

# SEAFARERS LOG



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

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No. 3

## SIU Declared Isthmian Winner By NLRB; NMU Phony Protest Delays Certification

### Entire Anti-Commie Slate Elected In Local 88, MM&P

NEW YORK—Despite the disruptive tactics of the small fraction of communists in Local 88 of the National Organization Master, Mates and Pilots, the elections in that union were carried through with a minimum of trouble. The attempts by the commies to split the MM&P during the recent strike were repudiated by the membership, and the commie candidates received only a scattering of votes.

Also on the referendum ballot were eight propositions, six of which were approved in the voting.

The results of the election are as follows:

**President, John Tweekrum**  
**First Vice-President, C. T. Atkins.**  
**Second Vice-President, A. J. Shea.**  
**Secretary, Business Manager, William C. Ash.**  
**Trustee 3 Years, Harry Martin.**  
**Trustee 2 Years, M. C. Fesco and D. J. Gillespie.**

Captain Harry Martin, who has been Business Manager of Local 88 for a number of years was not a candidate to succeed himself.

The two propositions which were defeated would have established rotary shipping in the Port of New York, and changed the meetings to the second and fourth Wednesday of each month at 7:00 P.M.

#### FEW CP VOTES

The position of the communists in Local 88 is graphically illustrated by the fact that the high-

(Continued on Page 9)

### Voting Returns

Due to the bad weather which wrecked airplanes all over the United States and finally forced the Government to ground all planes for a short time, the ballots from Mobile, in the election for 1947 officials, have not yet been received.

By the time the next issue of the LOG goes to press, we hope to have the complete count so that the names of the men who will lead the SIU, Atlantic and Gulf District, for the coming year can be published.

### Count Of Challenged Isthmian Ballots Gives Seafarers A Final Election Tally Of 1256; NMU Ekes Out 813 Votes

NEW YORK—The last dying gasps of the National Maritime Union, over the Isthmian election, are being heard this week as the NMU protested to the National Labor Relations Board about the fact that the Seafarers International Union has been chosen as bargaining agent for the unlicensed seamen of the Isthmian Steamship Company.

The SIU received 1256 votes, against 813 for the NMU and 69 for no union. This gave the SIU an overall percentage of 58.7, and was more than 20 percentage points better than the NMU was able to roll up.

Only 171 votes were voided on challenges, and this was a small fraction of the original 502 votes challenged by the NMU.

The decision of the Regional NLRB was announced late Thursday, January 9, and gave the NMU five days in which to file an objection. On Monday, January 13, the NMU did just that, and is endeavoring to have the whole election set aside on the phony grounds of collusion.

As soon as it became clear that the SIU was the choice of the Isthmian seamen, the NMU started to raise the bugaboo of collusion.

Without one shred of real evidence to back up its wild charges, the NMU has been able to stall for months, and Isthmian men are still being deprived of the union representation they voted for, which they need so badly.

#### NEXT MOVE

On the strength of the NMU protest, the NLRB Regional Director must now make a report to Washington, accompanied by his recommendation. Using this report as a basis, the National Board will have the alternative of either certifying the SIU as the bargaining agent for unlicensed Isthmian seamen, or else hold new hearings to ascertain the validity of the NMU charges.

In either case, it is plain to see that the Isthmian seamen prefer the Seafarers International Union, and it is only a matter of time before the Company will be sitting down to negotiate with the SIU.

Only the stalling tactics of the NMU has prevented this so far, and the NMU is rapidly running out of ways to delay things any further.

## SIU Supports Tampa Teamsters; City Heads Try To Break Strike

By **SONNY SIMMONS**

TAMPA—The reign of terror in this city continues and increases, and the only bright spot since the strike started was the contributions of \$500.00 sent to me to be turned over to the battling taxi drivers.

Here is the telegram that accompanied the money order:

Enclosed is Seafarers International Union's check for \$500.00 to be turned over to Tampa AFL Teamsters in their fight against repressive measures of local authorities.

Inform Teamsters that Seafarers are behind them 100 per cent physically, morally, financially.

