

SEAFARERS' LOG



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

Vol. VIII.

NEW YORK, N. Y., FRIDAY, NOVEMBER 22, 1946

No. 47

SIU LEADS IN ISTHMIAN VOTE COUNT

**Seafarers Gets 957 Votes,
55 Per Cent Of Tallies;
NMMU Shut Out On 8 Ships**

**NMMU Challenges 12 Known
Pro-SIU Ships In Desperate
Move To Forestall Defeat**

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SEAFARERS LOG

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

Affiliated with the American Federation of Labor
At 51 Beaver Street, New York, 4, N. Y.
HANover 2-2784

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

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A Clear Mandate

Frothing at the mouth over the Seafarers clear majority in the Isthmian election to determine a union bargaining agency, the National Maritime Union this week sank to a new low in their already notoriously finky career.

Out of 1745 valid ballots counted by the National Labor Relations Board the SIU garnered 957; the NMU secured 724; while only 64 company stiffs voted for no union. This gave the Seafarers an approximate majority of 55 per cent of all the valid ballots counted. However, the NMU challenged 502 other ballots on various grounds.

These 502 votes were from a group of 12 Isthmian ships, which strangely enough were acknowledged by the crews themselves predominantly pro-SIU! This, of course, had nothing to do with the NMU's challenging of these votes. No, not much!

The mandate of the Isthmian seamen was plainly revealed by the election results. It was very clear to everyone, including the NMU, that Isthmian men want the Seafarers to represent them in collective bargaining with the company. They want the SIU to represent Isthmian seamen in the negotiation of a decent union contract with their notoriously anti-union employer. Their vote is proof of this.

But, does the NMU bow gracefully to the demands of Isthmian's unlicensed men? Does the NMU, which always brags about democracy but practices dictatorship, believe in the will of the majority of Isthmian seamen?

Do they withdraw with a statement that, "We were beaten in a fair battle, boys. Go ahead and let the SIU negotiate a contract with Isthmian so that you can have union conditions and union representation." No, that isn't the policy or method of the communist-controlled NMU.

Knowing even before the actual counting of the ballots began that they were soundly beaten by the Seafarers, the NMU representatives made damn sure that every ship which they challenged was a strongly pro-SIU ship. They thought that then they might be able to throw the election into a run-off.

These wise boys of the NMU didn't realize that even without these ships that the SIU would take a substantial majority. That's where their strategy back-fired. That's where they miscalculated.

Right from the start of the organizing campaign, the NMU tried every trick in the book to prevent that election from being held. First, they held up the NLRB hearings with the phony excuse that they wanted the pursers included, because they wanted more time to retrieve a lost cause. Then both the Isthmian Company and the NMU protested the October 18 date for the counting of those ballots. So, the vote count was postponed until November 18.

There it is in black and white—the finky record of stalling, duplicity, and sell-outs on the part of the NMU "leaders." They dare not challenge those facts because every single one of them is true.

The NMU cannot evade responsibility for the Isthmian seamen's lack of a union contract today. But for those who know the score, one more lie or group of lies from the NMU won't change their minds. Their minds are already made up, and they want only one union—the Seafarers International Union and before long they will have it!



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
- T. WADSWORTH
- S. G. LOPEZ
- R. G. MOSSELLER
- C. W. SMITH
- J. H. HARE
- W. G. H. BAUSE
- W. B. MUIR
- L. A. CORNWALL
- L. L. MOODY
- H. BELCHER
- C. M. LARSEN
- C. L. JACQUES
- L. KAY
- R. J. BLAKE
- J. B. PORTER
- J. H. DANIEL
- S. INTEGRA
- V. RODRIGUEZ
- S. RIVERA
- C. R. POTTER
- J. HALL
- J. M. FORD
- B. F. TROTTIE
- W. R. WELCOME
- P. DOMICA

BALTIMORE HOSPITAL

- RICHARD CROMWELL
- ROBERT CAVENDER
- RALPH FREY

THEODORE KLOSS

- PETER LOPEZ
- MAX FINGERHUT
- WAYNE TROLLE
- CHARLES DUNN
- CEDRIC FRANCIS
- MOSES MORRIS
- LEON CURRY
- RUY JUSTICE
- RAYMOND VAN DREELE

NEW ORLEANS HOSPITAL

- NORMAN PALLME
- E. WESTPHAL
- LEONARD MELANSON
- L. H. HARRIS
- CHARLES TILLER
- J. W. DENNIS
- R. M. NOLAN
- M. W. LOMBARD
- H. C. MERTSCH
- JOE BUSH
- H. G. DARNELL
- JAMES A. ATKINS
- ROBERT OGLETREE
- J. F. BUCKLEY JR.
- EDDIE MAHL
- CENTRAL MASON
- EDWARD BROCE JR.
- JAMES CANARD
- W. QUARLES
- R. C. BETTERS

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.)

- MAX SEIDEL
- A. FERRARI
- HOMER HOFF
- KARL PETERSSON
- EDWARD CUSTER
- ALEX JOKI
- DONALD BELL
- AUBERT BOUDREAUX
- "SCOTTY" ATKINS

NEPONSIT HOSPITAL

- H. BURKE
- J. S. COMPELL
- B. BRYDER
- B. LUFLIN
- E. VON TESMAR
- G. F. McCOMB
- E. FERRER
- R. BLAKE
- J. R. HENCHEY
- J. FIGUEROA

BRIGHTON MARINE HOSPITAL

- E. JOHNSTON
- H. SWIM
- V. TOCCO
- E. MAY

Seafarers Ahead In Isthmian Vote Count

NEW YORK—It's all over but the shouting in the election to determine a bargaining agent for the men who sail the ships of the Isthmian Steamship Company. With 1745 votes already counted as valid, the Seafarers International Union leads the NMU by 233 votes. The balloting, as it stands at the present time, is 957 for the SIU, 724 for the NMU, 64 for representation by no union, and 502 votes challenged by the NMU.

The challenged votes are the full eligible total on 12 ships, ships which have been alleged to be pro-SIU for quite some time and which reported voting overwhelmingly for the SIU. Of this 502, only 167 need be counted in favor of the SIU to give the Union a clear majority and therefore jurisdiction to bargain for the Isthmian seamen. There is no doubt that most of the votes will go to the SIU.

The results of the election have never been in doubt. Even Joe Curran called the score on his own union, when, in his report of a few months ago, he said that the organizers and officials of the NMU were so busy following the communist party line that they had fallen down on the job of organizing the Isthmian men.

POOR SHOWING BY NMU

What is even more astounding than the poor showing made by the NMU in the total voting is the fact that on eight ships, or 9 percent of all ships involved in the election, the NMU garnered not one single vote. On no ship was the SIU shut out.

When the votes on the challenged ships are counted, the percentage may be even higher since all the challenged ships are believed to have voted SIU by large majorities.

On only a few ships did the National Maritime Union receive a clear cut majority. As ship after ship was recorded in the SIU column, the NMU resorted to challenging ships which they had reason to believe had cast a preponderance of votes for the SIU. This tactic only confuses the issues, and denies union representation to the Isthmian seamen for a longer period of time.

This maneuver can only be characterized as a delaying tactic when it is remembered that the twelve ships challenged have a total of 502 votes, or enough to hold up the designation of a bargaining agent for a little while longer. Those Isthmian seamen, and other waterfront workers who believe that the NMU is interested in bettering the lot of seamen received a rude shock as a result of this strategy.

That these men are in need of, and desirous of, union representation is borne out by the fact that out of 1745 valid votes so far, only 64 were cast for no union. In the pages of the Log, over a long period of time, stories have appeared which gave the true picture of conditions on Isthmian vessels. The men of this line took the course that is guaranteed to better these conditions by voting so solidly for the Seafarers.

CREDIT TO VOLUNTEERS

The credit for the success of the organizing drive in the Isthmian Line goes almost entirely to the volunteer organizers who gave unstintingly of their time and effort in the campaign to make Isthmian SIU. These men, under the direction of the SIU Organizing Staff, sailed the ships of the largest unorganized freight line in the world and carried the word about the advantages and benefits of membership in the SIU.

From the beginning, when men of the Isthmian company started coming up to the Union Halls in all ports, the issue was never in



The strategy that went a long way in bringing the Isthmian Lines into the SIU fold was planned in just such conferences as this one. Above are Paul Hall, New York Port Agent and Director of Organization, and Earl Sheppard, in charge of the Isthmian Organizing Drive, as they discussed plans to carry the word to Isthmian men during the early days of the campaign. In addition to their other duties, Hall and Sheppard were charged by the membership with establishing a strike apparatus that could be used in case of strike or lockout. As heads of the Strike Preparations Committee, they, assisted by other officials and rank-and-file committees, directed the strategy that helped in the winning of our major and minor beefs.

doubt. Even the NMU trick of giving away memberships in that union for practically nothing did not stem the tide that flowed steadily in favor of the SIU.

But the NMU was not the only factor that stood in the way of SIU representation of these men. The Isthmian Steamship Company carried on a vicious anti-union campaign, designed to stall any efforts to organize the men and to terrorize the shoreside and volunteer organizers. In this they were abetted by the NMU goons who beat down pro-SIU men at every opportunity.

MORE TRICKS

None of these tricks worked. Ship after ship came back to U.S. ports secure in the knowledge that when the chips were down, they were going to vote SIU. This information struck terror into the hearts of the Isthmian owners, and when the time came to post notices of the election on Isthmian ships they stood firmly in the way.

Only action by the Government forced them to allow the lawful posting to go on without further interference. As the ships voted, in ports on every coast of the United States, reports started to flow back to the New York Hall from the men who did the

(Continued on Page 4)

US, TOO

The paper shortage which has New York City in its grip, and which has caused many daily newspapers to drop advertising for days at a time, has at last hit the Seafarers Log. For this reason, the Log this week has only 12 pages, and consequently certain features have been left out. By next week we hope to have enough paper for a normal size issue.

AFL Asks Cut In Taxes For Lower Incomes

WASHINGTON—Tax relief for workers with incomes less than \$3000 should be emphasized in any tax program considered by the new Congress, the AFL Committee on Taxation said last week. The committee asked for adoption of exemptions of \$1500 for single persons, \$2500 for married couples and \$500 for each dependent.

"Elimination of wartime controls of prices and wages reemphasizes," declared Chairman Matthew Woll, "the need for tax relief for the many thousands of Americans who are paying heavy taxes out of below-subsistence incomes."

The committee emphasized the need for eliminating war-created agencies, bureaus and unnecessary personnel.

It pointed out, however, that while all unnecessary expenditures should be curtailed, it was essential that revenue to support all legitimate governmental activities and necessary federal assistance for federal health, welfare and educational programs should be provided.

Rhode Island Votes War Bonus To Seamen

While new congressmen were being elected and others defeated, and while some states approved laws outlawing the closed shop, Rhode Island voters came through with a bit of good news when they approved of a \$200 bonus for veterans of the armed forces and men of the merchant marine.

No particulars are available as to the qualifications for receiving this bonus at the present time; however, they will be printed when received.

Lundeberg Blasts MC Training Schools, Calls For End Of Scab Building Program

Roundly denouncing the Maritime Commission's Training Schools and Program as "waste of the taxpayer's money" and of "no benefit to the American Merchant Marine," SIU President Harry Lundeberg has called upon the Federal Bureau of the Budget to cease allocating funds to this "useless" project.

Lundeberg's denunciation was made in the form of a letter to William J. Mountin, a field representative for the budget bureau in which he stressed several important facts in support of his contention that the Commission's program should be abolished.

The SIU president pointed out that prior to the WSA's establishment of the "Training Schools" program, men wishing to sail in unrated classifications merely had to present themselves to the U. S. Steamboat Inspection Service, and prove themselves physically fit.

No experience being necessary for these jobs, "there has never been any training period re-

quired," he said. "The men have been getting their experience by learning on the job."

Pointing up that the Commission's training program is glutting the already adequate supply of men to sail the nation's ships, Lundeberg said that with the laying up of millions of tons of shipping, and the consequent reduction in jobs, the maritime industry would be faced with a severe unemployment problem when things return to normal. By turning out men in face of this factor, the Commission is greatly increasing the severity of the problem.

