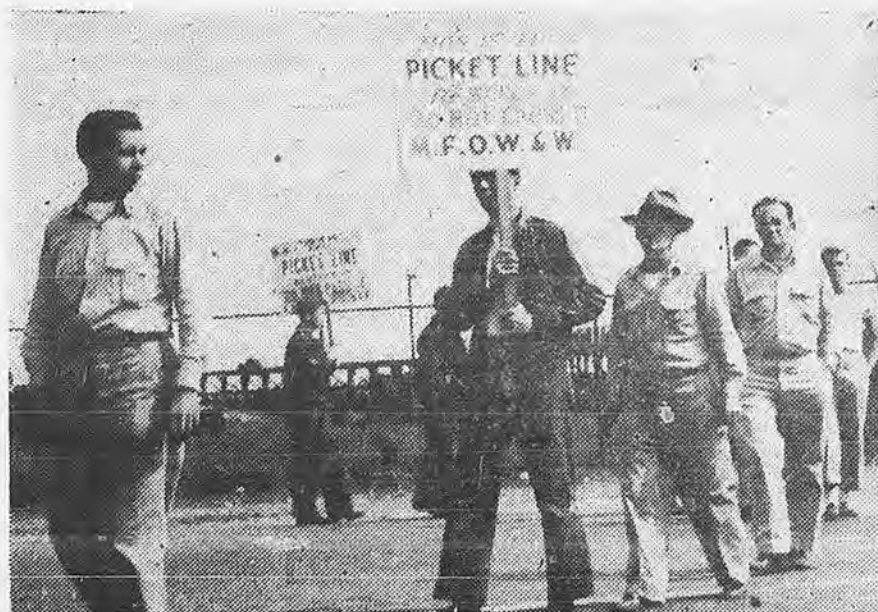
This dog will not live a dog's life, and neither would the other pickets who were out on strike against the WSB. The dog's name is Blackie, and he was on the line bright and early every day and was among the last to leave. He didn't bite anybody but he was ready to do so at any time—for the honor of the S.I.U. Friends of Blackie's, and he made plenty of friends on the picketline, will be glad to hear that he is in fine health and has entire confidence in the S.I.U.-S.U.P. to go on to more victories in the future.



After the Mobile Labor Day parade, the celebration started. They had a mouth watering Bar B Q, and Johnny Grimes entertained with a little music. There were also plenty of other things to make the day interesting and restful. And the beer helped in that direction.



The largest delegation in the Mobile Labor Day Parade was the S.I.U. And the float, beautifully decorated, was the one which attracted the most attention. They sure do things right in Mobile.



There was real cooperation in Baltimore. The S.I.U.-S.U.P. and the M.F.O.W.S.W. picketed side by side. The N.M.U. and the rest of the C.M.U. threw down the Firemen, but the Seafarers stayed with them until they won their demands.



# You Can't Beat SIU In Marcus Hook



With this launch, the services of which was donated by the Hueber Launch Service, the Boise Victory of the American Hawaiian Line was picketed. This launch was also used to meet incoming ships to tell them the score. That information service helped to make the strike the successful action that it was.



The kids in Marcus Hook know the score. All are in favor of the SIU and they will all grow up to be good union members. At least they are learning young. That's teacher Blackie Cardullo in the center. Most of the people in this town are union-conscious, and they know that the SIU has a good record for honesty and solid trade unionism. That's why they backed us in this action.



The Seafarers Hall in Marcus Hook is a landmark for those seamen who want a democratic union. Since the Hall has been in operation, hundreds of tankermen have come up to join the SIU. In the near future those men, too, will be protected by SIU contracts, the best in the industry. Here are SIU men ready to picket during the strike.

## New Hall Was Ready And In Operation Just In Time

By BLACKIE CARDULLO

MARCUS HOOK — With the strike successfully settled, this port has settled down to the no less important job of organizing the unorganized. So far every seaman we have met here at Sun Oil is 100 per cent for the Seafarers, and our only obstacle is the fear that the companies engender among the men.

After all, these guys have got to go through the local shipping crimp, and one can't blame them if they don't go out on the streets wearing SIU buttons and leading three cheers for the Seafarers. But—and this is what counts in our favor—quietly and without fanfare, these guys are signing pledge cards, and promising their votes when the election comes.

The guys here are just about ripe for the Union, particularly after they saw what we did in this last beef, when we gained the highest wages in maritime history and licked government bureaucracy. These men, too, are victims of a bureaucracy—a civilian, "free-enterprise" bureaucracy. These seamen are working under conditions where they have neither rights or justice. For example:

After an accident that occurred on one of the Sun Oil ships, one of the crew gave out with an interview to a newspaper telling what had happened. So, soon afterwards, Sun Oil turns out a leaflet that says that no one in their employ has the right to make statements to the newspapers unless they were first

cleared by the company. Stalin doesn't do much better than that.

### GOOD RELATIONS

Due to the Strike the SIU and SUP became very well liked here in Marcus Hook. Before that the townspeople didn't know who or what we were; never knew that the AFL had a seaman's union. But now, because of the fight we put up and the exemplary way we behaved ourselves, not only are we on the map but we have the good wishes of the local inhabitants.

### REAL SELLOUT

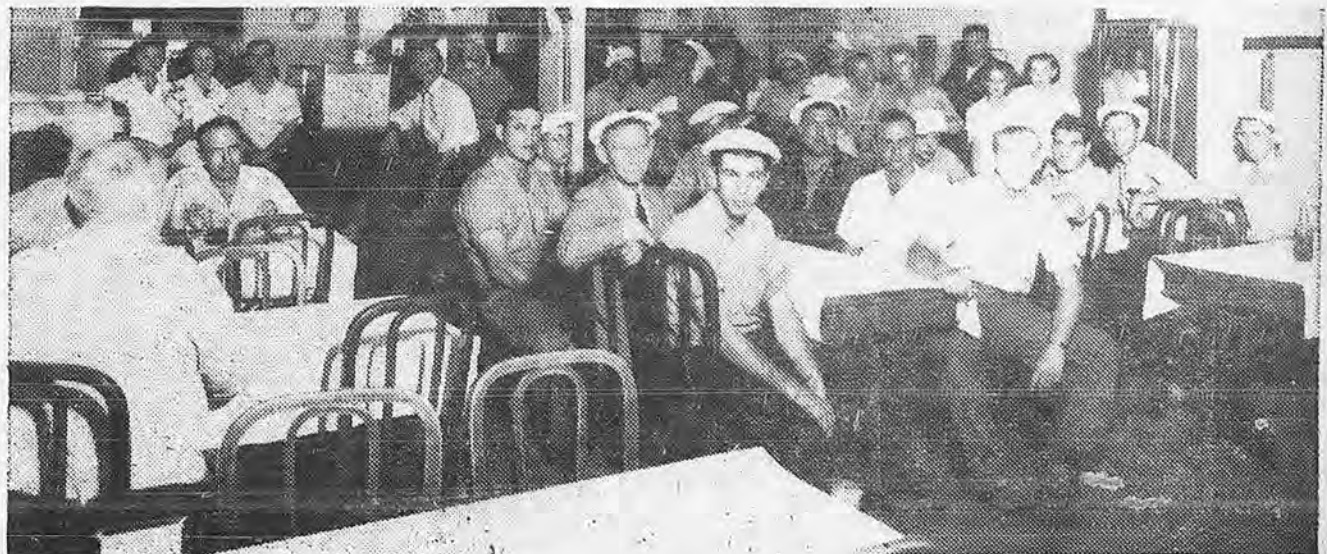
I see where the MFOWW was let down by the "one big union," which is what we told them all along. When the NMU, after a purely token strike to impress their membership, got the wages that the SIU-SUP won for them, they signed up quickly forgetting their promise to stay out until the MFOWW got theirs. It took the AFL Sailors of the Pacific to stick by them.