Eyes of nation's trade-union movement are on you in this battle to protect labor's constitutionally-guaranteed rights.

Good luck and keep up the good fight.

Harry Lundeborg, President Seafarers Int'l Union

When this message was read to the striking drivers, they raised the roof with their shouts of appreciation. This expression of solidarity gave them a boost just when it looked the darkest for them.

It is easy to see that the company and city officials are not too sure of their ground. Since they control the press, only their side of the story has come to the attention of the public. But the copies of the Seafarers Log which have been sent down here for our membership reached some of the people of this town and gave them an idea of the conditions.

For this reason the Log was

not popular with the strikebreaking crowd down here, and that includes the company and City authorities and they made several attempts to prevent its circulation.

All labor down here is solidly behind the Teamsters, and now that the Seafarers has taken the lead, we can expect even more support for these men in the future. W. E. Sullivan, the Agent for striking Local 79, sums up the feeling in this statement, prepared especially for the Log:

All bodies affiliated with the Central Trades Labor Assembly are responding to our call for cooperation 100 per cent. The Seafarers International Union took the lead and donated \$500, and we have their offer of assistance in any way, financially, morally, or physically.

This is not idle talk on the part of the SIU. for they back up their words with actions. We greatly appreciate the ac-

(Continued on Page 6)

## Labor Hating Not New In Tampa; Union Organizer Killed In 1935

Members of the Seafarers International Union, and all members of unions, will not have any reason to forget Tampa, Florida, in a hurry. This is a notoriously open shop town, and brutality and violence are part and parcel of the way workers are treated.

As recently as the 1946 SIU General Strike against the dictatorship of the Wage Stabilization Board, the Ships Chandlers in Tampa allied themselves with the police to try to break picket-lines and send stores to the vessels which were sailing as scab ships.

For the rest of the labor movement, the mention of what took place in Tampa on November 30, 1935, is enough. On that date, three organizers were tarred and feathered and viciously beaten with tire chains. So brutal was their treatment, at the hands of the police and others, that the

leader, Joseph Shoemaker, died. The remaining two, Sam D. Rogers and Eugene S. Poulnot were scarred by the tire chains which were used on them, and barely escaped with their lives.

In the investigation that followed, the police officials admitted that members of their department had been implicated in the murder and beating.

Tampa today is a throwback to the Tampa of eleven years ago. What happened then is taking place right now, with police and company goons having the run of the city while decent citizens are in fear of their lives.

The fight of the Teamsters in Tampa is the fight of all organized labor. The fight of Shoemaker, Rogers, and Poulnot was the fight of all union men then.

At that time we were still young, but now the picture is different, and labor will not take the "Tampa Story" lying down.

# SEAFARERS LOG

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267

## Stacking The Cards

There's an awful lot of loose talk, in Washington and other places, about limiting labor's right to strike. The same tongues are continually wagging about ending the closed shop so that workers will have real democracy in their industries.

These mealy-mouthed speeches mean absolutely nothing to anyone who knows about labor's struggles to achieve the trade union movement we now have in the United States. Those who preach that labor hasn't any democracy at the present time were not willing to grant democracy, decent wages, and good conditions for workers until the unions came along and forced them to do so.

Now these same reactionary exploiters of labor set themselves up as defenders of the workers against their elected leaders.

A member of a trade union comes closer to realizing democracy in his union than he does in the Government of the U. S. At least union leaders really go to bat for the membership. Congressmen only represent the bosses and the people with money.

The red tape experts have invented many ways to tie up labor, and to stop workers when they try to advance themselves and better their conditions. Courts have always served the moneyed classes, cops have always swung their clubs against picketlines, and Congressmen have always been willing to pass a fast law against labor whenever the bosses told them to.

But the laws and tricks which are already in existence are not enough for Big Business. They like to play games with the cards stacked for them. And so now they have sparked a drive for even more stringent restrictions against labor.