The SIU official said that "the same conditions prevail for Officers' Training." The Cadet Training program, he said, was an attempt to create a caste system within the merchant marine structure, similar to that fostered by the academies at West Point and Annapolis.

Touching on the effect of this program on the merchant marine, Lundeberg added, "this type of man, and this type of training is

not for the benefit of the American Merchant Marine. A man who gets this type of training will be useless aboard ship. He does not learn the practical points of sailing, which can only be acquired by sailing in the tocsie as a seaman."

Lashing out at those behind the program, Lundeberg charged that the commission heads were mainly interested in establishing a permanent bureau to the end that they could "perpetuate themselves" in jobs.

He cited particularly the case of the present head of the Commission's training schools program, a Mr. Knight, who calls himself "Admiral," "a man who never did go to sea for a living."

Closing his letter with a plea for consideration of the taxpayers' hard-earned money, Lundeberg said:

"We request that the Merchant Marine Training Schools be abolished as they are useless and a waste of the taxpayers' money, and they do not benefit the American merchant marine."

Seafarers' Program For Future: Fight To Preserve Labor's Rights

By EARL SHEPPARD

Right now the Seafarers is vitally concerned with the Isthmian election count, among other important matters. However, complete details concerning this situation appear in another section of the Log.

It's sufficient to say that even though the SIU secured 55 percent of the valid counted ballots, the NMU has held up NLRB certification of the SIU as sole bargaining agent for the Isthmian seamen by challenging 502 votes from 12 Isthmian ships which are counted by us as strongly pro-SIU.

Organizing on the Cities Service tankers and other unorganized tanker fleets is still progressing. As noted in previous articles, the SIU has petitioned for an election among Cities Service tankermen, and we should have further to report on this outfit in the near future. We can say at this time that the Seafarers strong organizational efforts are securing the support of the majority of Cities Service unlicensed men.

Certain other matters have recently come to our attention, and indicate the possible trend which the shipowners will take in their future dealings with the waterfront unions. It's significant to note that Frank Taylor, President of the powerful and labor-hating American Merchant Marine Institute, has recently attacked the principles of union hiring halls and union rotary shipping.

UNION FOUNDATION

These two things—union hiring halls and rotary shipping—are so important to the structure of the union that it would mean a serious loss if either of them were ever taken away from us. For that reason, any attempts on the part of Taylor, or other shipowners, to take away from us those conditions for which we fought so hard will meet with the same kind of battle that the SIU always puts up in its beefs.

However, there is no doubt in the minds of other Seafarers with whom I have spoken lately that the ship operators will attempt to take away or whittle down our conditions of rotary hiring and union hiring halls.

It is also extremely interesting to note what a tremendous battle the shipowners put up to prevent either the licensed deck officers or engineers from gaining union security.

In the case of both the MM&P and the MEBA, neither organization gained real union security from their seven-week long strikes. It's true that the MM&P gained a slightly better preferential hiring clause than the MEBA on the East Coast. But, it's also true that neither outfit gained a closed shop contract.

LOOK AT MINERS

Take a look at the United Mine Workers of America, and the pressure which the Truman administration is putting on their president, John L. Lewis, to force him to backwater on the union's demands for increased wages to meet the ever-increasing cost of living. The entire might of the U. S. Government is being exerted in this case to force the miners to remain on their jobs.

Needless to say, the SIU is

supporting Brother Lewis and the mineworkers all the way in their just demands. We are also soundly condemning the government for using court action in an attempt to break the miners planned strike. Whenever the government or its officials start using court action to force labor to comply with their rulings, its a return to the old days of injunctions, etc., which the unions fought so hard to defeat.

If we in the SIU want any kind of a free labor movement, then we have to battle against these conditions just as hard as when we battled the shipowners for a contract or when we battled the WSA to defeat their attempted regimentation of the seamen.

If the worst comes to worst in the miners' case, and they toss

Bypass Tampa Chandlers; They Passed Pickets

By SONNY SIMMONS

TAMPA—Prospects for a busy winter here appear bright, with the announcement that the SS Florida will start operating Dec. 15, Alcoa ships making the Island run are now beginning to put in at this port.

In port at the moment is the SS William Wirt; also, the West Coast scow, Hall Kelly. We hope that by the time this appears in print the West Coaster will be crewed up.

We are still getting several ships in port, but they are not calling for replacements. Consequently, things have slowed up considerably.

Ships touching this port should never order any stores that involve dealing with the shipchandlers here. These phonies are all in the same boat. All during our strike they violated our picketlines with police protection.

BUY ELSEWHERE

Their reply to us when we asked them to respect our lines was "We are in this business to make money and we are going to sell stores to the ships if we have to to have police protection to do it."

And, Brothers, that is just what they did. They'd load up a truck full of stores and get a hundred gendarmes to see it through. So all Stewards should pick up their stores elsewhere.

Voting, at the moment, is going along very slowly. The few men who are on the beach have all voted. In fact, we won't even be able to hold a meeting tomorrow night, as we have very few books on the beach. Some old-timers are around—Nevin Ellis, George Cain, Manuel Villar, to mention a few.

Seafarers Al Driver lost his kid brother a few days ago. Young Driver, who had recently started going to sea, and the girl to whom he was engaged were killed instantly when the car in which they were riding got out of control and crashed.

The family requested SIU men to serve as pallbearers. Our condolences to Brother Driver and his family.

Lewis or any other officials into jail, we must join all organized labor in whatever action is necessary to defeat these labor-baiting tactics.

CLOSED SHOP

In the recent elections, three more states joined the two which had already passed laws restricting labor unions from signing closed shop contracts. This is also another attack being launched against labor's gains.

Whenever a union, through collective bargaining with the companies, secures a closed shop agreement then that union is fully entitled to enforce the provisions of that contract.

Now, in this latest anti-labor stunt certain states are saying by means of their laws that we can't sign a closed shop contract. That it's illegal. Illegal, hell! We fought for the closed shop to prevent the open shop conditions of a few years ago, when there was no such thing as rotary shipping or the union hiring hall. Now, they're telling us that it's illegal!

These present day conditions which our union has to fight against are more reason than ever that we should keep our Union strong. We must keep our Union streamlined for any eventuality. We were prepared for our strike when it became necessary to win our demands. And we'll be prepared for the shipowners and their lawmaking stooges whenever they attempt to take away any of labor's gains which labor fought for and spilled its blood win. That's the Seafarers program for tomorrow.

Seafarers Leads Isthmian Vote

(Continued from Page 3)

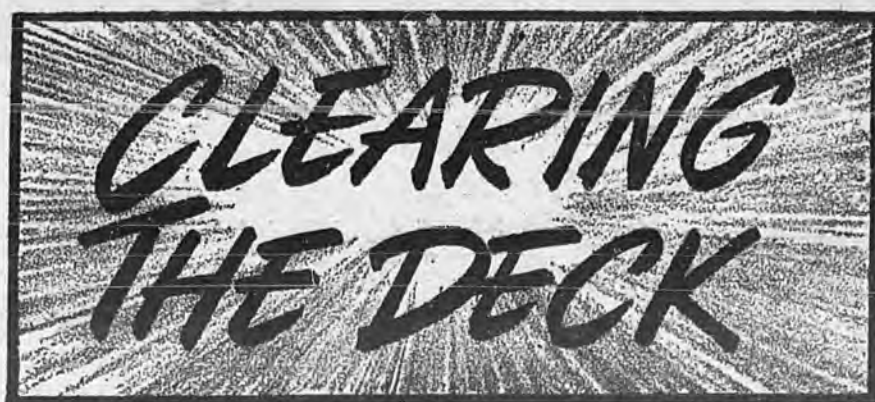
actual voting. The John S. Mosby reported almost all votes for SIU; when the ballots were counted the SIU garnered 28 votes to none for the NMU.

The William Whipple claimed an overwhelming vote in favor of the SIU; the actual count showed 27 for SIU and nothing for the NMU. From the Claremont Victory came the estimate that the entire crew had voted for the SIU; this proved to be correct and the total was 14 SIU to 0 for the NMU.

This was the story on almost all ships of the Isthmian fleet. True, some ships landed in the NMU victory column, but these proved to be few in number and never by the same majority as ships voting for the SIU.

Victory in the bargaining election, when it is announced by the National Labor Relations Board, will not mean the end of the story. True to the pattern which the NMU has set during this entire campaign, it is reasonable to believe that they will endeavor to stall the accrediting of the Seafarers International Union as the official bargaining agent for the men who sail Isthmian.

Their action, however, cannot change the final outcome, and within a short period of time the SIU will be prepared to negotiate for Isthmian seamen the same high wages and excellent conditions enjoyed by all others who are members of the SIU.



By PAUL HALL

The vote that has been tabulated so far in the Isthmian election is a tribute to the hard work of the members of the Seafarers International Union. Although the NMU is continuing its stalling methods, nevertheless, we know that the unorganized men of the Isthmian Line have expressed a preference for the SIU and that it is only a matter of time before we will be sitting down at a bargaining table to talk turkey to the anti-union bosses of the largest freight line in the United States.

Our members who acted as volunteer ships organizers did so of their own free will. They received no pay as did the men who represented the NMU on these ships. You all know that SIU volunteers who went to sea sailing Isthmian ships took a financial licking because they did not collect the same high pay that other Seafarers did on SIU-contract ships. They did not have the strong Union backing that the SIU is able to give men on ships contracted to the Union; and this is a big factor with seamen.

Worst of all, they sailed on non-union tubs, with conditions that were a throwback to conditions of a good 10 years ago. They did this because they believe in the SIU and they are prepared to go to any lengths to carry the good word about the Union.

Many Points Proved

If this organizing campaign proves nothing else, it does definitely show that the men of the SIU are willing to fight the hard way to organize the unorganized. But it proves many other points as well.

First of all it shows us that any company, no matter how large or powerful it may be, can be organized by a strong, democratic union. When we went into the drive to bring Isthmian into the SIU fold, we did so with the knowledge that the company had a long anti-union record; that they were strong and had many company stiffs working for them; and that they had the moneybags of the United States Steel Company behind them.

Don't think that these factors did not have a bearing on the arrogant manner that the Isthmian officials adopted when they talked to the Union.

Hard Times Faced

Second, we learned that the entire apparatus of the Union must be geared to normal action, strike action, and organizational action at the same time.

During the course of the Isthmian drive, the SIU faced many hard times. We were raided by the communist-dominated waterfront unions, had to fight for the entire labor movement against the redtape of the Wage Stabilization Board, and supported the Masters, Mates, and Pilots and others in their legitimate beefs, as well as taking part in many other large scale beefs.

If we had not been strong and well organized, sooner or later we would have failed in one or more of the big jobs we set out to do.

LOG Important

Last, and by no means the most important, is the lesson we learned in reference to the **Seafarers Log**. Through the use of this paper, we were able to carry on organizing, strike action propaganda, and support of other unions at the same time. We definitely need a larger paper, and through this medium we can do even more work in all fields.

While we are pointing out the good job done by our volunteer organizers and members, and the important part played by the **Log**, we know too that the Isthmian seamen themselves did a big job in making Isthmian another SIU company. They have proven that they are good union-minded men, and we should feel very proud over the fact that they thought enough of the SIU to vote for us as overwhelmingly as they have.

For our part, we should be damned glad to have these militant men as our Union Brothers in the SIU. They had a choice between two unions—they picked the SIU in preference to the NMU and no union at all.

Job Is Important

The whole situation around the Isthmian Drive proved that not only should the membership go all out in our beefs, but officials of the SIU must take an intensive part in any future organizational work. The record in this last campaign shows that practically all did their parts in this job just recently and successfully concluded. But there are some weak spots.

These weak spots in the Union structure and apparatus have been noted and of course, they will be corrected immediately. Weak links in the chain must and will be weeded out!

The membership of the Seafarers International Union is aware of these things and they will take steps to clear up these union problems in the traditional, democratic, SIU manner.



Shipping Picks Up In Philly; Oldtimers Back To Favorite Port

By J. TRUESDALE

PHILADELPHIA — Shipping seems to be picking up in the port of Philly. This past week we signed on seven ships and paid off four, two of them SUP ships.