Maybe now they will wise up to the role of the CMU—which was to push the commies into a position of control over the Firemen. Maybe now they will realize that their only hope is to work with a seamen's union that has no political axe to grind and that will give them support when they need it.

That's all for this time, except to say, rather belatedly, that shipping is good in Marcus Hook, and you all are invited to come down if you want to ship.



The Strike Committee meets to plan strategy in the Marcus Hook Hall. Shelves in the room, which do not appear in the picture, contain literature which is being used to good purpose in organizing the tankermen in that area.

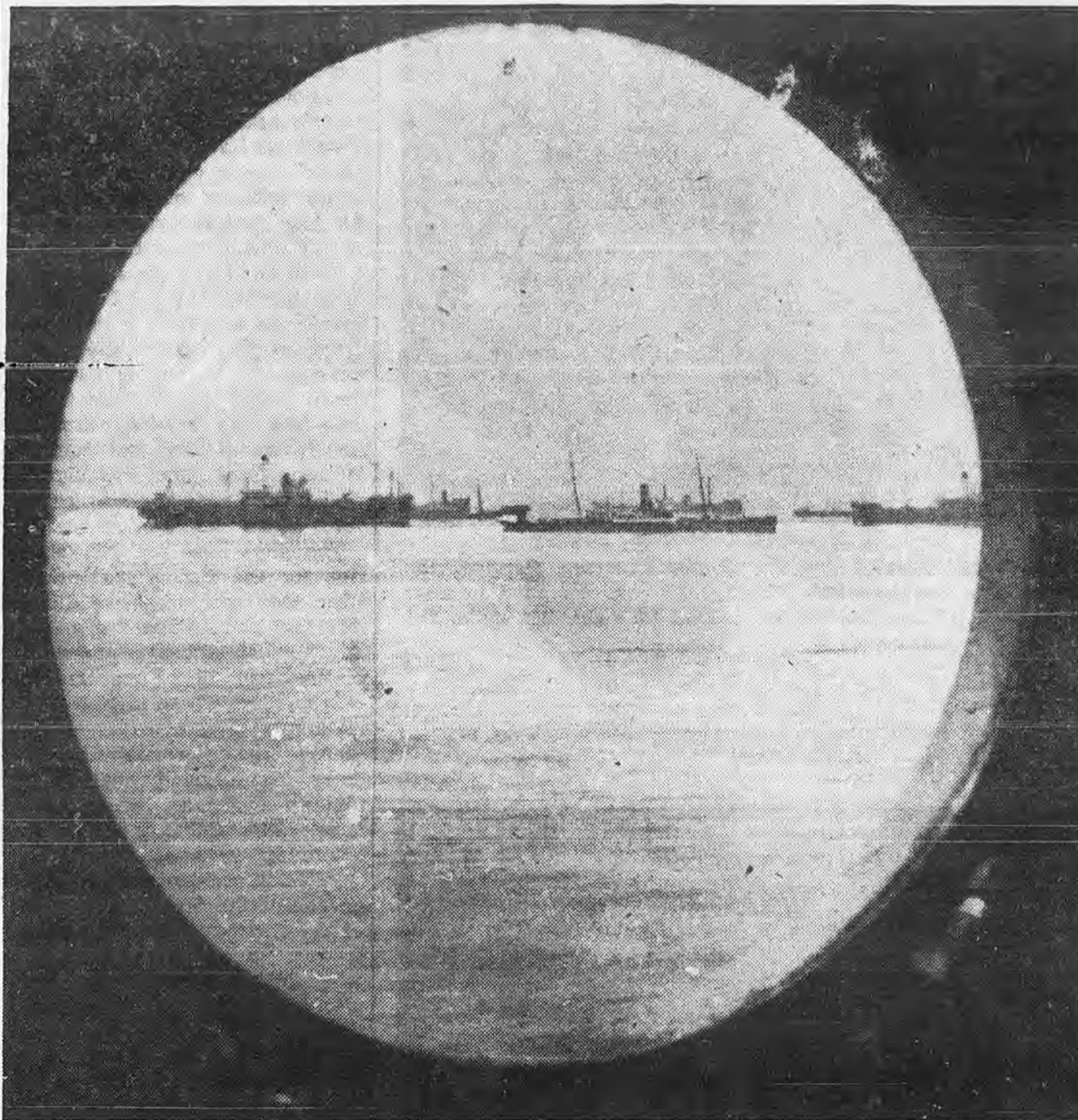


The people who own and work in Nixon's Cafe, Marcus Hook, have a reputation for being good folks. During the strike they lived up to that reputation. They went all out for the Seafarers, and they did what they could to help win the fight against Government red tape. The boys ate well here, and they appreciate it.



# SHIPS' MINUTES AND NEWS

## LOOKING THROUGH THE PORTHOLE



When Seafarer Henry M. Murranka went aboard the SS Memnon recently for the run down to Santos and Buenos Aires, he took along his camera, and kept a weather eye out for pictorial possibilities. In the harbor of Santos he got a chance to do his stuff. Using a porthole as a frame he caught this shot of several scows lying at anchor—a neat bit of composition.

Brother Muurranka, who hails from Brooklyn, N. Y., was Bosun aboard the Memnon. He described the voyage as "a very pleasant trip."

## SIU Tugmen Rescue Vessel Off Azores

Although labeled "just a routine job," the 2300 miles which the tugboat Edward J. Moran, manned by 16 members of the SIU, travelled from the Battery in New York Harbor to the Azores to aid the stricken Liberty ship Samuel F. B. Morse, is more than just routine news.