Of course, the windbags in the Senate and in the House of Representatives will make long speeches about "the responsibility of labor," or "the closed shop is undemocratic," or "we believe in trade unions, but—" but their real aim is to smash labor unions. They are obviously following out the directions of the corporations which they serve.

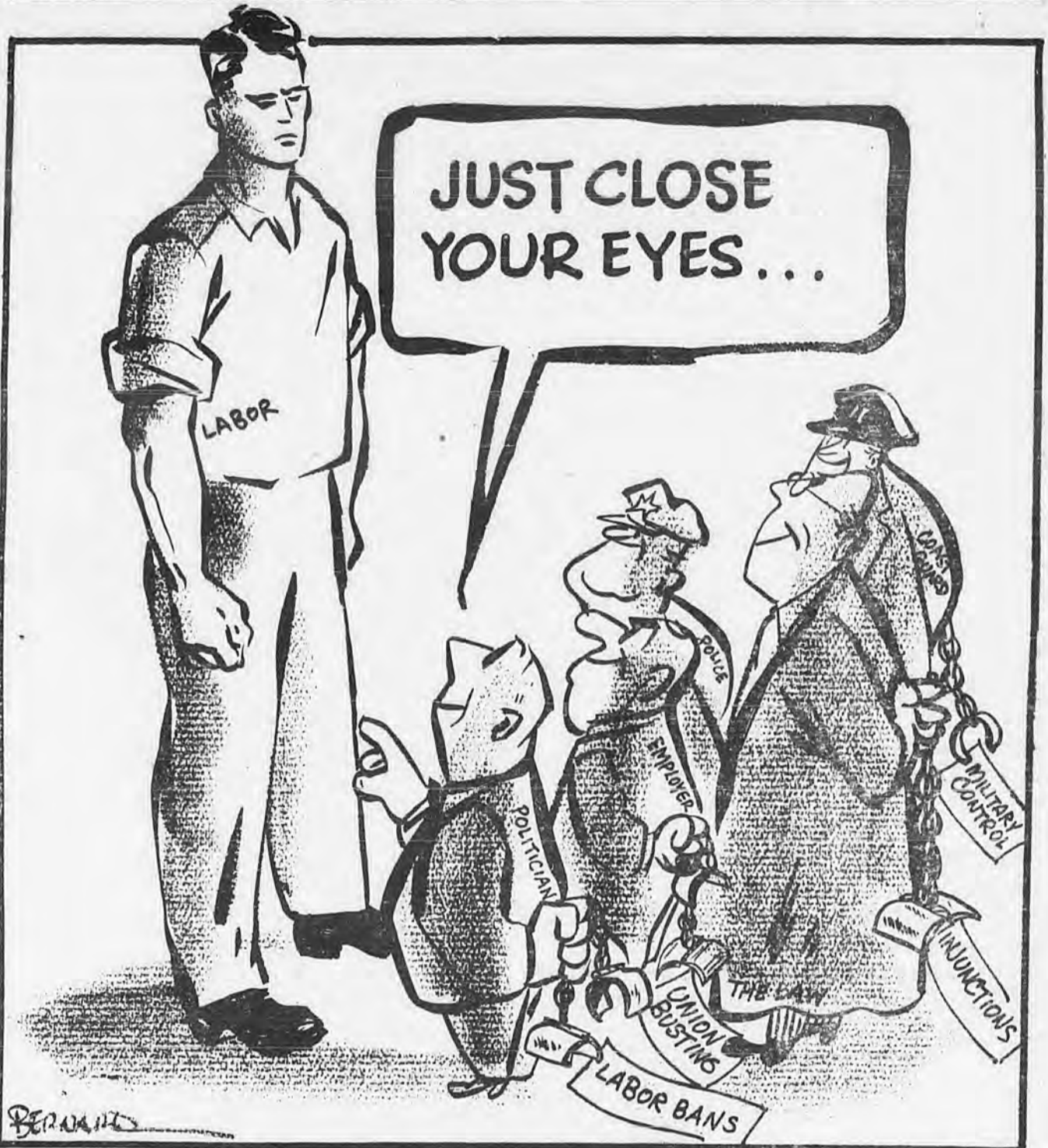
Very little of the labor legislation which has been suggested since the new Congress took office is of a constructive nature. Most of it seems to be guided by revenge, not real efforts to achieve industrial peace.