At the present time we have five SUP ships lying in the harbor waiting for the MM&P and MEBA strike on the west coast to end. As soon as the strike is settled out there we'll crew these ships up, thereby taking quite a few men off the beach.

ALMOST NORMAL

Things are just about back to normal after almost three months of inactivity, and Philadelphia will soon be getting its share of shipping as it has in the past.

Next week we hope to be in a position where we will have to send to New York for men.

We're beginning to see a lot of the old faces around here. Men who did picket duty in other ports during the strike. Little Smokey is back from Baltimore hospital and Lincoln Nordly is in St. Agnes' hospital.

It's rumored around that Belly-rober Bernstein just got off the Harper due to the fact that she is going to the boneyard and Brother Bernie just don't like the "yard run."

Believe it or not, "The Moose" Blackie Gardner is working again, and Kid Red Healy is on the verge of taking a job. We also hear that "Happy" is once more in love and doing all right for himself.

It seems strangely different around Sonia's now that old man Mitch has passed away. He will



be sorely missed by all seamen who knew him as he was one swell guy.

CREDIT TO 511

We would like to give credit to 511 for the use of their kitchen during the strike. It was a great help in the conduct of the strike, and without it we would not have been able to feed in the fine manner that we did. Our thanks may be a little late, but we want to extend our thanks to all who aided the Seafarers win the recent strike.

Also thanks are due the crew of the SS Cornelia who during the MM&P and MEBA strike donated cigarettes to the boys who were tied up on the beach. Their thoughtfulness was appreciated by all men in the port of Philadelphia.

The Patrolman Says: Bone Cracker

NEW YORK — The crack SIU crew of the SS Belle of the West should have good sailing on its South African run. The lads of this Robin line vessel displayed signs of good unionism as they signed on. Unusual harmony prevailed among the crew members, a pretty good indication that there should be a minimum of beefs when the Belle finally returns.

The Belle's Bosun is a guy with an interesting twist. He is a master of the art of ju-jitsu. Prior to the war, the Japanese government awarded him the "Black Belt" for his excellence in the bone-breaking technique.

We hope the Bosun doesn't get hurt, although we hear he heaves a mean human-being. However, there appears to be little reason to expect any excitement on the Belle after seeing the clean-cut gang that signed on.

At any rate, congratulations are in order to the crew of this ship.

Ray Gonzales

Seafarers In Port Marcus Hook Are Now Part Of Community Life

By BLACKIE CARDULLO

MARCUS HOOK — The SIU is one step further along in its campaign to let Marcus Hook know that we are around. In fact they can't help but notice us, for the dispatcher and myself are now full-fledged members of the Marcus Hook volunteer fire department.

Soon a familiar sight to the populace will be the white caps of the SIU astride the fire truck as it rushes through the streets on its rescue mission. We'll handle anything hot that comes along now, and no cracks about "hot ships" from you kibitzers.

As was reported last week the SIU Tanker News is being distributed around the Hook to all unorganized tanker men. The

of the Strike Committee here during the big strike.

Another of the boys that just drifted in is Howard Conard, a ship's Purser, who came in here during the SIU-SUP strike and volunteered to handle all of our office work. He was promptly put to work helping on our organizing drive.

HOOK CHICKS

Both of the above mentioned boys claim they just came down here for a visit and to ship out, but our opinion is: Don't underestimate the power of the chicks of Marcus Hook.

The motto of these guys is like Frank Buck's: "We bring them back from anywhere."

As for the "alive" part of it you'll have to ask the chicks.

And that's about all for this week from the biggest little port on the coast.

NO NEWS??

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

- CHARLESTON
- PORT ARTHUR
- HOUSTON
- NORFOLK
- JACKSONVILLE
- CORPUS CHRISTI
- SAVANNAH
- BALTIMORE

Men Who Refuse Ships Create Future Competition For Selves

By STEELY WHITE

NEW ORLEANS—Shipping is picking up a little more every day, but we still have a great many men on the beach. In some cases we are having trouble crewing up ships that men are refusing. In these cases we have had to issue permits so that the

ships could sail with a complete crew.

This is not as it should be. The more permits we issue, the more men every member will have to buck in the future for a job, and men on the beach without jobs is not a healthy sign.

We cannot allow our manpower ratio to get out of proportion—so let's protect ourselves by taking these ships when they come up on the board.

Copies of the new agreement have been received here at the Hall and they are available to all. It is a good idea to give it a real look over as many changes have been made for the better.

At the present time we are negotiating in Mobile with the Waterman and Mississippi companies. We are also shaping up something new to cover the new passenger ships of the Mississippi Company.

One of these new passenger ships is ready to take a crew within a few days for her maiden voyage to Buenos Aires. Also one of the P&O ships will be back in action before long, and it will be necessary to send some men from here to fully man the ship.

VOTE NOW

Voting in the elections for 1947 officials is going along at a good clip and every man in the port of New Orleans is strongly urged to vote immediately if he hasn't already done so.

Mississippi Steamship Company has the retroactive pay made up through the July 19 and any man who has anything coming to him should contact Mr. Chandler at the New Orleans office of the company. This is your dough so go get it!

Attention Seafarers

Word has come to this office that the Seafarer Log is not to be found in some of the seamen's Clubs in foreign ports.

Whenever in a foreign port go to the seamen's Clubs and see if the Log is displayed. If you don't see it, ask for it. Find out why it is not put out, and leave some of your ship's copies of the Log there.

Notify the Seafarers Log of all Clubs where you do not find the SIU paper.

Coastal Archer Crew Collects Back Pay Withheld Illegally

By JOE ALGINA

NEW YORK — When the MM&P went out on strike, the SS Coastal Archer, Overlakes, was caught in Brownsville, Texas. The Skipper of the ship did not want to lose his good crew, so he told the men they could sleep and eat aboard, maintain the ship, and they would be paid for the entire time.

That sounded okay to the crew and so that was done. After about ten days, however, some of the crewmembers got a little restless, so they asked to be paid off. They collected their money without any trouble.

A few days later, a couple more men went to the Captain with the same story, but this time the Skipper refused to pay them off. He explained that he had received a telegram from the War Shipping Administration which prohibited him from giving any more draws, or making any more payoffs.

NOT GOOD

This did not sit so well with the men, and a few of them left the ship without being paid. The Old Man immediately charged the missing men with desertion.

As soon as the strike was over, the ship headed for New York, and the crew came right up to the Hall with the story. We got to work on it immediately, and although the company tried to

give us a hard time, we succeeded in winning our point.

First we pounded away on the charge of desertion placed against those men in Brownsville. The company hemmed and hawed, but they saw that we had no intention of giving in, so they dropped the charges and those men will be paid for the period they remained on the ship after the strike started.

ALREADY PAID

Next we picked up the dispute about paying the rest of the men, and by this time we had things going pretty much our way.

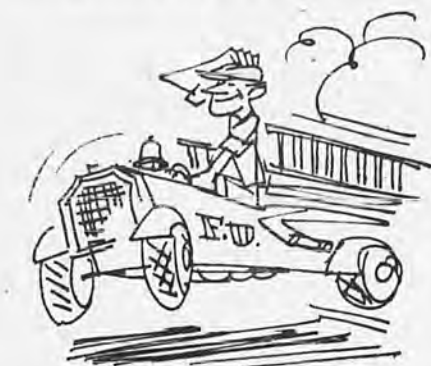
The company agreed to pay the men up to and including October 12, and that ended our last beef.



The men have already been paid, so all's well that ends well.

Shipping and business are both picking up in this port. There are a few more jobs on the board, but still not enough to cause a rush from the outports to this port. If you want to ship, stay where you are, the chances are better.

Feeding in this port ends on Monday, November 25. Not too many of our men are left on the beach, and it seems that the time has come to pack away the kitchen. But it is ready for any emergency, and we can put it together in a very short time if we have to.



copies are being grabbed up like hot cakes by the tanker seamen.

Sun Oil men have made considerable comment on this first edition, and from their response it looks like they are slowly but surely coming under the SIU banner.

HOPPING AROUND

Since we lost our organizer, Johnny Arabaz, both the dispatcher and myself have been kept busy hopping around settling beefs, paying off ships, and organizing. We sure want to thank the members on the beach for their help in organizing while they were waiting for a ship.

At the moment we are looking forward to the arrival of the SS Tonto this week, with our dear friend Captain "Rowboat" Wilson on the bridge. The reason we call him "Rowboat" is because that is his rightful place, in a rowboat all by himself where he can play "Captain Bligh" to his heart's content.

TOUCHE

We have received instructions from "Rabbit" to refrain from picking on his local belle. It seems that he didn't like what was printed concerning the light of his life a few weeks ago. Ah, yes, some men are touchy about certain things.

I guess the glowing accounts I have described concerning life in Marcus Hook have gotten around, for several of the boys are on their way down here.

I just received a wire from Patrick Forquer, stating that he is on his way in. Pat was a member

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.

SIU Opens New Hall In Toledo, Takes Lead With Lakes Seamen

By HENRY CHAPPELL

TOLEDO, O. — The SIU has made another step forward in its program of expansion on the Great Lakes by opening a new hall at Toledo, Ohio — at 615 Summit St.

Eventually the Seafarers will have halls in all the principal ports on the Great Lakes. However, this will be our long range program, as the SIU depends entirely upon funds received from the seamen in the form of dues and assessments.

We do not get any financial aid or assistance from any political or foreign party as is the case with the NMU. Nor does any company give us financial support such as the phony Lakes Seamen Union receives from the Cleveland Cliffs Iron Company.

This phony company union is composed of one of the Cleveland Cliffs attorneys and a few employees sailing the company's vessels. They call themselves a Lake sailors union run by Lake sailors, and by their form letters they advertise how cheap it is to join their outfit. The LSU is not affiliated with either the AFL or CIO, and would never have any outside support in the event of a labor dispute.

Officials of the LSU were not elected, and they have no constitution or democratic form of operating their union. Of course they will never have any disputes as to wages, working conditions, etc. as Cleveland Cliffs will fix these things, and LSU officials will agree or be out of their jobs. Every Lake sailor knows this outfit is phony, even its own members.

NMU FAILED

Due to the communistic tactics employed by the NMU on the Lakes in their vain attempt to compel all Lakes seamen to join their outfit, this outfit knocked themselves out of the picture.

Their phony strike on the Lakes only served to create resentment and hatred toward themselves. Former members of the NMU are trying to turn in their books to the SIU in increasing numbers.

Some of them are not wanted as we don't intend to have the communist party take over the SIU like they have the NMU. In Joe Curran's own words, he has stated publicly that the communists have taken over the NMU and its treasury.

When some of these former NMUers apply for SIU membership they are turned down as SIU officials are not to be taken in by their slick talk. Whenever some of these guys pat us on the back or try to, we constantly watch to see where the knife is concealed.

The apparent lack of interest shown by the NMU towards their Lakes branches at the present time does not fool us either. This is an old prize fighter trick to feint his opponent out of position, and then pull a fast one. No, the SIU fully expects any trick in the book from the NMU, and is consequently prepared at all times to take care of them.

SIU ALERTNESS

SIU alertness on the Great Lakes was proven beyond doubt this fall during the phony NMU Lakes strike when they put a picket line around SIU-contracted ships after being warned to

leave our ships alone. They fully expected the SIU would stand idly by and give them our ships. After this move of theirs was repelled, they then yelled mistake. You bet it was a mistake!

Their biggest mistake was made on August 23 when they signed an agreement with Bethlehem Steel, and their phony strike was only eight days old.

Even the LSU would have been ashamed of that agreement whereby they agreed not to picket or interfere with Bethlehem



ships, allowing them to sail with NMU crews while their brother union members were picketing other ships, docks, and non-union halls.

The entire membership of the NMU on the Lakes was sold down the river by this agreement, and they know it.

If an SIU organizer is unable to contact you aboard the ship you lay up this fall, come to one of the SIU halls located at Buffalo, Cleveland, Toledo, Detroit, Chicago, and Duluth and join the SIU-AFL — a union of sailors run by and for sailors, whose membership sails on the Great Lakes, and on the East, West and Gulf Coasts.