The Moran made the trip in nine days and took the helpless freighter in tow 150 miles off the Azores on Sept. 5. The 7,200-ton Liberty had been adrift since Aug. 25, when she lost one of her propellers, it was announced in New York.

### CALLS FOR AID

The freighter was bound for Canada from Le Havre when the accident occurred. She sent out a radio call for help, which was picked up by the company operating the vessel. The company asked the Moran Towing and Transportation Company to send a tug to the rescue.

The following day, the towing company dispatched the 1800-horsepower Moran, with the SIU crew, to make the long trip. The oceangoing tug, which is 115 feet long and 29 feet wide, set out from the Battery.

Averaging about 300 miles a day, the tug sent daily reports of its progress to the towing company. Then on the morning of Sept. 5, the Moran's skipper, Capt. Hugo A. Kroll, radioed that he had found the Morse and was taking her in tow to Ponta Delgrade, the capital of the Azores. The two vessels reached the port the same night.

### DRIFTED 35 MILES A DAY

The Morse lost her propeller about 240 miles northeast of the Azores and about 1000 miles from Lisbon, Portugal. The helpless vessel was drifting almost 35 miles a day. In her radio call for help she reported that there was a diabetic patient among her crew. An Army plane took off from the base in the Azores and dropped two packages of insulin.

A spokesman of the Moran company told the Log that the tug was towing the Morse back to the States, and that the vessels are expected to pull into New York soon.

The Moran was a veteran of war service in the Aleutians, where she carried food to the troops and towed railroad barges. She is one of the 12 oceangoing tugs owned by the towing company which is contracted to the Seafarers International Union.



## Union-Hating Skipper On The SS Benjamin Williams Condemned For All-Out Disregard Of Crew's Safety

Recently on a round about trip to Genoa, Italy, the crew of the SS Benjamin Williams had the displeasure of sailing with a Skipper right out of the old school. This Skipper not only condemned the Union and made life miserable, but he also had complete disregard for the safety of the ship and the crew.

Ten days before the ship left New Orleans, the faulty steering apparatus was reported to the Skipper, but no repairs were attempted until the ship arrived at Tocopilla, Chile. There, the acting delegate went to the Captain and asked if he would have the wheel fixed and the Captain said he would look into it.

The Engineers attempted to fix it and told the Captain it was a shipyard job, and nothing could be done by the crew to fix it. One day out of Tocopilla the wheel broke down and a minor repair job was made.

Two days before arriving at Panama the delegates went to the Captain and asked him to have the wheel fixed in Panama for the safety of the ship and the

crew. The Captain replied that he would not put the ship in a shipyard or hold the ship up to make repairs on the wheel.

### NO REPAIRS

The Engineers again attempted and succeeded in making enough repairs to allow the passage of the ship through the canal. Two days later in the Carribean Sea the wheel broke down again and at last report the Captain has shown no interest as to his responsibility in having the wheel repaired.

Again his disregard for the men's safety was shown one night while the seas were very rough and coming over the side constantly. Two men were securing a watertight door and at the time a life ring with a light connection was washed over the side.

The Second Mate immediately called the Captain for the purpose of supervising the rescue of the supposed man washed overboard. The Captain failed to get out of his bed after being awakened by the Mate and never appeared on deck.

At another time the stand-by and look-out were sent to the

bow during the roughest part of a storm for the purpose of covering small ventilator covers which had been washed off by the storm.

### MEN INJURED

While these men were on the bow, the ship took a heavy sea, swamping her gunwhales with water and washing these two men aft for 20 feet. The ship was repeatedly taking seas and no attempt was made by those in command to slow the vessel or alter the course. As a result both men were injured due to this negligence.

When the ship arrived at Geonoa to discharge cargo, the ship tied to the dock and sea watches were maintained until midnight of that night. The deck delegate went to the Chief Mate and read to him the agreement between Calmar Steamship Company and the SIU. In turn the Mate took the agreement to the Captain and showed him the particular section involving watches. The Captain replied "God-damn the book, I'm running this ship."

The Captain went all the way down the line in his attempt to browbeat and intimidate the

## BROTHER PROPOSES CHANGES TO AID MEN IN GALLEY

Dear Editor:

There are certain changes that should be made in our agreements to cover inequities that exist sometimes aboard ship. That is, if the noon meal is changed, the work hours should be changed accordingly. Under the present set-up when the meal hours are changed the messmen cannot get their work finished before 6:00 p. m. and this works a hardship on them.

I also believe that a higher wage should be paid to the second cook and baker as he must do more work than any man in his department while baking bread.

I'm not in the Steward Department so I'm not blowing my own horn, but I see where a change can be worked for the benefit of that Department and so I'm sounding off. P. A. Carlson

## MOHICAN CREW PROUD MEMBERS OF THE SIU

Dear Editor:

We, the unlicensed crewmembers of the SS Cape Mohican, take this opportunity to extend a vote of confidence and appreciation to those officials of our Union, who by their foresight, courage, determination and strategy, have obtained for our organization the best wages and working conditions ever enjoyed by seafaring men anywhere.

We also salute the men of the other ships who hit the bricks as we did. Because of this rank and file solidarity, and intelligent leadership, we are all damned proud to be members of the Seafarers International Union.

Crew of the SS Cape Mohican

Even his log entries are doubtful, as several inaccuracies are known to exist. One entry in the log states that the crew from day to day painted the hull, but the crew was not turned to for this work at any time. The log also records the crew as being turned to in Genoa to chip the boat deck, but the crew never did this work. Furthermore there were numerous erasures and alterations in the log book which are of a questionable nature.

The Captain's stupidity was shown conclusively when he told a man, ill with chills and fever, that he would see that the man received treatment after he turned to for a couple of days work.

### CREW'S STATEMENT

The crewmembers, in a statement to the Log, wish to make it known that a number of the ship's officers and the crewmembers of the SS Benjamin Williams declare the incompetence and inability of this man to act as Master and condemn his anti-union actions and his inability to handle men with his arrogant attitude toward the personnel under him.

# Digested Minutes Of SIU Ship Meetings

**CAPE MOHICAN, Aug. 25**—Chairman Augustin Oquendo; Secretary Herminio Martinez. New business: Delegates of Steward and Engine Departments reported everything okay. Deck delegate reported beefs about working conditions. Motions carried: to thank the Negotiating Committee of the SIU for their recent and effective fight; not to sail until fresh water system is properly installed; that deck department pass the signing of the Deck Delegate's report as solidarity, which will be referred to the Union Patrolman at the next port of arrival and that any action will have the full support of both the Steward and Engine Department. One minute of silence for lost brothers.