They have masked their thoughts in smooth words, and they have sold a bill of goods to the average person in the United States. They maintain that they want only to cut down on strikes, but their real objective is to break the back of the trade union movement in the United States.

Measures which have as their prime idea the threat to union treasuries (which are greatly inferior to the funds available to business), or which threaten the security of workers through their union contracts, are definitely anti-labor and will not lead to industrial peace.

It is easy to see what Big Business wants when the proposed laws are analyzed. It is up to the labor unions to hold firm so that their ambitions will not be realized.

# "SURPRISE!"



## 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.

### BALTIMORE HOSPITAL

FRANCIS O'BRIEN  
FRANK DOLAN  
FRANK NIXON  
RAYMOND HODGES  
RUSSELL REDDERT  
JOHN DUDKO  
JOSEPH BENNETT  
JAMES DAVIS  
CHARLES HAHN  
MICHAEL McCOLAGH  
PETER LOPEZ  
THOMAS WADSWORTH  
LAWRENCE HOLMES  
SEBASTIAN AMENTA  
HUGH HOLLMAN  
GUNNAR WIKSTROM  
NATHAN CARTWRIGHT  
TOM MARTINEAU  
ARTHUR PRICE  
CLARENCE DOWDY

MOSES MORRIS  
J. GRIFFIN  
L. A. CORNWALL  
P. STEWART  
"CHIPS" NEILSEN  
H. BELCHER  
L. L. MOODY JR.  
C. KOLSTE

### NORFOLK HOSPITAL

T. R. GOING  
R. P. McBRIDE  
J. E. HARRISON  
NELS COLLSTIUP  
W. MANNING  
J. McNEELLY  
T. BOIGOS  
R. FITTS  
H. S. HARRISON  
G. AHTIAINEN  
F. BONNER

### STATEN ISLAND HOSPITAL

J. L. EAKIN  
E. F. SPEAR  
P. J. WILKINSON  
R. G. MOSSELLER  
D. HUTCHINS  
M. J. QUINN  
W. B. MUIR  
J. S. WOOD  
W. G. H. BAUSE

### NEW ORLEANS HOSPITAL

H. G. DARNELL  
LIONEL ROTHERHAM  
THOMAS J. BAIER  
JOHN SERCU  
CENTRAL MASON  
W. BROCE, Jr.  
ERNEST J. COOPER  
JACINTO NAVARRO  
JOHN P. BROOKS

### 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.)

RALPH EWING  
J. STEFANIDES  
EDWARD CUSTER  
KARL PETERSEN  
F. BERGLAND  
E. R. BUCKLEY  
E. J. RIVIERE  
J. W. DENNIS  
R. M. NOLAN  
JOHN RETOUR

### NEPONSIT HOSPITAL

LINDER CLARK  
J. FIGUEROA  
L. L. LEWIS  
H. SELBY  
H. BURKE  
J. S. CAMPBELL  
J. T. EDWARDS  
B. LUFLIN  
G. F. McCOMB  
E. FERRER  
R. BLAKE  
J. R. HENCHEY

### ELLIS ISLAND HOSPITAL

D. McDONALD  
J. KOSLUSKY

# Joint Action Of Old, New Members Vital Factor In Success Of SIU

By EARL SHEPPARD

In the organizing drives conducted by the Seafarers, equal credit must be given to both the oldtimer and the newcomer. Each, to their respective ability, have contributed the work and the driving force that is necessary to put any campaign across.

Looking over the record of the past year, and discussing the drives on the unorganized ships and companies with the men who sailed the ships and did such a good job, we actually find more of the younger members of the union than oldtimers.

The reasons for this was that it is much harder for the older man to land a job through the crimps and company offices. The companies are suspicious of him from the beginning, feeling that, in the years he has been to sea, he must have become affiliated with some union.