Where would one of the members from these Lakes seamen unions ship from in the event they ever wanted to go deep sea for a change?

Boston Battles Doldrums And Anti-Labor Bill At Same Time

By JOHN MOGAN

BOSTON — With the West Coast strike all but settled (according to the current newspaper reports) the Port of Boston is still as quiet as a day-old corpse.

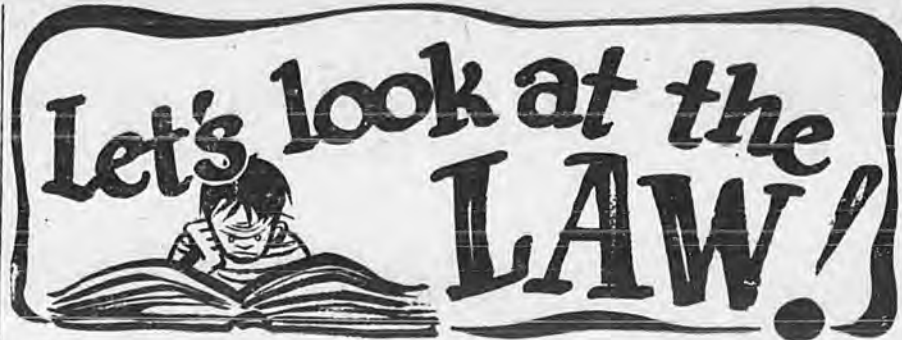
There are signs of some tanker activity in the offing. Three are expected in here within the next few days. However, all three are coming from the Gulf and there shouldn't be much of a turnover.

It is plenty discouraging for the members on the beach to be showing around every day for a job, with nothing on the board and nothing expected. The much heralded boom in shipping just didn't develop as yet, and the harbor is virtually as dead as during the strike.

There must be a reason or reasons for this condition; and somewhere in the hidden corridors of the Maritime Commission there must be some little guy who knows what it is all about.

FINKY BILL

The labor bill requiring labor unions to file all receipts and itemized expenditures with the State, a bill fought bitterly by organized labor in Massachusetts,



By JOE VOLPIAN

Almost every man going to sea has at one time or another heard about "Maintenance and Cure" but, as a matter of fact, there is a great deal of confusion on the subject.

Every once in a while, a man will come into our office and ask us if he is entitled to "compensation" or "subsistence" because he was injured or taken ill on the ship.

There is no such thing as compensation for a seaman. Compensation, as it is commonly used, means that when a man is hurt on a job, he is usually allowed 2/3rds of his salary while totally disabled, but in no event would he get more than about \$25.00 a week—depending under which law he comes. That is all a shore-side worker is entitled to under Compensation.

The term "subsistence" as it is known, is payment to the seaman for the value of his room and board while he is employed on a ship upon which there is no feeding and sleeping, and has nothing at all to do with illnesses or injuries suffered while working on a ship.

The seaman, in our opinion, is protected by the law much more than any other worker that we know of. If he is hurt or injured on a ship, or in the immediate proximity thereof, not due to his own willful misconduct, regardless of whether the injury or illness is his own fault or not, then he is entitled to his "cure," which he receives at the Marine Hospitals and where he is not required to pay for such services.

After he is discharged from the hospital and he cannot go to work because of the illness or injury, so long as he is convalesc-

ing or taking out-patient treatment, he is entitled to maintenance.

There is no fixed rate of maintenance to be received by a seaman but it is supposed to be enough for him to live on. At the present time, the courts allow about \$3.50 a day for unlicensed personnel. This amount is not fixed by law, and varies according to the place you live and the particular time which you were injured or taken ill.

Prior to the war, companies paid anywhere from \$1.50 to \$2.50 a day. If the cost of living goes still higher, the Courts might allow more than \$3.50.

In addition to the maintenance, the seaman is also allowed to sue the company for the injuries he sustained, if the accident was caused by the negligence of the ship, its officers or fellow employees.

The law as to Maintenance and Cure is so old that, as the lawyers say, "the memory of man runneth not to the contrary." It goes back to the old English Admiralty Law, and there are cases on record that go back hundreds and hundreds of years, allowing seamen maintenance and cure.

The theory upon which a seaman receive his maintenance is that the shipowner, if the man were hurt in his employ, was obligated to see him through his difficulty as in those days seamen were supposed to be wanderers on the face of the earth, irresponsible, with no knowledge of how to take care of themselves.

Of course, nowadays, it is entirely different, because our men are well represented. Under the present set-up for seamen, a man becoming ill or injured during a voyage not due to his own misconduct, recovers wages until the end of the voyage or until he is fit for duty, whichever happens first, plus Maintenance and Cure at the rate of \$3.50 per day.

Contrast this with what he would recover under Compensation. Under Maintenance and Cure the man will receive approximately \$24.50 per week plus his full wages, plus the opportunity in a proper case, to recover damages in addition.

One major difference to be kept in mind is that under Compensation, there is an overall limit of \$7,500 payable to the injured worker. While in the case of seamen, \$25,000 or \$30,000 judgments are quite common.

It is the opinion of the writer that the present law governing seamen is more equitable than that governing shore workers.

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.

Time Has Come To Change Tax Law For Seamen

By LOUIS GOFFIN

NEW YORK — From time to time I have written articles for the Log concerning income taxes as they apply to seamen. I wrote several articles, but nothing much has been done about it as yet.

Now, by reading the papers, I notice that the next Congress has intentions of slashing income taxes by twenty percent, so I think this would be a good time to bring up my favorite subject,—elimination of seamen's income taxes, if the seamen is out of the country in excess of six months.

Regardless of the raise in wages and overtime which we recently won, we still find that the average seaman is employed



not more than eight months per year. And since his earnings for few months have to take care of himself and his family for the entire year, the elimination of the withholding tax would increase his take home pay, and ease the situation during the time he is out of work.

EIGHT MONTH YEAR

Many people who are not acquainted with seamen's problems have been under the impression that seamen work all year around like the shore workers. Unfortunately such is not the case.

With ships laying up, being sold, reallocated, and various other reasons, very few, if any, seamen work a straight year.

Even when a seaman works eight months he has had a good year, also, the public should remember that the seamen do not receive any remuneration when they are out of work.

From all this we can easily see that by eliminating withholding taxes, if a seaman has been out of the U.S. over six months, the difference of 17 or 18 percent of his actual earnings will aid him during the few months that he is actually employed.

REVERT TO OLD LAW

Before the war such was the law, and I believe we should revert to that law. We must remember that up to now the seamen were not eligible for unemployment insurance.

The fact that the law has been passed giving us unemployment insurance does not mean much yet, for the law hasn't aided the seamen due to all the red tape involved.

When Congress reconvenes they should immediately take some action on this income tax business and give the seamen what was theirs before the war.





SHIPS' MINUTES AND NEWS

Food Snarls Harass Waltham Victory Men

Dogged by foul food conditions that persisted from the day of the sign-on, the SS Waltham Victory returned early this week to New York, original port of engagement, winding up a four-month run notable for the trials which beset the crew. When the food-stuffs weren't bad they were short in supply, it was revealed when the vessel docked.

Twice in the voyage from New York to Madagascar the crew objected to sailing because of the food difficulties. On both occasions the crew's militant stand won improvement in conditions.

The first food tie-up came in New York, as the Waltham Victory was preparing to pull out. A final check up of food supplies disclosed a shortage of meat. The ship was held up for 24 hours until additional supplies were brought aboard.

BAD BUTTER

The second snarl occurred when the snafued ship hit Capetown. At that point it was the butter that caused the hitch. Only 180 pounds of fresh butter was loaded in New York; 420 pounds of bad butter had been left aboard making it necessary for the crew

to use part of the old stock. By the time Capetown was reached the butter had gone from bad to rancid, and the crew complained, asking that it be replaced. This request was refused.

Spokesmen for the crew then approached the United States consul for permission to hold up the ship in Capetown until the condition was corrected. A member of the consulate was sent aboard the ship, and the butter was subject to laboratory examination. The test corroborated the crew's contention, the results showing the butter to be bad. It was discarded and a fresh supply obtained.

SUP men pointed out that the butter in question had been placed aboard the Waltham Victory before the vessel left the West Coast about 10 months earlier. In addition to the fresh butter, other fresh stores urgently needed, with the exception of items rationed, were taken on in Capetown.

STAY EXTENDED

Prior to sailing time in New York, the vessel was provisioned for 90 days—the estimated duration of the round trip to Madagascar. But the ship was held up in Tamatave (Madagascar) for six weeks, owing to bad discharge and loading facilities there. Consequently, supplies ran short. Attempts to obtain foodstuffs to make up for the quantities consumed during the unscheduled stay in the Madagascar port met with questionable success. Meat and vegetables obtained there were described as "inferior."

At Lourenco Marques, the next port of call, the crew ran into further complications when they were told in that South African port that supplies were short, and that they had better replenish the stores at Durban.

But at Durban, the Control-

MONKEYING AROUND



Apparently free from wordly cares, "Mr. Monk," one of the most popular passengers aboard the SS Sea Dolphin, cuts capers on deck for his own, and the crew's amusement.

In top photo, "Monk" is investigating the makeup of an orange. Directly above, he peers curiously at his reflection in a mirror, which he borrowed from an obliging crew member.

"Looks like someone made a monkey out of me," says our long-tailed friend.

Bauxite Tieup Nears End

PORT OF SPAIN, Trinidad—Prospects appeared bright for the early resumption of regular schedules by Alcoa vessels on the bauxite run. An announcement early this week said the 10-day old strike of the 2,000 dock workers had been virtually settled, although picketing continues. While the issues are being arbitrated, loading and unloading was to begin this week.

Previously, the Alcoa Company had suspended bauxite operations in this port as a result of the strike. It was disclosed last week that six Alcoa ships were being diverted from the island.

At present, one Alcoa ship is in port with about 1800 tons of food-stuffs aboard. According to the new development, she will now be unloaded. Just prior to the announcement of the strike's end, one vessel sailed with 550 tons of rice that was to have been unloaded for the colony.

Crew Votes Stiff Penalties For Un-Unionlike Conduct

Raising a ruckus, or otherwise violently acting up is taboo aboard the SS Alcoa Pilgrim.

Acting on a motion proposed by Eddie Patterson and Charles Lee at a recent membership meeting held at sea, the crew voted to lay a fine of \$25.00 on anyone guilty of conduct unbecoming a Union man.

The motion defined as misconduct actions wherein a crew member, who, on returning to the ship, "raised any kind of fuss, or started a fight, or was obnoxiously drunk." The heavy

The meeting next concerned itself with several motions aimed at alleviating conditions traceable to faulty water piping aboard the vessel.

DANGER

The meeting condemned the danger presented by leakage from overhead hot water and steam pipes in the crew's fo'c'sle. Several men reported having been awakened in their bunks by drops of hot water coming from the pipes. In addition to a motion calling for repair of this condition, one was passed urging the installation of "some sort of cooling system" in the crew's showers. The water coming from both the hot and cold water taps, the crew said, "was too hot to bathe in."

Motions also were presented to correct the ventilation system. The crew wants the blowers increased, and a fan installed in the laundry.

Another motion by Charles Lee recommended that all departments keep the laundry clean, and that the Chief Steward start with his department on a rotating system. Each department to serve for one week. An amendment to this motion required that all men on sanitary work use the spray gun on roaches and other vermin in the laundry and wherever else needed.

The meeting, first on the regular schedule, was chaired by Brother Lee. L. W. Highsmith was recording secretary.