§ § §  
(Name of ship not given)  
July 5, Chairman Leonard S. Bugayski; Secretary Robert L. Beach. New business: Delegates reported everything okay. Several beefs were brought against the Steward Department. Shortage of glasses, messboy not setting tables correctly, no jams or jellies, no fuses for perculator, stale eggs, bad bread, and shortage of fruit juices. Motion carried to have bread box installed. Deck delegate to see Mate about having messhall chairs repaired.



**FRANK E. SPENCER, July 7**—Chairman Jules Barbarin; Secretary Judson Kilbourn; New business: motion carried to fine anyone leaving cups or throwing butts on messroom deck 25c and \$2.00 for leaving clothes in wash tubs longer than two hours. Good and Welfare: Repair lockers in Messman's foc'sles and those of 12 to 4 and 4 to 8 watch. New screens needed showers and toilets need painting.

## Mate Plays Bosun; Boss Will Foot Bill

When the SS Hart Crane put to sea recently she was short a Bosun. So without further ado the Mate appointed himself to the position and made the Deck Maintenance perform bosun's duties, such as turning men to, knocking them off and dropping and raising the hook. On top of this the Mate continued to drive the Deck Maintenance at such a rate that he was unable to complete his work on time. The ships minutes neglected to mention if the Mate expects to save the company the difference in pay or not, but this much is known the Deck Maintenance will receive the bosun's pay as soon as a Patrolman is contacted in the USA.

§ § §  
**HART CRANE, Aug. 16**—Chairman John Simmons; Secretary Bill Rowe. New Business: Motion carried that all help keep the pantry, messhalls, heads and showers clean. Complaint that the Mate wasn't giving the Deck Maintenance sufficient time to complete his duties. The Steward suggested that a list of items needed aboard ship be given him and he would try to obtain same. Motion carried that the crew would not payoff until all disputes were settled. Crewmembers congratulated Chief Steward for his cooperation.



**HASTINGS, July 21**—Chairman McLemore; Secretary Gene Huffman. New business: Motions carried: to hold payoff until all beefs and overtime were settled; to hold payoff until notified by Union as to raises and new changes in manning scale and ratings; to make minutes in triplicate with one to be posted, one to patrolman and one to new crew. All department delegates report everything okay.

## SS Lebere Skipper Labors Unwisely

The Skipper of the SS Lebere evidently thinks he is running his ship by muscle power or at any rate by threats of violence.

His wrath was raised to a boiling point when the ship's delegate called upon the Captain to discuss several grievances, and as the list grew longer the Skipper got hotter.

The Delegate informed him that the Crew intended to have the Commisisoner check the log for the Mate's denial of a relief for the four to eight AB on watch which should have been entered by the Captain, also their intention to notify the patrolman that the Captain had sold slopchest supplies in the port of Crux Grande, Chile. He also told the Captain that he wished to discuss the Mate's painting on watch and the disputed overtime involved.

The Captain refused to let him continue and threatened to throw him out of his stateroom. The Delegate withdrew rather than get tangled with the Skipper, but he wishes to make it known that the crew isn't being scared by these tactics. The Captain can expect to find his tail in hot water soon. Any Skipper should know a SIU crew better than to try intimidation.

It just doesn't work, Bucko!

§ § §  
**EDWARD S. HOUGH, Aug. 4**—Chairman Frank Christner; Secretary H. B. Noonan. New business: Motions carried: all hands keep the messhall clean and put away cups at coffee time; poker players clean recreation room after their game; arrangement between three delegates to keep laundry clean; to see Captain about radio hours; to have consideration for watch below and to keep quiet in messhall; to put out more night lunch. Main beefs were sour canned milk, poor grade and stale coffee, no cookies



aboard, no raisins aboard, no disinfectant aboard and slop chest very poorly stocked. Motion carried to notify Captain that stores be put on for the return voyage. All hands agreed that at the next meeting a repair list be made and turned over to the Union representative so as to better conditions for Brothers who make the next trip.

§ § §  
**ETHIOPIA VICTORY, Aug. 6**—Chairman W. A. Driver; Secretary T. J. Roach. New business: Motions carried: that ship be fumigated in first port; that new mattresses be obtained. Beef that chow was not served in right manner causing two men to be late on watch and coffee urn be cleaned more often. Motion carried that a 25c fine be charged for the following offenses: placing feet on tables and chairs, not putting dirty cups and dishes in pantry, not putting cigarette butts in ash trays. Suggestion that empty seats at end of table be kept for men on watch. Chief Engineer to be contacted in regards to fire fighting apparatus.



§ § §  
**STEPHEN BEASLEY, Aug. 1**—Chairman J. C. Lupton; Secretary L. Paradeau. New business: Ships delegates reported that percolators cannot be purchased in present port, also that milk cannot be obtained because it is not pasteurized. Suggestion made to place more drums on deck for garbage disposal. Motion carried that a dollar fine be levied against a crewmember who slams doors or makes unnecessary noise amidship. Dishwasher and crewmess advised to get on the ball.

## Let's Face It, Matey—SIU's Here To Stay

There's always some special character trying to make things difficult for everybody—and himself. Like the Chief Mate of the MV Washington Cedar, for instance.

It doesn't make sense, but then, neither does the Bucko Mate. For one thing he has repeatedly made some nasty remarks against the Union. Which isn't going to do him any good, by the way.

This mad Mate says that he "doesn't have to abide by the Union contract," according to a statement signed by members of the vessel's Deck Department. Furthermore, he refused to give the overtime slips to the Deck Delegate, and also refused to check overtime.

There are more instances of the guy's lack of savvy, but enough said.

Some guys will never learn, but the Deck Department of the Washington Cedar is going to continue teaching their Chief Mate just the same.

§ § §  
**WEBB MILLER, June 10**—Chairman Donald Ware; Secretary Pierre Bergeron. New Business: One SIU and one non-Union man signed on in deck department. Voted to let non-union man attend meetings to get an idea on how union functioned. Has no American papers, but would like to get endorsement as an OS.

# SEAFARER SAM SAYS:



## CUT AND RUN

By HANK

While the jobs on the board are going as fast as hot cakes, the less fortunate brothers are still getting their hot meals, etc. So help us, it's darn good to see everything going smooth as possible after this big victory. Bob Kennedy, the Irish humorist, says that Mom's Lunch Room and Bar on 42nd Street and 2nd Avenue in Brooklyn helped our men on the bricks faithfully again as they have since the '34 Strike. Thanks again to Mom's Place! Attention, Brother Joe Lightfoot: your clothes, pay coucher, etc., were put ashore in Baltimore from your last ship. If you haven't picked them up yet, contact that company, will you!