## OLDTIMERS WISE

Even after he gets a job on an unorganized ship, his position is harder because he has grown accustomed to good conditions on union ships. The company officers and stooges are suspicious of him and generally jealous of his superior seamanship.

They use every means to make him "blow his top" and pile off the ship, leaving the job open for what they considered the more malleable younger seamen.

To the oldtimer, however, belongs credit for proving that the unorganized companies could not mould the younger seamen into "company men." He taught them both the score of good unionism and good seamanship, and it must be remembered that on good union ships the two always go hand in hand.

On deck, for example, it was the oldtimer who taught the art of splicing both wire and rope; how to properly coil, stow and break out hawsers; make monkey fists; to mix and paint; rig bosun's chairs and rig all ships gear.

In other words, the thousand and one things learned by experience and not out of books. The same applied to both the Engine and Stewards departments.

## EDUCATE YOUNGER MEN

At coffee time, and on the watch below, all of this would be supplemented with the first hand story of the organization of the Union, the story of how strikes were conducted, befs settled and victories won.

The education of young members and seamen on unorganized ships is the main task of the Union at all times, and in the organizing drives of the past year the oldtimers have carried on this work well as is proven in the results of the Isthmian election.

The Seafarers all can congratulate these Brothers on a job well done, and can be sure that they will continue to do the same kind of job when the chips are down in the future struggles that are sure to head the Seafarers way.

The role played by the newcomer, often a member for just a few weeks and frequently even before he actually took out a membership book, was equally important.

They did their job efficiently and thoroughly with all of the energy at their command. They took full advantage of all of the literature of the SIU, and

thoroughly studied the organizing material and history giving them a first hand organizational weapon, which they used to the best advantage.

These men were instrumental in extending the organizing drive beyond the ships and into every place a seaman could be found. They were not satisfied with organizing around the clock aboard ship, but brought prospective Seafarers right into the Union halls by the hundreds, actually lining them up in the majority of cases.

In the Isthmian drive, many of these men piled right onto another Isthmian tub before the old man's signature was dry on the one they had just got off.

The new members do not have to take a back seat for anyone, whether it is on the job splicing a hawser, keying up the main engine or knocking out a batch of bread in the galley.

These young members are real Seafarers and will continue to be leaders in our future struggles.

## ON CONTRACT SHIPS

Another important organizing task was the work carried on by thousands of Seafarers sailing on contract ships. These Brothers carried the organizing material to unorganized ships crews in every section of the world.

Due to these activities, the Log and other Seafarers literature can be found almost anywhere a ship can dock or drop the hook.

Prior to the general activating of Seafarers crews, the SIU was little known—but now it is internationally regarded as the most successful and militant seamen's union in the world. This has resulted in much favorable publicity and spread the name and influence of the Seafarers far and wide, many miles away from any ship or dock.

This combination of both old and new organizers, volunteers and members sailing contract ships, has resulted in a smooth hard hitting organization. Wages and conditions, which were once regarded as wishful thinking and a goal that no maritime union

could obtain, are now an actuality due to the functioning of this apparatus.

Just a very brief glance at the achievements of the past year: the successful general maritime strike; the knocking out of the phony Wage Stabilization Board; the defeat of Bridges in his jurisdictional raid in the Coos Bay beef; the defeat of the government medical program and the competency card proposals are just a few of the day-to-day, week-to-week beefs that the Seafarers have won.

These, topped off by the decisive Isthmian victory, prove that no aim is too high or no goal impossible for the Seafarers.

## THE TRIP AHEAD

A full volume could be written on the individual and collective merits of the men who made the Seafarers' victories possible, but praise won't win our future battles.

The Union has many tasks and, if the shipowners are given too long a breathing spell, they will use the time to muster their forces for still greater attacks on wages and conditions.