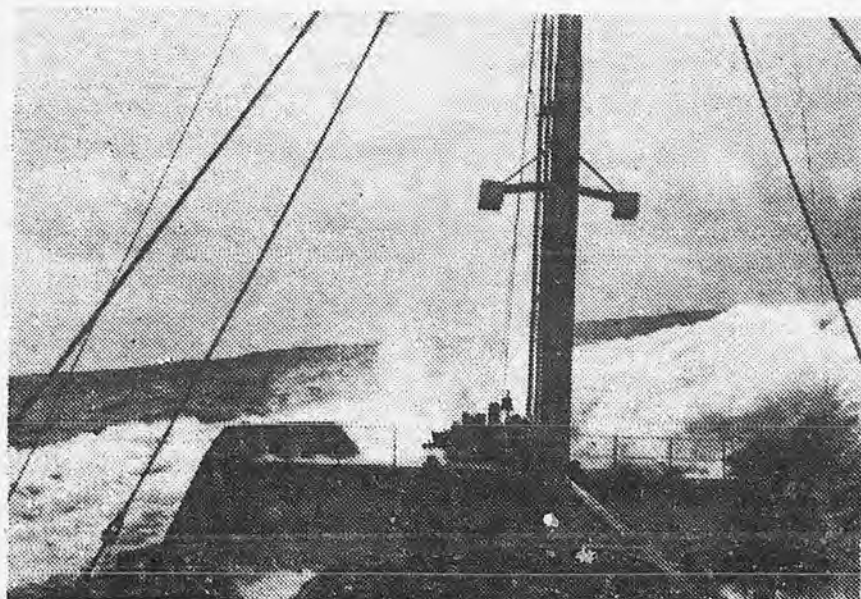
penalty was decided upon as punishment fit for any action that would reflect unfavorably on the prestige of the Seafarers.

PUT TEETH IN IT

The crew's determination to wipe out irresponsibility and indifference to the Union's general welfare was further evidenced by an amendment passed to put more teeth into the motion. The amendment stated "that such parties be brought before the membership and recommended for the '99 year club' at a regular shoreside meeting in the States."

Joseph Bryant, who offered the amendment, urged the Brothers "to keep respectable," and to keep out of the hands of the Coast Guard.

DIGGING IN THE DEEP



This shot was taken aboard a Hog Islander just as she was digging into a huge swell off Cape Hatteras. Seconds later the choppy sea came smashing across her bow. The camera-wise Seafarers, who recorded the scene for his files, prefers to remain anonymous.

ler allowed only two cases of butter, and a quantity of eggs sufficient only to provide each man with three per week for the 30-day return voyage. Milk, too, was short, as were other required foodstuffs. Only half the amount requisitioned was available. The three department Dele-

gates then announced their intention of visiting the consul to seek his intervention with the Controller.

CLEAN AT PAYOFF

The minutes do not reveal the details of the interview with the consul, but it is safe to assume they met with some measure of success. The Log inquired of the Patrolmen, who paid off the Waltham in New York, as to the nature of the payoff. They said the ship came in clean, and that there were no major beefs hanging over. No emphasis was laid on the food quality or supply.

The crew did, however, point out, in the minutes of the Nov. 3 meeting, held at sea as the vessel neared New York, that the Union should be notified of the serious food shortages existing in South African ports, which makes the acquisition of supplies an improbability. At the meeting, the Steward suggested that in the future Patrolmen be asked to ascertain the length of the voyage, and then check the amount of stores in relation to the duration of the trip.

Seafarers P. Taurasi and Raymond Brookes were chairman and secretary, respectively, of the shipboard meetings.

Digested Minutes Of SIU Ship Meetings

FORT HOSKINS, Sept. 28 — Chairman Phillips; Secretary Hannan. Previous meeting's minutes read and accepted. Motions carried: that Patrolman and new crew check slopchest prices before ship sails; to have a repair list ready for approval of next meeting. It was suggested that all men have their bunks stripped down and fo'csles clean for next crew. All disputed overtime must be turned in before ship hits port.



ALCOA PILGRIM, Sept. 1 — Chairman Eddie A. Patterson; Secretary A. Nottage. Motions carried: that none but authorized persons open, set, or wind clock; that 40 flat port screens be obtained for use in messhalls and fo'csles; that ships delegate see Captain about repairing of crew's icebox in Trinidad. General discussion in regard to feeding of watches, keeping juices chilled, etc. Watches to have table and to be fed first.

CAPE PILLAR, Sept. 6 — Chairman Rumbal; Secretary Johnston. All hands present at meeting, except those on watch. Motions carried: that delegates see Captain about restoring harmony aboard; that fine against Brother be lifted. General discussion on beefs in various departments, and open discussion on matters concerning crew welfare.

Hook Artists Plague Men On The Maclay

In the Good and Welfare discussion at a shipboard meeting aboard the William Maclay the crew requested windchutes equipped with screens, along with other suggested improvements.

What seemed like a very ordinary request had a very unusual reason for it. It seems that the ship is headed for the Islands and the crew has on previous trips caught Island natives stealing things from quarters by using a wire hook through the open portholes. Gad, what next will plague the life of a seaman.

ALCOA VOYAGER, Aug. 12 — Chairman Betts; Secretary Hudson. Delegates gave their reports; all in order. Motions carried: to send communication to headquarters regarding two sets of articles in force on this ship; that Delegates see Captain in regard to crew's mess situation. Books to be returned to library. Messhalls and decks to be kept clean of rubbish. Men called for better set-up on mess table at all times.

FELTORE, Sept. 19 — Chairman George Meany; Secretary Riversly Brown. Delegates reported everything okay. Motions carried: that anyone leaving dirty cups, cigarette butts, putting feet on benches, in messhall or recreation rooms, or littering these rooms, or leaving laundry room dirty, be fined 50 cents, money to be turned over to Log. It was suggested that anyone having books in their rooms return same to the Lounge.



AIKEN VICTORY, Aug. 26 — Chairman Mayhorn; Secretary Postenreider. Motions carried: that all departments stick together and not payoff until repairs completed; that men not attending meetings be fined \$5.00, unless they offer satisfactory excuse; that Deck repair list be compared with Steward's list and discrepancies rectified; committee appointed to try member failing to attend meeting.

Misplaced Dogs Aid Hospitalized

Violators of messroom rules aboard the SS Brazil Victory might be consoled with the knowledge that the proceeds of the fines they paid for their infractions wound up in a good cause.

Headed up "If you don't keep your feet under the table—you pay," a note from the New Orleans Branch says "the boys on the Brazil Victory found this out on their last trip.

"For parking their dogs on the chairs in the messroom," the note continues, "the guilty lads paid a goodly sum in fines. The money was turned over to the boys in the Marine Hospital here in New Orleans.

"In all, \$25.75 was realized. This donation looks like a fortune to the less fortunate Brothers," the note concludes.

POWELLTON SEAM, Aug. 15 — Chairman John Orman; Secretary T. McLane. Deck and Engine department Delegates reported all okay; Stewards Delegate stated all okay but for some disputed overtime. Motions carried: that Log inform crew as to what constitutes sufficient supply of milk to be kept aboard; that any member caught taking ship's stores be bought up on charges and recommended for "99 year club"; that anyone leaving water run in scuttlebutt be fined 50 cents; that anyone using ice cubes and not refilling trays be fined 25 cents, and for taking trays to their room, 50 cents. Vote of thanks given Brother Tilley for his help in settling all beefs and making this a real union ship. One minute of silence for departed brothers.

Bull Line Acquires Title To 3 Ships

The A. H. Bull Steamship Company has acquired title on three vessels by purchase under terms of the Merchant Marine Sales Act of 1946, it has been announced by the Maritime Commission. The war-built vessels, which the line had operated previously for the government, are: Chilton Seam, Powellton Seam and the Freeport Seam.

L. S. WESTCOAST (Lakes steamer), Oct. 26 — Chairman Jim Kelsick; Secretary William Zinkel. Minutes of previous meeting read and accepted. Policy of appointing unrated man to rated man's position without calling Union Hall for new man to be discontinued. Motion carried recommending that if man does not give four hours notice before quitting, he shall be reported to Union headquarters. All minutes are to be sent direct to Union Hall. Notice was given to Union Agent in Detroit requesting order of silverware, linen, coffee urn and toaster for Steward's department, but not yet delivered.

JOHN G. HIBBENS, Aug. 10 — Chairman L. (Frenchy) Blanchard; Secretary Joe P. Julian. Minutes of previous meeting accepted as read. Motions carried: discussion on man in Stewards department, that he be given another chance to prove himself by sailing in another department; that each Delegate see that rooms in their departments are cleaned and soiled linen returned to Steward before payoff; that repair list be made by each delegate for presentation to Patrolman on arrival in port; that each crew member by suggesting things that would benefit his relief; Ship's Delegate spoke on unionism to T. C. men.

Big-Time Operators Just Plain Seafarers

We hear a lot, now and then, about Smith and Johnson, a couple of guys who operate ships contracted with the SIU. But last week, when we picked up a copy of the Sept. 25 minutes of the SS Alcoa Pilgrim, our eyebrows arched. Plain as day, the minutes said Smith and Johnson were secretary and chairman, respectively, of the meeting.

Could be these guys are a couple of Jekyll and Hydes, we figured.

Checking feverishly, our fears were soon dispelled. Smith and Johnson were just a couple of hardworking, good Union Seafarers. No connection with the shipping firm of the same name.

Besides, they were sailing on an Alcoa ship.

DIAMOND HITCH, Sept. 27 — Chairman Lee Goldinger; Secretary J. DuBose. New Business: Deck Delegate made complaint against Chief Mate because of Mate's refusal to cooperate with the crew; complaint was made against the First Assistant concerning the logging of Paul Kent. Complaint was brought against the Steward. It was suggested that the Purser's records concerning the rate of exchange for foreign money be investigated.

M. B. LAMAR, Aug. 26 — Chairman Gilmore; Secretary Fred Hicks. Motions carried: that all showers and heads be painted; that screens be obtained for all portholes; electrical appliances be checked and replaced if necessary; that springs on all bunks be checked, new mattresses obtained, if necessary; new icebox to be obtained for crew's mess; that Patrolman check all iceboxes, stores, etc., before ship clears for next voyage; slopchest to be checked.

SEAFARER SAM SAYS:



HOLD THOSE SHIPBOARD MEETINGS — AND WIND UP EACH MEETING WITH AN EDUCATIONAL DISCUSSION LED BY ONE OF THE QUALIFIED CREW MEMBERS. THERE'S A LOT OF KNOW-HOW IN EACH CREW... SHARE IT!

CUT and RUN

By HANK

We're informed that tomorrow afternoon over there in the country of Brooklyn, Brother "Hank" Piekutowski will be happily splicing himself into a long voyage upon the sea of matrimony to a swell girl named Ann Tropanotto. Brother "Hank" sincerely thanks all those swell people who have wished him luck and happiness and helped him along, from the bottom of his happy heart... Well, we sure wish that "Rusty" Ralph Swillinger gets that ship going to Capetown, South Africa so that he can bring his wife back home with him. Furthermore, "Rusty" might get so happy that he'll try and bring back the Boston Cafe with him, too... Oldtimer Andy Thevik came into town about two weeks ago from a short trip... Brother A. Rappaport was idly wishing for an electrician's job last week. Where to, the West Coast, for business?

Our good pal, "Blackie" Rodriguez just came up from Philly where he had a swell time with his three pals and a big blow-out, after he paid off the SS John Howland. "Blackie" says he came up to see his wife, who is happily recovering from her illness—and he also says the boys down there are getting along swell... Robert McQueen is in town right now, waiting to ship out... John Henry Wymond, the Cook, says that he could and would like to write a book beginning from the Mexican border up to the Canadian border. Steward Joe Daugherty should help you, Brother Wymond... Al Gordon wants to say hullo to his sister Ruth in Fort Wayne—easy does it... And if Joe Buns wants to trade something real good for Al's ring, says Al, it could be a deal. Anything but stamps, eh Al?

Here's a short and slightly humorous story about one of our charter members, "Red" Carlon, "Red," who sails Chief Electrician, promised the boys aboard the SS Walter Christensen some cigarettes when they hit Santos. However, when they arrived they found him on the corner with a monkey, and "Tiger Lil"—waiting and hoping... Brother Mike Hook, one of the many good Isthmian organizers, just came in, mustache and all, off the Walter Christensen, laughing about something real funny!

Brother Gottschalk is anxiously waiting for a bellyrobbing job and some retroactive pay too... Blonde, curly-haired Kenny Marston just came in off a trip, talking with a smile about the Midtown... "Blackie" Lloyd Gardner just dropped in up here from Philly to collect the few dollars retroactive pay. Meanwhile his pal, Robert Rutledge, just left New York after wishing us good luck... Well, well, look who's in town. Our pal, Pete Bush, who was down in the Gulf for awhile. See Harold Nelson and his mustache anywheres down there?