§ § §  
Joe Pilutis says he's trying out this new system called Unemployment Payments to us seamen. We hope it doesn't turn out to be pigeon-holed, red-taped and over-confused and over-forgotten as the Bill of Rights in the way those Why-Help-Anybody Bureaus of Washington was taken care of. Emilio "Pete" De Petro just come in with his shipmates from Shanghai. They came home as passengers on another Liberty because their ship was sold to the Chinese. The company, of course, forgot to provide for first class transportation—accidentally on purpose, we presume. Ozzie Okray and Leo Siarkowski just grabbed the Blue Island Victory with a load of horses and cattle for Danzig.

Robert Rutledge has to come up to New York after hitting the Philadelphia bricks. We hope the Stapleton Marine Hospital don't keep you anchored down too long, Bob? Joe James isn't in too much of a hurry to ship out. He's waiting until the rush is over. Say, Joe, where's Henry "Red" Twyman now? Fred "Ski" Sweder, made a trip to Rotterdam, etc., and then got stuck down in Charleston. Hitting the bricks down there was okay, Ski says, but they had some waterfront action down there, too—which naturally was to be expected in some ports when finks get foolishly brave enough instead of going home to cry over losing their finky pennies.

§ § §  
Say, ain't that Bosun Luke Collins, here in town right now, mustache and all? How's everything, Bose? Is Steward Joe Daugherty still in town yet? Frank Bieniek is in town right now, but he hasn't lost any weight, we notice. Well, well, Harold Nelson is fresh in town but we failed to notice in our hurry whether he had that favorite mustache or not. Where's Pete Bush, Harold? One of our shipmates, Edgar Kurz, just blew in from a not-so-good trip over in the Pacific in some country behind Japan, called Siberia or something. Next trip will be different, Ed, so they say. Steve "Blackie" Cardullo, who's running Marcus Hook hook, line and sinker, is visiting this town. You're looking healthy, as usual, Blackie.

§ § §  
Well, fellas, remember one thing, while you keep sailing. Aboard ship you have your elected delegates and the rest of your shipmates while's she's your home. Cooperation and respect irons out all sorts of beefs in one way or the other, keeps the ship in satisfactory operation, in cleanliness and safety. A ship is always a happy home when she sails in respect, cooperation and cleanliness.

# THE MEMBERSHIP SPEAKS



## SIU MEMBER IS EGGED ON IN HOSPITAL

Dear Editor:

Well, they're through washing down the decks here in the marine hospital for another day so I'll sit back and drop the Log a line.

At breakfast this morning I was scared out of my wits when I broke open the egg the darn thing almost crackled. It was a hard boiled egg, or so they said. The chick had only been incubated a little and all they did in the galley was give it a slight hot foot. We get eggs about four days a week and I am getting leery of raising a chicken farm here on my bunk.

They have a ward here in the hospital that should be named the international ward. Too bad they don't serve rum and coke as the music is strictly Latin-American from morning to night. I'm beginning to feel like the song that goes something like "South America, take it away."

They are transferring a lot of the men to Rockaway. I don't know how they will like it, but I guess they're going to take all the 5th floor and make room for the Coast Guard and their families, as you sure meet a lot of them when you have to go to the basement.

I see in the papers where the NMU in conjunction with the U. S. Maritime Commission is starting a bedroom steward's school at Sheepshead Bay. They are going to teach them to make beds in the GI way with all the snafu that goes with a government school.

I wonder how much it will cost the poor taxpayer per head. Why don't the public get wise to these chiselers and have their congressmen throw that board into discard?

The WSA has taken the taxpayers for a ride for over two billion dollars or so, why not get rid of it. I thought it would be after the war, but it is a streamlined old Shipping Board just like after World War I.

My advice to the younger brothers is stick together 'til hell freezes over and don't let them soft soap you. If you don't you'll find yourselves back to the 1915 scale. So be union and be strong. One for all and all for all. So here's to the SIU and SUP.

(Name withheld on request).

## SOME OF THE FINEST ABOARD THE CORINGA



Dear Editor:

Enclosed is a photograph of the finest group of men it has ever been my privilege to make a trip with.

By their conduct, cooperation and skill they clearly illustrated the advantage shipping companies gain in signing up SIU crews.

From left to right, rear row: Art Christ, W. Schowieler, Gus Andreassen, Mate Martinek, Bosun Jens Nielsen, Carpenter Ed. Hanson, Tom Maga and John Jackson. Front row, left to right: Floyd Inscho, John Pardonski, John Waldvegal, Joe Presto and Tony Dunkus.

The dummy in the rear row represents a crewmember who went native in southeast Africa, thereby spoiling an otherwise perfect record.

C. F. Martinek, Chief Officer

## SS Topa Topa Skipper Tries Double Talk, Insists Saturday Isn't On The Calendar

Dear Editor:

We think we have a couple of unusual beefs to report and would like to have them printed in the Log so that if any other crews run into the same thing they will know what action to take.

We sailed aboard the SS Topa Topa from Honolulu on July 22 bound for China and by noon of July 25 we had made a distance of 1048 miles and were steering a course of 281 degrees of gyro compass.

The Bosun, knowing navigation, had calculated that by midnight July 26 the ship would pass over 180 degrees West Longitude which brings us in East Longitude on July 26. As you know crossing the 180th meridian on Friday would make is Saturday the 27th.

The Bosun, E. Smet, went to

the Mate and the Mate told him that it was Friday and not Saturday and we would have to work the whole day, losing our Saturday and one day bonus, because the next day would be Sunday. The Bosun not being satisfied with that saw the Captain and the Captain stated that he had been sailing as a Skipper for 12



years and that the Bosun could not tell him a thing about navigating.

The Bosun asked the Captain what day it was and the Skipper said it was Friday the 26th. When the Bosun asked the Captain for his local time at the present, the reply was Friday 11 a. m. July 26, so the Bosun told him that it was 11 a. m. Saturday July 27th.

The Captain began to get hot under the collar and threatened the Bosun with deportation to Belgium of which he is a native. The Bosun told him not to be angry, because it is not fair to take Saturday away and the one day bonus.

Well, we worked the whole day and claimed overtime for the work. Again the Captain said he would see that the Mate was deported.

We refuse to stand by and see

a Brother member threatened with deportation for standing up for our Union rights on board a ship. The Captain's whole action is contrary to Section 1, Article 2 General rules in the 1941 Waterman Contract. We hope this case will be given the complete consideration it merits.

As if this was not enough for us to put up with we ran into another dispute.

While we were taking fuel oil in Honolulu the tanks overflowed bringing six inches of oil on deck. The deck gang had to work on various work in the six inches of oil and most of the deck gang had their shoes and clothes spoiled and were not able to clean them.