Brother Levy just met one of his pals this week who just came from Mexico City or thereabouts. His pal says that down there you can buy a pair of those long Texas longhorns for one hundred American skins. But another guy says that for a half-way decent shirt you can get it down in one of the islands. Well, whatever way you get them you can have them—we don't want them... We have a suspicious idea that Rum and Coke Willie West received a nice bright company flag from Robin Line so he can wave it on the bow when his ship sails—and that they also gave him a life-time pencil to write with. But fun or no fun, Brother West don't mind, as long as he takes those annual South African tours.

THE MEMBERSHIP SPEAKS



SEAFARER RIPS WRITER'S PLEA FOR SLAVE-SHIP DAYS

Dear Editor:

In contrast, the competent writer and the fool in journalism are worlds apart. The former writes for intelligent readers, selects subjects he thoroughly comprehends, and his words are nectar to the minds. The fools, however, cater to a gullible public, are disgustingly ridiculous, and create trash which would best serve as amusement for morons. We have no quarrel with the able.

We thought the newspaper field was by now overcrowded with fools, but wonders never ceasing, a new one has managed to creep into that elite fraternity. We have here a man, who, through constant perusal of antiquated sea romances, reinforced by personal, but distorted opinions on the subject, has become the leading authority on American maritime affairs. His knowledge is so extensive and extraordinary, we smell it all the way down here in Beaver Street. We refer to the great maritime brain that walks, talks, eats and calls itself Hanson W. Baldwin, and most amazing of all, gets paid by the *New York Times*, for garbage that rightfully belongs in the incinerator.

GENIUS?

On October 9, Baldwin brought his warped genius into play and penned a column which turned out to be a stupid indictment of all maritime unions. Beyond a doubt, Hanson's writing stamps him as an anti-labor dilettante, the foe of seamen, and a highly misinformed upstart.

Hanson does not believe in unions. To hear him tell it, unions are a thorn in the side of the



merchant marine, interfere with, and prevent the proper handling of ships. Furthermore, the unions are causing the slow but sure disintegration of the industry. Hanson also claims that captains are no longer masters of their vessels.

Hanson does not believe in the emancipation of the seaman. He prefers the old slave days with its filth, depravity, hunger and brutality.

Hanson believes the seamen of today are a race of weaklings. The disappearance of bucko mates et al, greatly puzzles him.

Hanson also states that we who carried the ammunition to the war theatres are nothing short of draft dodgers, and got big salaries and bonuses while playing hide-and-seek with Uncle Sam.

For Hanson's information, the unions have been instrumental in cleaning up the merchant marine

Sweatin' Out The Strike In Pedro



This pencil sketch is the handiwork of Seafarers F. J. Curls

and if good food, clean fore-castles, humane treatment and high morale are not improvements, then Hanson should have his nut examined.

CREW WELFARE

The unions do NOT interfere with the operations of ships except where the welfare of its crew is concerned. The merchant marine is NOT disintegrating. America, today, has a fleet of over 60 million deadweight tons—a fleet larger than the combined maritime strengths of Britain, Japan, Norway and Germany. Captains ARE masters of their vessels, but the authority to beat and cripple is no longer theirs.

The current seaman is not a weakling. He is a younger man, cleaner and more intelligent than Hanson's heroes. The bucko mates, shanghai artists, slave traders, privateers and drunken maniacs have all gone on the path of evolution. There is no place in the present merchant marine for the type. Hanson wants them back? If some of his bucko mates and blood-thirsty skippers took Hanson out to sea and beat his brains out, he would certainly change his tune. Hanson is still sailing with Columbus.

WHO ARE PATRIOTS

Finally, Hanson can not call a man who braved the dangers of the sea, the submarine, torpedoes and the airplane bombs, a draft dodger. How about the millions who worked ashore and went home each night to a comfortable studio-couch and a parasitic wife? What do you call THEM, Hanson? Are they patriots? And that money you seem to envy, Hanson. That money was not earned in a boon-doggling assembly line. **THE SEAMEN EARNED IT AT THE RISK OF THEIR VERY LIVES.**

Next time, Hanson, write about Little Bo-peep, the three little pigs, or, copy from Aesop.

E. Cintron

Complex Problems Of Today Challenge Labor: Buckley

Dear Editor:

At the recent American Federation of Labor Convention President William Green advocated that we must drive the communist political party from the trade unions.

Let us be careful this does not become a "heresy hunt," whereby officials in power can use this program as a means to destroy any and all militant opposition that would oppose their leadership. The expulsion of communist or any political activity of a sort should be controlled by the rank and file, not from the top officialdom for after all we are the union and the officials only are paid employees.

We must also keep in mind that in the maritime industry are paid employees of the employer looking for a weapon to destroy us under the cloak of destroying political activity.

The union is the property of the membership not the officials and the rank and file should be the final voice in union policies and practices. The Seafarers Union was built at the point of production on the job by "direct-action"; let us keep it that way for the future.

LABOR PROBLEMS

There are more important problems facing labor to-day than spending all our time "witch-hunting" as advocated by the convention. Problems such as how to prevent the coming depression; how to prevent another war; how to get enough to eat, and clothes to wear. Labor's standard of living is lower than any time in the past quarter of a century.

I am in full accord with Paul Hall and his challenge to all Maritime labor on the necessity of unions to sign contracts on the same day giving us strong economic power to defeat the em-

ployer at the bargaining tables next year. To gain such economic power, we, the rank and file, must unite into one big union of all workers under an industrial democracy, and all the power must remain in the hands of the membership not in a few top-officials who would try to lay down the policy in a federated convention.

Let us be honest with ourselves as free-thinking Americans and realize the one big union cannot be a success in either the AFL or the CIO because by such advocacy there would no longer be a William Green or Phillip Murray to live upon the backs of the workers. If they were to remain within our ranks they would be forced to return to the point of production, and we all know they have made the federations of these unions into a corporation beneficial to the chosen few.



Individually, under capitalism the wage worker is weaponless. If he has a job, he can quit. If he hasn't got a job, he can crawl into an alley and die of starvation. Also, he is free to drink himself to death, or take poison, or end it all with a bullet, thus doing the master class a favor.

Back in the days of 1934, when a seaman did try to throw off the yoke of slavery he was condemned by the high officialdom of the federation, then expelled for his

Log-A-Rhythms

Song of the Open Sea

By Thurston J. Lewis

Let me hear the white caps swishing
And the roar of open sea,
Where my troubles and vain wishing
Are forever drowned for me.
Let me hear the weird wind whistling
Through the halyards and the stays,
And our seaman's whiskers bristling
With the breath of winter days.
You may have your weary shore jobs
With your class and everything,
Let me go with other gobs
'Tis of them I sing.
We will follow south the sun,
Where the Southern Cross is hung,
Where the natives dance the tango,
And they speak a different tongue.
Let us plow the open sea
With the foam abaft the screws,
It's the seaman's life for me;
That's the way of life I choose!

defiance. Later he was received back into the fold when the coffers of his money exchange were filled for the high priest in the "Temple of Labor," where the great God mammon is worshiped. Labors problem to-day is not a craft but an industrial problem.

A labor union at the present time, to be an effectual instrument of offense and defense, must conform to the structure of modern industry. It must be an industrial rather than a craft union in form. The craft unions have not kept pace with the needs of a changing world. They have largely remained just where they were in the beginning. Far from being the helpful fighting instruments they were in the old days, they have merely become a further means of effecting the enslavement of the class whose interest they are supposed to serve.

A General Strike of craft unions is an unthinkable impossibility. Being organized for the sole purpose of enabling a few groups of workers to "get by" under capitalism they lack both the form and spirit necessary to make possible united action for a common objective against a common foe.

The modern industrial struggle demands modern industrial weapons. And in this regards the craft union is as obsolete as a dodo.

For Paul Hall to conceive a unified contract for all workers at a set date he must look elsewhere for an organized form more suitable for this purpose.

Joseph S. Buckley

(Editor's Note: You're entitled to your personal opinions, Brother Buckley, although we think you're somewhat off the base. But, then, that's what makes for democracy.)

The Patrolmen Say— Goodbye, Skipper

NEW YORK — The George Washington of the Alcoa Steamship Company came into port from Bermuda last week, and set a record for the smallest number of sign offs in that ship's history. There were no sign offs in the Deck or Engine Departments and only three in the Stewards Department.

The crew numbers 116 men with 75 of them in the Stewards Department. With a replacement of only three men in the Stewards Department that is really something to get excited about.

SHIP MEETING

During its run to and from Bermuda, the crew had two joint meetings—one on the run down and one on the way back, which were attended by all available members of the crew. At the meetings various subjects were discussed and ironed out in the usual SIU manner.

The ship, on the whole, was very clean, not because she is on the passenger run, but because the crew takes great pride in keeping their respective quarters in order.

They pride themselves on the cleanliness of the ship, and are always ready for inspection if any of the company officials should come aboard. I'm sure the officials would have no fault to find with her as she is tops in cleanliness.

CAPTAIN SIGNS OFF

This trip also saw the departure of the Skipper, Captain Parks, who has been master of the Washington for a number of years. The crew regretted to see him leave as they all liked him very much. They said he was a very strict Captain in all respects, for he was not only strict with the crew, but just as strict toward the passengers. He did not allow his crew to be dictated to by anyone other than the heads of the departments, which is the way they like it.

The crew is hoping that he will become master of some other ship in the near future, as some would like to join him and sail under his command. The crew is hoping that Captain Park's successor will read this article and follow in his footsteps.

The Skipper's attitude means everything to a crewmember, and when a good egg comes along they all hate to lose him.

A good indication of the reception given the new skipper will be shown when the ship gets back to New York after the next trip, for if there is a large sign off there will be no doubt as to what the crew thinks of the new skipper.

William Hamilton

✂ ✂ ✂

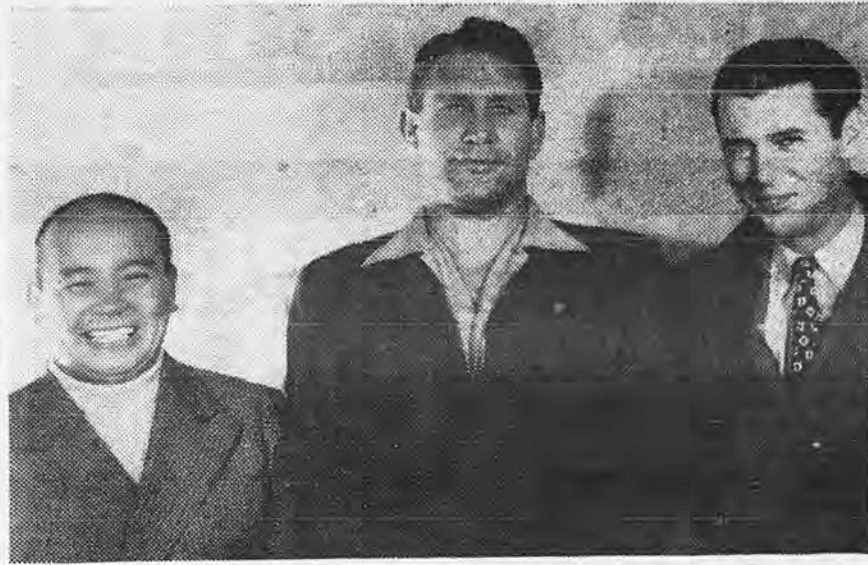
Wet Beef

We are receiving plenty of beefs about the shower on Bull Line ships recently. While the ships are in the tropics, crewmembers find it impossible to get any cold water, and they are unable to take any showers. This situation is occurring on Cape-type ships only.

Now these beefs can be taken care of very easily with a little cooperation from the crewmembers of the offending ships. Repair lists should be made out, with the Captain receiving one copy, and another copy going to the Patrolman who pays off the ship.

At the present time, the Bull

THREE OF A KIND



They had trouble with the Chief Mate on the SS Lyman Hall, but the other officers were good joes so the trip was not all bad. Left to right, Fidel Lukban, Steward; Carl Lawson, Bosun; and Joe Costello, AB. They were part of a fine crew—all SIU members.

Ex-Navy Bucko Chief Mate Spoils Ship Cooperation On Lyman Hall

Only the Chief Mate of the SS Lyman Hall, South Atlantic Steamship Company, tried to make the last trip of that vessel a tough one. If it had not been for that character, the trip would have gone down in everyone's memory as a voyage that was smooth and orderly.

But it was not in the cards, and before the voyage was many days old, after leaving New York on June 10, the Chief Mate started to throw his weight around.

Finally, on September 15, conditions became so unbearable that it was decided to hold a shipboard meeting to discuss ways and means of combatting this dictator.

Out of the meeting came a recommendation that the SIU get in touch with Captain Harry Martin of the Masters, Mates and Pilots and tell him that since this Mate, Harold H. Patterson, has publicly stated that he would rather sail with NMU crews as they are easier to handle, that his activities be confined to such crews in the future.

ANTI-SIU

Mate Patterson was also scored for making derogatory remarks about the SIU and its activities, and it was noted in the record of the meeting that he had already been warned once before in Portland, Oregon.

The crew members were unanimous in their praise of the other officers, especially the Skipper, Captain W. H. Lewis.

"He was always looking out for the crew," said Carl Lawson, Fidel Lukban, and Joe Costello, three members of the crew who came up to the Log office with the story. "He checked the stores personally and made sure that there was plenty of good food before he would let the ship sail."

SHIP SPOTLESS

All the officers on board were union members and, according to the crew, they worked in complete harmony. Everything went along so well, that when the Pilot came aboard to guide the Lyman Hall into the harbor in San Francisco, he looked about in surprise, and remarked that it was

Line has several of these beefs. However, they are taking care of them as soon as one of these ships put into port.

Salvador Colls
Jim Drawdy

the cleanest ship he had ever been on.

The ship was not the only clean thing about the voyage. When it came to payoff, after a trip of four months duration, the 8000 hours of overtime were not disputed, and the crew collected the transportation back to New York, the port of signing on.

"We would like to thank Red Simmons, the Frisco Agent, and Teague, the Patrolman, for coming down to the ship and straightening out the few things that were still being discussed," the three crewmen said before they left, "and remember to blast that Mate. He is an ex-Navy man, and he thinks that merchant seamen have to jump when he cracks the whip."

Well, men, here's hoping that this article does the trick, and that Mr. Patterson gets his wish—and sails only on NMU vessels from now on.

Seafarers Pressure Brings Needed Change To Neponsit

The pressure bought to bear by the complaints of seamen, the publicity given through the *Seafarers Log*, and the untiring efforts of SIU representatives paid off this week when the Neponsit Marine Hospital on Long Island installed a new \$100,000 cooking and baking unit, assuring the serving of hot food to the patients and correcting a long standing sore spot at that hospital.

For some time complaints of the methods employed by that hospital in preparing and serving food have been made to the hospital authorities by the seamen, and much publicity has been given the conditions there through articles in the *Log*. For some time union representatives have been working on the complaints and this week a real victory for the hospitalized seamen was chalked up.

HOT FOOD NOW

The food experts of this marine hospital have been shaken from their indifferent attitude by the light shed on the conditions, and now the \$100,000 cooking and baking unit has been installed to correct the faults that have existed.

Prior to the installation of this

SS Albert Burluson Brightens Gold Coast With Clean Payoff

By W. H. SIMMONS

SAN FRANCISCO — The gloomy cloud that has been hanging over the old Gold Coast has begun to brighten up a little bit this week after five or six weeks of inactivity.

I understand the MEBA will soon settle their strike and according to all indications the MM&P will follow soon after by settling their dispute with the shipowners. So, if the dope I have is correct, the future will soon look brighter out here for Seafarers than it has for some time.

BIG ARRIVAL

Last Friday the SS Albert Burluson, an American Liberty Line ship, pulled in here direct from Germany. Her arrival was something to shout about in these days of dead harbors and idle ships. She pulled alongside the Army Arsenal dock in Benecia and when I went aboard her who should I find but a solid crew from dear old Mobile.

In this crew I found some mighty fine Union men, some of whom were permit and trip card men, but the fact that they did not hold full books was no barrier to them. They are fast becoming the Union-minded men who will be needed to strengthen and keep this Union the finest maritime organization on the waterfront.

BUM STEWS

As is known to every Seafarer, in every crew there are always some men who do not rate sailing under the SIU banner. On the SS Albert Burluson, I am sorry to say, were a couple of cooks who by no means did the organization any good. When I boarded the ship I found these two men drunk and knocked out in their bunks while the food in the galley was going to ruin.

The crew informed me that the situation was the same in

every port and that I should pull their permits. However, due to the fact that they were both attending a Coast Guard hearing I wasn't able to get a hold of them right away.

When they return to the ship I was out wrangling some beefs, and the Patrolman, not knowing the circumstances, wrote up their dues and assessments.

PULL PERMITS

We cannot tolerate the action of seamen such as these two in the SIU, and I am going to instruct the Mobile Agent to pick up the permits of these men, which should have been done here but due to the misunderstanding was not accomplished.

The SS Jose Marti, a Bull Line ship, is in from Germany. She signed on in Philadelphia, and is discharging part of her cargo here; then she will proceed on to Japan.

The WSA tried to pull a fast one on the crew, as they were all set to continue sailing with the original set of articles.

If a man wanted to get off, he had to payoff under mutual consent. But, as usual, the old SIU was right on the ball. After the smoke cleared away the WSA ordered the company to pay off with transportation.

It was a clean cut victory for the SIU and she paid off November 16 with everyone happy. I'll give a complete report of her



after the gang is all squared away.

IRONCLAD RIDERS

We have the finest rider on these ship's articles in the maritime industry. So, fellows, let's all cooperate and keep it that way. These riders are iron clad. No agency or company can touch them. If it weren't for the excellent riders on these last two ships in port, we would have lost transportation.

So, upon arrival in any port, call your Agent and give him the description and nature of your voyage before taking things into your own hands. This is what you have a representative ashore for.

Never pack that bag until you talk things over with him. Give him a detailed report of activities since you signed on the vessel, and by doing so it may mean money in your pocket.

Well, the Isthmian organizing drive and election is over with—another major victory for the SIU. This is a victory for all unorganized seamen everywhere, for once more unorganized seamen have voted for the Union that will fight for them and raise their conditions and wages to the high Seafarers' level, thus showing all non-union seamen everywhere what it means to tie up with a real maritime union.

BULLETIN BOARD



NORFOLK INDIVIDUAL DONATIONS

P. Beck, \$50.00; C. Daniels, \$50.00; L. Daniels, \$50.00; J. W. Bradshaw, \$1.00; C. McDonald, \$12.00; H. Meyer, \$10.00; J. Griffin, Jr., \$11.00; W. Compton, \$10.00; B. V. Kingree, \$10.00; M. J. Jones, \$50.00; C. A. Herlens, \$5.00; B. E. Thomas, \$50.00; A. W. White, \$20.00; R. Sturgis, \$11.00; J. T. F. Sigmon, \$10.00.

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INDIVIDUAL DONATIONS

Crew of Bienville—\$12.00.
Crew of Walter Ranger, \$15.00.

NEW YORK

SS LOOP KNOT

A. Smurda, \$1.00; H. S. Kochanski, \$9.00.

SS CAPE FRIENDSHIP

M. E. Sanchez and Crew of SS Cape Friendship—\$44.00.

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SS MUNCIE VICTORY

H. Kohn, \$1.00; O. Kaelet, \$1.00; J. J. Kotcha, \$1.00; R. McKoin, \$1.00.

SS WALTHAM VICTORY

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SS PLATTSBURG

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INDIVIDUAL DONATIONS

J. Jellette, \$1.00; Uric S. Johnson, \$1.00; Barry Robinson, \$1.00; Al Jackson, \$1.00; Al Somerville, \$1.00; Paul Wilkinson, \$1.00; Jack Stewart, \$1.00.

San Juan Hall

The address of the Puerto Rico Branch has been changed from 45 to 252 Ponce de Leon Avenue, Stop 5, Pta. de Tierra, San Juan, P. R.

PERSONALS

DAVID K. NUNN

Please get in touch with your parents.

FRANK P. CHADBOURNE

Please write to J. A. Barton, P. O. Box 516, North Bend, Ore.

ALBERT A. MUSTAKOFF

Get in touch with your mother at 3772 Jordin Ave., Houston 5, Texas, phone Madison 2-7169.

M. A. CARAWAY

Money has been collected for you by Patrolman Claude Fisher from crewmembers on the SS Antinous in the following amounts: Lester O. Lord, \$5; James Harris, \$5; J. Knoles, \$20. The money has been sent to your home.

EDDIE POLICIE

Your jacket is at the New York Hall.

CARAWAY, KRATZER

Your gear was left on the other side by the Skipper. Check with special services in New York Hall for pay due you.

NOTICE!

EASTERN SS LINES

SS CALVIN AUSTIN
SS JOSEPH BARTLETT
SS WILLIAM BEVAN
SS JAMES G. BLAINE
SS JOHN HENRY
SS SAMUEL JOHNSTON
SS HERMAN MELVILLE
SS EUGENE E. O'DONNELL
SS WILLIAM PHIPS
SS WALTER E. RANGER
SS CLAYMONT VICTORY
SS FRANCIS AMASA WALKER
SS JESSE H. METCALF
SS SMITH VICTORY
SS STEPHEN G. PORTER
SS JOSEPH N. DINAND
SS LINCOLN VICTORY
SS AUGUSTUS P. LORING
SS ROBERT TREAT
SS SPARTANBURG VICTORY
SS GALEN L. STONE
SS EDWARD L. LOGAN
SS LOU GEHRIG

Payment commences November 25. Collect at Boston office, 40 Central Avenue or New York office, Pier 25, North River.

A. H. BULL & CO.

Retroactive pay for the following ships have been completed, and can be collected at the company offices.

SS CORNELIA
SS CLIFFORD ASHBY
SS CAPE CORWIN
SS B. A. FOLLANSBEE
SS ALCEE FORTIER
SS CAPE HENLOPEN
SS CAPE MOHICAN
SS CAPE NOME
SS CAPE POGE
SS BEN ROBERTSON
SS ABEL STEARNS
SS CAPE ST. ELIAS
SS CAPE ST. GEORGE
SS CAPE TEXAS
SS ALBION VICTORY

MEET THE SEAFARERS

John Schupstik



The Seafarers International Union is a cross-section of America. It is made up of men from all lands, of all religions and races. The only requirement is that the members be wholeheartedly in accord with the trade union principles that is part and parcel of SIU thinking.

John Schupstik, AB, called Chopstick by his many friends in the SIU, fits right into that category. Born in Latvia in 1905, he was brought to this country while still a young lad and has lived since then in the United States. As soon as possible he became a naturalized citizen, and his actions and patriotism refute the statements made by many fascist-minded people that foreigners cannot become good Americans.

Chopstick has been sailing for close to 24 years, all on the deep water. When he was but 17 years of age, he got his first ship from New York, and the sea has been his life since that time.

"What else could a man do in those days?" he recalls. "Men were out of work, after the war, so I became a sailor and I think I got the best of the deal."

IN UNION EARLY

John was not content merely to go to sea. He wanted to better the conditions under which seamen were forced to work, and so he joined the ISU and was a militant fighter within that organization. He fought for seamen's rights, but at the same time he fought the reactionary, crooked leadership of the union.

When the Marine Workers Industrial Union (MWIU) was formed, Chopstick joined that group. Soon, however, it became apparent to him that the organization was being used for political ends, in the interest of the communist party, and so he dropped out.

Soon after the formation of the Seafarers International Union, Chopstick joined up.

INTO DANGERS

Came the war, and, like all other merchant seamen, John found himself in the thick of things. He sailed continually, right into the teeth of Nazi submarine wolfpacks, but his good luck never failed him. Although convoys he was in were attacked many times, his ships were never hit.

"The men started to look on me as a good luck charm," he says, "and they were sure that if I was on board they would come through okay."