We all claimed a renewal of our clothes and the Mate told us that it is to be settled in the office. The next day the deck gang had to clean the fuel oil from the paint work amidship for which overtime was claimed. This also has to be settled in the office.

The Captain and the Mate are doing a lot of Carpenter's work, making ladders which have to be used only for the Pilot, and we would like to know if we can claim overtime for this.

As our destination from China is unknown we cannot make preparations for the handling of this beef in any one port so all ports be on the lookout for us as we want some action on these beefs.

Signed by 20 members of the crew.

(Editors Note: This beef has been brought to the attention of the proper officials and definite action is guaranteed when the Topa Topa ties up in the U. S. A.)

## Log-A-Rhythms Liquor and Longevity

By ARTHUR BERG

The horse and mule live 30 years,  
They know nothing of wines  
and beers.

The goat and sheep at 20 die,  
And never taste of scotch or  
rye.

The cow drinks water by the ton,  
And at 18 is mostly done.  
The dog at 15 cashes in  
Without the aid of rum or gin.

The cat in milk and water soaks,  
And in 12 short years it croaks.  
The modest, sober, bone-dry hen  
Lays eggs for nogs, then dies  
at ten.

All animals are strictly dry,  
They sinless live and swiftly  
die.

But sinful, ginful rum-soaked  
men  
Survive for three-score years  
and ten.

And some of them, a very few,  
Stay pickled 'til they're 92.

## OLDTIMER WORKS HARD TO KEEP UP UNION SPIRIT

Dear Editor:

I thought I would send you this newspaper clipping from the Portland Oregonian of an East Coast Brother who is a real old-timer with 36 years as a Union man.

He is Virgil Mahan and he holds Book No. 25089. He never misses a chance to impress upon the young seamen aboard ship, the urgent need of union spirit.

We need more real Union men like Brother Mahan, who is never tired of doing his part in keeping up the Union spirit.

A. Renick

(Editor's note: The clipping of which Brother Renick speaks contained some pictures of Brother Mahan, but unfortunately, we are unable to reproduce them).

## SEAFARER'S WIFE SAYS NEIGHBORS HOG THE LOG

Dear Editor:

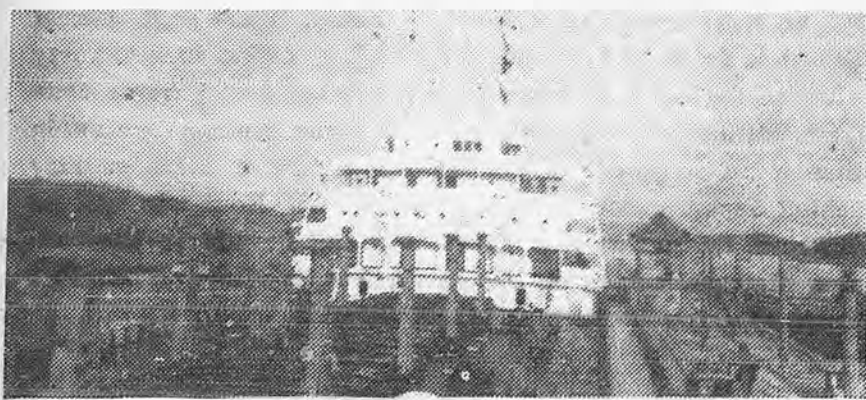
I see by the Log you boys are pretty good on settling beefs. Well I think I have a legitimate one.

You see we get the Log, but my husband, gets it first, reads it and then passes it on to the neighbors before I get to read it. Passing it along is a good idea, but what am I going to do? Just get another Log?

Mrs. Joseph Torchick

(Editors Note: Madam, we have given careful thought to your beef and we believe you have grounds for divorce. You may be able to free yourself of this dilemma, however, by hiring a detective to grab the Log from the mailman before he reaches your mail box.)

## GOING THROUGH THE LOCKS



The SS Feltore moving across the Panama Canal on her maiden voyage, Aug. 26, which wasn't quite satisfactory for the crew, according to SIU member Luis Ramirez, who made this picture.

The food was lousy, says Brother Ramirez, and the boys sweated out the hot weather without even a lemon for refreshments.

# Seafarer Glories In France And Life Aboard Goodhue

Dear Editor:

Having nothing to do on this wonderful day I was wont to meditate on the glorious past of the great country of France and came up with the following observations. I almost feel like a Frenchman yelling "Viva La France." Having my belly full of good chow and a wonderful view of the harbor, my hands strayed to the keys of my typewriter and I started to pound away.

France, a republic for 70 years, an authoritarian state for four years during German occupancy in World War II, again a republic after its liberation and ruled by a Provisional Government pending the establishment of a new Constitution.

France, country of arts, letters and science, is also a land of festivals and gaiety. There are historical pageants elaborately presented in beautiful settings, such as Versailles, St. Germaine, and in some of the many gardens of Paris.

Much of the history of France may be read in her art. The prehistoric remains at Les Eyzias, in Dordogne, the vases of Monestian in Ariège, all speak eloquently of ancient art.

Well, so much for this great country called France. It is here that I would like it known to the readers that the good ship Bertram G. Goodhue has arrived in the Port of Le Havre, France.

Having sailed from the Coastal Empire (That's Savannah, Ga.) on August 19, we arrived here September 1 with everyone feeling ship-shape and eager to see the mademoiselles of France. From the looks of the attendance at chow time I would say that all are ashore. Well, today being Labor Day, meaning no labor, most of the gang has knocked off and are taking in the sights.

Have you ever heard of a dream floating? Well, Brothers we are on just such a floating dream. Just to put you in the know, we, or should I say I, am speaking of the SS Bertram G. Goodhue of the South Atlantic Steamship Company.

This is a former NMU scow and was operated by the Black Diamond Steamship Company of God Knows Where. The NMU gang that was on here as usual

left this floating mass of steel in typical NMU style, filthy! Just how those guys can tolerate such filth is beyond the members of this ship, but knowing them as we do, one can understand.

We have aboard here, as members of the crew, a brilliant array of stalwart Union enthusiasts as ever gathered on a ship sailing out of Savannah in quite some time. Among them is W. J. "Bill" Brantley who is our Deck Engineer. No newcomer to this seagoing life, Bill is an oldtimer of 15 years seetime. I would like to let the membership know that Brantley is running for Agent of the Savannah Branch in the next election.

Well, Brothers it comes time to stop all this stuff and see that it gets in the mail and hope the Log Editor sees that it gets into print.

E. B. "Mac" McAuley

## GOODHUE CREW SEEMS TO BE VERY HAPPY, TOO

Dear Editor:

We, the Crew of the SS Bertram G. Goodhue, being duly qualified members of the Seafarers International Union wish to make known the fact that we have had the pleasure of sailing with one of the best damn Captains ever employed by the South Atlantic Steamship Company.

This man is undoubtedly the only Skippr sailing today that asks the Crew when they want a draw. No Delegates have to call on this Skipper and beg to be allowed to draw a bit of money that they have earned. No pressure has to be exerted on this monetary setup at anytime, thus far. We have no fear that we will have to exert pressure ever, because this Skipper is a good Joe and we'll go to "Snug Harbor" with him.

We might add that this Skipper answers to the name of A. H. Norden. We invite you to make a trip with him at your earliest possible convenience just to see a swell guy operate. So for this time we will say "Nuff Said."

The Crew of the  
SS Bertram G. Goodhue

## POSING IN PORT ARTHUR



Some Seafarers make pretty for the camera of Brother Warren Stiles in front of the SIU Hall at Port Arthur, Texas. The fellow at the right just stuck his head out the door in time to make the picture; the rest of him was still on the way.

## SIU MEMBER STRANDED IN SICK BED, ASKS FOR LATEST ON THE BIG BEEF

Dear Editor:

News of our strike has just seeped through the wilderness and arrived here. All the information I get is the highly distorted accounts that I glean from the local papers. These spreaders of enlightenment have been anti-union since the days when the whaling ships shanghaied their first crews in New London. Then, of course, there's the radio, but why go into that.

The reasons I don't charge down to New York and get all the info on the picket line like any good member should is this:

About a month ago, the local sawbones decided to open me up and take out some of my parts. I'm still open, and don't think I have any parts left, and the doctor says it will be about six weeks before I do any running around at all.

All of which leaves me in the

highly unenviable position of lying flat on my face (they took the parts out from the back just to make it harder) while you guys are beating your brains out on West Street.

Could you send me some copies of the Log and any literature on the strike which you have around?

Like all good seamen who have been on the beach for more than a month, I'm pretty short on ready cash, but I can spare five bucks for the stew pot, or if in this advanced day we have no stew pot, give it to the Log.

Seriously though, I wish I could be with you. It's no fun being up here not knowing what's going on.

(Editor's note: Thanks very much for the donation, Brother. The copies of the Log and the strike literature are on the way).  
Charles Newbury Groton, Conn.

## CG TREATMENT OF OFFICERS A BIT DIFFERENT

Dear Editor:

This one really tops them all. While our rank and file members are having their papers suspended for six months for minor infractions, the Third Mate of the SS American Farmer who was guilty of failing to sound a warning whistle prior to a collision between his and another ship, had his license suspended for three months.

Then it was cut to one month on the condition of no further trouble within the next six months. To top it all, Commander Lie of the Coast Guard, said the Third Mate could get a temporary permit to sail if he desired.

Do you call that justice? He never told any unlicensed personnel they could get temporary papers if they wished.

The quicker the Coast Guard gets back to watching the icebergs the better off we'll all be.

Jack Close

## BASHFUL?



Brother P. J. McCann (left) gazes at Bert Wilson, who is supposed to be the bashful Chief Cook aboard the Aiken Victory. This shot doesn't exactly reveal Wilson as being shy. He did, however, find a home on the ship, say his shipmates, Papa John and Slim.

## Another Wife Is Interested

Dear Editor:

We would be deeply grateful if you send us the Log every week. My wife is very interested in what goes on while I'm away and I think this is the best way to keep her informed of the Seafarers life and activities. Thanking you in advance.

Edward H. Miller

## MEMBER TRYING TO LOCATE CHAS. WEATHERBEE

Dear Editor:

I am trying to contact Charles Weatherbee who sailed with me on the last trip of the Arthur Dobbs, Calmar Liberty ship. He ordered a large number of pictures, which I took, but he has failed to give me his proper address.

Inasmuch as the pictures are already paid for, I would like to be able to locate him and send them along.

If you would please run an article in the Log to the effect that anyone knowing his whereabouts should please contact me at the address below, I would appreciate it very much.

Jim Golder, Box 96  
Madelia, Minn.



## VOLUNTEERS ASK ABOUT TRIPCARDS

Several men who served as volunteer pickets during the recent General Strike have asked me what the Union's plans were in regard to giving them tripcards. As I'm in the same boat at present, I believe some sort of statement on this question would clarify things somewhat.

Will we be given tripcards and, if so, when can we pick them up? (Name withheld by request)

The SIU appreciates the work and spirit of these volunteers, and it will not forget what they did in the 1946 General Strike. It must be understood, however, that the Union's purpose is not only to fight the bosses, but also to protect its membership against unemployment, etc. Tripcards, however, will be issued from time to time as they are needed. When they are, you volunteers will be the first to be considered. Once you become a member, you'll better understand the correctness of the Union's policy of protection for its membership.

# Medical Director Replies To Story On Hospital Delay

September 20, 1946.

Dear Editor:

The article on page eight of the September 13 issue of the *Seafarers Log*, reported by Irwin Suall, has been called to my attention, insofar as it relates to the treatment received by Lester Knickerbocker, one of our patients.

An immediate inquiry revealed the following facts. Mr. Knickerbocker reported to this hospital at 6:00 p. m. on August 26 and was examined by one of our surgical residents who advised that he return the next day during the hours of operation of our Orthopedic Clinic. The patient returned on the 27th, was again examined, given an Ace bandage, had x-rays taken, and was advised to return on the 30th when the x-ray reports would be available. The patient reported on the 30th and because of the x-ray findings was advised to enter the hospital. He was admitted to the hospital at 3:24 p. m., Saturday, August 31.

The patient's chart indicates that he was seen that day and again on the following day (Sunday), this time by one of our senior surgeons. Physiotherapy was begun on September 4 and a posterior splint applied to the leg on September 6. X-ray reports reveal that the patient was suffering from a fracture of the knee bone, and while the position was good, union was not complete. His treatment has been towards rest with stimulation of union, and no other approach is indicated at this time until we see whether recover is complete.

Mr. Knickerbocker was asked wherein he felt that he had been neglected. He stated that he thought he should have had an x-ray on his first visit and that physiotherapy should have begun earlier. Actually, any patient applying to this hospital, with a recent injury, has an x-ray taken, if such is indicated. It is impossible to have all departments of a hospital such as this operating a full capacity at all hours, without incurring excessive costs. The patient was admitted on a Saturday afternoon with a holiday on the following Monday. It is felt that in this instance physiotherapy was not unduly delayed. I have gone over this case carefully with the ward surgeons concerned and we do not feel that the hospital has been remiss in any way in this particular instance.

Mr. Knickerbocker also complained about the food. It is with the greatest of difficulties that we are able to reach our present standards with the many disheartening conditions under which our Dietetic Department has to operate. Actually, the food is very good.