During the 1941 Bonus Strike, Schupstik was on the picketline in Mobile for the entire action, but when the 1946 General Strike came about, he was out at sea.



And he is sorry that he was not ashore so that he could help out.

John has many times sailed on unorganized ships in an effort to pass the Union word along. The most recent time was on the Steel Ranger, Isthmian, and he did an excellent job since the vessel came in with the crew overwhelmingly in favor of the SIU.

So this only goes to prove that it doesn't make any difference where a man comes from. It is his sincerity that counts, and John Schupstik, born many miles away from his adopted land, is a sincere American and an honest, militant trade unionist.

Vote To Ban Closed Shop

While the nation watched congress switch from the Democrats to the Republicans, the eyes of America's 15 million union members were on the three states voting on constitutional amendments to ban the closed shop.

In Nebraska, with three-fourths of the precincts accounted for the vote was 173,029 for and 120,734 against.

South Dakota voted for the amendment by better than two to one, while Arizona's anti-closed shop vote was 36,337 for and 27,663 against.

Though the action of these states is not indicative of a trend in the country to ban the closed shop as they are primarily agricultural states, it is interesting to note that Massachusetts, a strong industrial state, voted approval of a proposal to require unions to make public their financial reports.

This is a wedge toward banning the closed shop, in that state, as unions are now required to file accounts of receipts and expenditures every year, thus exposing their financial strength or weakness and revealing their bargaining and strike powers.

SIU HALLS

- BALTIMORE14 North Gay St. Calvert 4539
- BOSTON276 State St. Boudoin 4465
- BUFFALO10 Exchange St. Cleveland 7391
- CHARLESTON68 Society St. Phone 3-3680
- CHICAGO24 W. Superior Ave. Superior 5175
- CLEVELAND .. 1014 E. St. Clair Ave. Main 0147
- CORPUS CHRISTI1824 Mesquite St. Corpus Christi 3-1509
- DETROIT1038 Third St. Cadillac 6857
- DULUTH531 W. Michigan St. Melrose 4110
- GALVESTON305 1/2 22nd St. 2-8448
- HONOLULU16 Merchant St.
- HOUSTON1515 75th Street Phone Wentworth 3-3809
- JACKSONVILLE920 Main St. Phone 5-5919
- MARCUS HOOK1 1/2 W. 8th St. Chester 5-3110
- MOBILE7 St. Michael St. 2-1754
- NEW ORLEANS339 Chartres St. Magnolia 6112 - 6113
- NEW YORK51 Beaver St. HAnover 2-2784
- NORFOLK127-129 Bank Street 4-1083
- PHILADELPHIA9 South 7th St. Phone LOmbard 3-7651
- PORT ARTHUR445 Austin Ave. Phone: 2-8532
- PORTLAND111 W. Burnside St. RICHMOND, Calif.257 5th St.
- SAN FRANCISCO105 Market St. Douglas 5475 - 8363
- SAN JUAN, P. R.252 Ponce de Leon San Juan 2-5996
- SAVANNAH220 East Bay St. 3-1726
- SEATTLE66 Seneca St. Main 0290
- TAMPA1809-1811 N. Franklin St. M-1322
- TOLEDO615 Summit St.
- WILMINGTON440 Avalon Blvd. Terminal 4-3131
- VICTORIA, B. C.602 Boughton St.
- VANCOUVER144 W. Hastings St.

MONEY DUE

The following men have over-time checks from the T. H. Browning Steamship Company and can secure same by writing to the offices at 650 W. Jefferson Avenue, Trenton, Michigan.

STMR. SULTANA

Martin W. Nolan, 8 hrs.; E. Kreitlow, 8 hrs.

STMR. MALONEY

Leon Higgins, 4 hrs.; Archie McCormick, 12 hrs.; Charles McIlwraith, 17 1/2 hrs.; A. Polin, 3 hrs.; Walter Quick, 8 hrs.; Leo Roach, 5 1/2 hrs.; James Hill, 8 hrs.; Clarence Hackett, 8 hrs.; Frank Kelly, 16 hrs.; Herbert Soderlund, 4 hrs.; Jacob Wolf, 8 hrs.

STMR. SONORA

Walter Quick, 8 hrs.; J. Schakow, 25 hrs.

STMR. L. S. WESCOAT

James Corbett, John Sizler, Walter Malimonski, Daniel Manley, Wm. Zinkel, George Jennings.

T. J. BROWNING SS CO.

C. L. Diemer, Peter Holland, Joseph A. Martin, Glen E. Fuller, James W. Fairbairn, George Woods, John Falconer, Richard Tolbert, Robert Green, Albert Swanson, George Drouillard (2), N. A. Brabant.

Checks for these men are being held in the Detroit Hall and can be had by writing to the office.

SS GOLDEN FLEECE

A. Peltoman, 126 hrs. For standing sea watches in port. Money can be collected at the Bull Line office, 115 Broad Street, New York.

Seafarers Wins In Coos Bay Beef

"WON'T HE EVER LEARN?"



Marine Firemen Condemns CMU For Unauthorized Use Of Name

Recent coastwise meetings of the Marine Firemen, Oilers, Waiters and Wipers Association (Independent) condemned by resolution the continued unauthorized use of their name in connection with the Committee for Maritime Unity.

Presented by the Portland Branch, the resolution stated that until the results of the ballot on CMU affiliation were known that the CMU be instructed to refrain from using the name of the MFOWW on their press releases, literature, etc., as an affiliate.

Results of the vote were overwhelmingly in favor of the resolution to the tune of 770 for and 131 against. In only one port, New York, did the negative vote beat the affirmative. This was due mainly to the fairly strong communist infiltration in the New York Branch. All other ports were strong for the resolution.

In its text, the resolution outlined the fact that voting was at present going on to determine whether the MFOWW would affiliate with the CMU or not, and that this voting would not be over until December 31.

It further related a series of instances in which the CMU had used the name of the Marine Firemen and their officials "in efforts to mislead the public, and

have them believe that the Marine Firemen's Union is at present affiliated with the CMU."

NOTIFY CMU

Contained in the resolution was the resolve, "That the President of our union stand instructed to immediately write an official letter to the CMU, informing them, that, since we are not affiliated with the CMU, the use of our name on their letterheads, literature, press releases, etc., will not be tolerated, and that we request that they discontinue this practice immediately."

A further resolve concluded the resolution, "That if our request goes unheeded, that the MFOWW take immediate and proper action to insure that the CMU ceases to use our name without proper authorization."

VOTED YET?

From all indications so far, it appears that more votes will be cast in this election for officials than were ever cast in the SIU before. This is a good sign and shows that the members of our Union are interested in electing only the best men to lead the organization. Now is the time to vote. Have you voted yet?

Immediately after the vote tabulation, letters were sent by President V. J. Malone to both Harry Bridges and Joseph Curran, co-chairmen of the CMU, notifying them of the MFOWW's action, and requesting that the resolution be complied with by the removal of the MFOWW name from all CMU letterheads, publicity and literature.

ANOTHER DEFEAT

This action by the MFOWW chalks up another defeat for the waterfront communists who have taken it on the chin in rapid succession during the SIU-SUP strike, and through the militant actions of the MM&P in their beef against the operators. It's another healthy expression from the waterfront unions that they want no part of the phony Moscow line.

It is to be sincerely hoped that the vast majority of rank and file MFOWW members repudiate once and for all any affiliation with an outfit like the CMU which has plainly revealed its purpose during the MEBA and ILWU contract negotiations on the West Coast. That purpose is to swallow whole any independent or small maritime union which is foolhardy enough to affiliate with the CMU.

With the complete settlement this week of the MEBA and ILWU strikes on the West Coast, the Sailors Union of the Pacific won a smashing victory through their insistence that the Coos Bay beef be settled before SUP members would agree to again sail the ships. The Port of Coos Bay has been tied up since June 30 as a result of the CMU's attempted raid on the SUP membership.

The SUP firmly insisted that the Coos Bay dispute had to be settled or the SUP would not man the ships in spite of any agreement reached with the MEBA and ILWU. As a result, Harry Bridges, commie-line president of the West Coast Longshoremen, was forced to agree in writing to cease discriminating against the ships of the American Pacific Steamship Company.

As part of the agreement, Bridges was required to write a letter to the West Coast ship operators agreeing to work all ships owned and operated by the American Pacific Steamship Company. Then, and then only, SUP Secretary-Treasurer Harry Lundberg wrote a letter to the shipowners agreeing to unfreeze the lumber port of Coos Bay, Oregon.

HERE'S THE RECORD

Here's a brief resume of the Coos Bay Beef. Early in 1943, the SUP signed a contract for all three departments in the Los Angeles Tanker Company, Inc. after other West Coast unions had refused to assist the SUP in organizing that outfit.

In May, 1946, the Los Angeles Tanker Company changed its name to the American Pacific Steamship Company and took over the operation of dry cargo ships as well as tankers.

As a result of having an agreement and collective bargaining rights covering the unlicensed seamen of the Los Angeles Tanker Company, the SUP was entitled to represent them in the American Pacific Steamship Company as it was the same company with a larger fleet and a changed name.

So, on June 1, 1946, the SUP signed a new agreement with the American Pacific Steamship Company covering their tankers and dry cargo vessels. These ships operated out of Pacific Coast ports from May 14 until June 30 without any trouble, and were loaded and unloaded by CIO Longshoremen.

CMU ATTEMPTS RAID

On June 30, when the Mello Franco—belonging to the American Pacific Steamship Company—arrived at Coos Bay, Oregon to load lumber, the CIO Longshoremen refused to work her.

These men were acting on direct instructions from Harry Bridges in his capacity as co-chairman of the so-called Committee for Maritime Unity, a commie front outfit organized to gobble up small maritime unions like the Marine Firemen and others.

Bridges declared that all American Pacific Steamship Company ships were hot, and stated that none of these ships would be handled as long as they were manned by SUP-AFL crews. Bridges further demanded that the company cancel its SUP agreement, and sign an agreement with the CMU unions.

Never a Union to take raiding attempts from the commies laying down, the SUP immediately

froze the Port of Coos Bay until such time as the CIO Longshoremen recognized the right of free American seamen to belong to the union of their choice—in this case, the Sailors Union of the Pacific.

FACT FINDING BOARD

Special Labor Department representative Nathan Feinsinger arrived in San Francisco on July 12 with special powers to investigate the dispute and make recommendations. His recommendation to Secretary of Labor Schwollenbach was that a special public Fact Finding Board of three men be appointed to further investigate and make recommendations.

Commencing on July 29, the Board held extensive public hearings with all interested parties invited to attend. Then, on August 22, this Board issued their report which upheld the SUP as the rightful bargaining agent for the unlicensed seamen of the American Pacific Steamship Company.

Those unions which had declared this company hot—the ILWU (longshoremen), the MC&S (cooks), the MEBA (engineers), all CIO affiliates, and the MFOWW (firemen), Independent, were advised to seek redress of their fancied wrongs through the NLRB, if they thought that they had legitimate grievances.

THEIR BUM BEEF

Knowing that they had a bum beef, these unions did not take the matter any further. But they did continue their boycott of the American Pacific ships. This CMU boycott, the CIO Longshoremen's refusal to handle their cargo, and the refusal of MEBA men to sail these ships with SUP crews, caused the company great loss, forcing them to lay up their ships on the West Coast.

They further indicated that they would go out of business unless a reasonable guarantee would be furnished that their ships could sail in and out of West Coast ports without molestation.

On November 12, the SUP went on record to notify the shipowners, waterfront employers, the Maritime Commission, Department of Labor, and all others concerned that the SUP members would not go back to work on any ship on the West Coast unless the CIO Longshoremen's discrimination against American Pacific Steamship Company ships was stopped, once and for all. This action by the SUP membership forced the hand of Bridges and his CMU stooges.

Once again it has been clearly demonstrated to the commie-dominated waterfront unions that the SIU-SUP will not stand for any monkey business.

Time and again, the SIU-SUP have stated that the waterfront is not big enough for the decent, democratic trade unionism of the SIU-SUP and the communist-dominated maritime unions. By now they should realize that the SIU-SUP will not stop the fight until communist influence is finally cleared from the waterfront for all time.