As regards the desires of your organization that marine hospitals should care for seamen solely, this is something over which we, as individuals, have no control. We are merely the instruments of Congress.

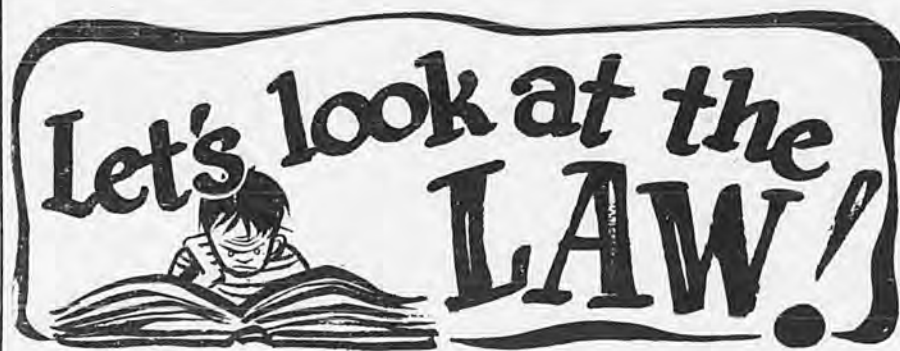
Everyone connected with this hospital, and I am sure the same is true of all marine hospitals, is vitally interested in giving our patients the very best possible professional care and along with it everything else that might

make them happier during their enforced stay with us. We believe we are doing an excellent job, considering what we have to do with. We know that at times things don't go the way we want them to go and at times delays occur that might have been prevented. However, it is my experience that most difficulties are due to misunderstandings and for that reason I am always happy to see personally any patient who, for any reason, is not satisfied, or any representative of any organization who feels that some facts should be brought to my attention. No one is more interested than I am in correcting any deficiency we

might have, if it lies within my power to do so.

Very truly yours,  
T. B. H. Anderson,  
Medical Director, USPHS,  
Medical Officer in Charge.

**Editor's Note:** As we go to press, the *Log* understands that Brother Knickerbocker has been discharged from the Staten Island Marine Hospital even though his leg has not yet healed. In next week's edition of the *Log* we expect to have a complete story on why Brother Knickerbocker was so treated, especially in view of the charges made by him when interviewed during the strike against the WSB.



By JOE VOLPIAN

It's always the unusual cases that provide the most discussion. Take salvage, for instance. These cases are definitely out of the ordinary, and are few and far between. Therefore seamen are not familiar with the way of handling these matters, and often they find that they have been left out in the cold when the settlement is made.

Very recently there were some SIU members, the crew of the MV Pigeon Point, who were involved in a salvage operation, and now they are experiencing difficulty in following the case through. Of course, the first mistake made was in signing on so fast that no advance preparations could be made to arrange for payment of salvage operations of the Newhall Hills. This story is covered in another part of the *Log*, and so I will not go into it here.

Section 729, Title 46 of the U. S. Code provides that "salvors of human life, who have taken part in the services rendered on the occasion of the accident giving rise to salvage, are entitled to a fair share of the remuneration awarded to the salvors of the vessel, her cargo, and accessories."

### ANALYSIS

In determining just what constitutes salvage and what does not, it is necessary to review court decisions which have been handed down in previous cases and which could conceivably be applied to the case of the Pigeon

### GET THE LOG

The *Seafarers Log* is your Union paper. Every member has the right to have it mailed to his house, where he and his family can read it at their leisure.

If you haven't already done so, send your name and home address to the *Log* office, 51 Beaver Street, New York City, and have yourself added to the mailing list.

Point. In line with this, I have selected a few of the many court decisions:

1. To constitute a salvage service, it is essential that the service for which claim is made be voluntary and to some extent effective. If these two elements exist, a recovery is allowable. If there is a failure of either to exist, there is no allowable recovery.

2. A salvage service is a service which is voluntarily rendered to a vessel in need of assistance and is designed to relieve her from distress or danger either present or to be reasonably apprehended.

3. Where the boilers of a steamship become disabled while she is at sea 150 miles from the nearest port, and she is towed into port by another vessel, such towing constitutes a salvage service for which an award should be made.

4. The amount which may be justly awarded for salvage service depends upon numerous conditions, and the solution is never free from difficulty when meritorious service appears. A general rule is that a liberal reward commensurate with the service rendered in an emergency should be allowed, such an award will encourage and stimulate similar service by others. The circumstances entitled to most consideration in all cases are: the value of the property saved, the extent of the service rendered, the degree of merit and gallantry displayed, and the danger to which the vessel was exposed and from which it was saved.

The situation as regards the salvage of the Newhall Hills meets all of the points outlined in the above four paragraphs, all of them taken from an authoritative book of law, and all of them tested by court cases. So it appears as though the boys who made up the crew of the Pigeon Point have a good case. However, as in cases of this sort, a good lawyer should be employed to fight for the interests of the people involved.



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#### INDIVIDUAL DONATIONS

R. Holtos, \$2.00; W. Allen, \$2.00.

## SIU Demands Isthmian SS Co. Pay Its Men Seafarers Wages

(Continued from Page 1)

The inception of bargaining negotiations with Isthmian for the purpose of securing a written agreement governing wages, working and living conditions on Isthmian ships, it will be much easier to arrive at an equitable settlement of all points under negotiation.

### GOOD FAITH

We sincerely hope that Isthmian sees its way clear to make these adjustments immediately, as we believe that it will be an evidence of good faith on the part of company officials. It will also be no more than right that Isthmian seamen are paid at the prevailing rates which the SIU secured for all organized seamen.

We are prepared to forward to your company a complete schedule of the prevailing SIU wages and conditions provided that you agree to our request. In the event that you do not comply, we shall be forced to wait until such time as the SIU is certified by the NLRB, and that much additional time will be consumed in bargaining negotiations. By complying with our request that time will be saved, and I am certain that the inception of negotiations will be that much more congenial. Awaiting your answer, I am

Sincerely yours,

Earl Sheppard,  
SIU Atlantic and Gulf  
Coast organizer

### TO THE RESCUE



Here are some of the crewmembers of the MV Pigeon Point, the Moran tug which sped to the rescue of the Pacific Tanker Newhall Hills.



# CHALK IT UP!



## WE'VE DONE IT AGAIN

BY DEFEATING THE BUREAUCRATIC  
WAGE STABILIZATION BOARD, THE  
SIU-SUP HAVE WON — FOR ALL  
ORGANIZED SEAMEN —

THE HIGHEST WAGES  
IN MARITIME HISTORY !!!

THE SEAFARERS INTERNATIONAL UNION  
STILL SETS THE PACE ON THE WATERFRONT!