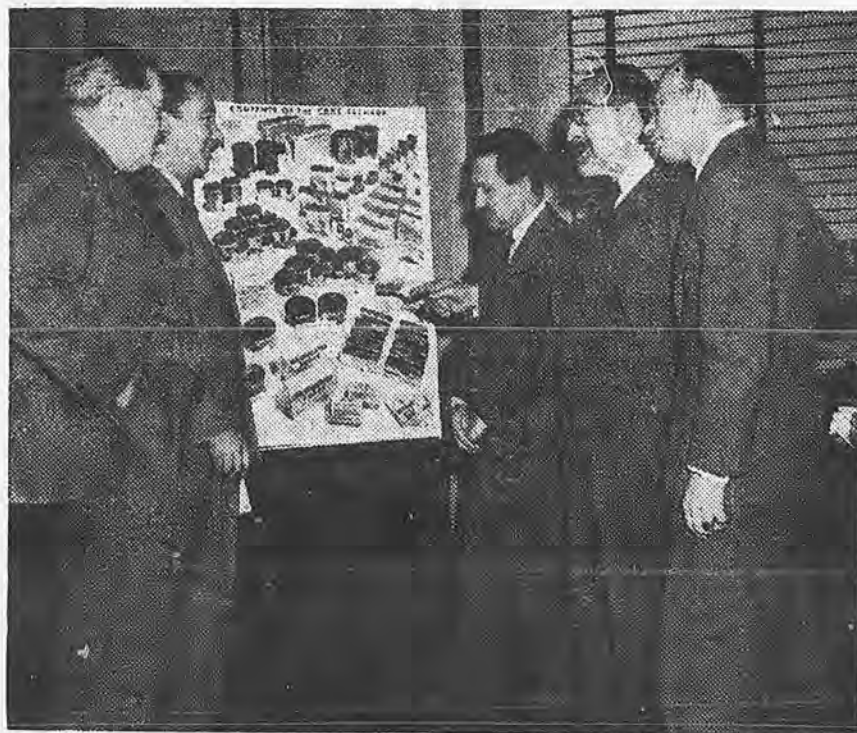
Despite the victories that have been won, there is still plenty of room for improvement. The Union apparatus must be still more streamlined and strengthened. New forces must be developed to take the places of those officials who, like all seamen, will be back at sea sometime.

Union expenditures will have to be so organized that each dollar will insure the maximum Union representation. Union education must be kept to the forefront, so that as many members as possible can qualify to hold any job in the Union.

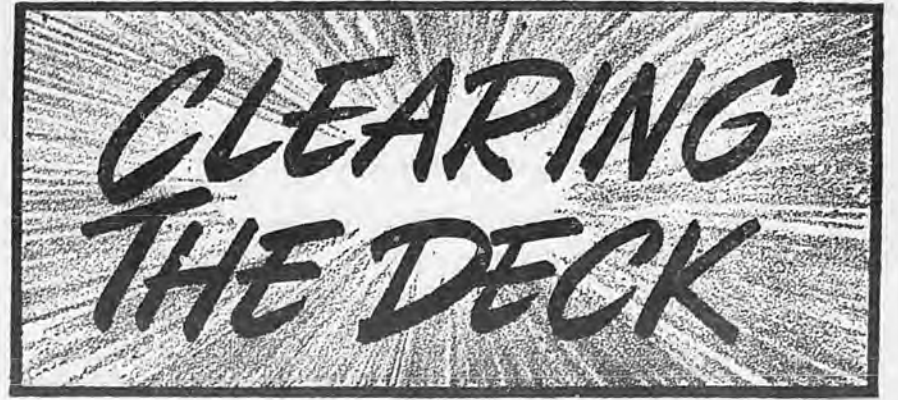
There are many things to do and no time to waste. A good job has been done, and done well, but as Andrew Furuseth said, "Tomorrow is also a day."

There are bigger and tougher jobs ahead, and to met the future well prepared the Seafarers can never let down for a single moment.

## UNIONISTS AID ANTI-FASCISTS



A check for \$1000 for the purchase of CARE food packages for exiled Spanish anti-fascists was presented by the Intl. Solidarity Committee to Fernando de Los Rios, who accepted the gift on behalf of the exiles. At the presentation were (l. to r.): Vice-presidents Charles S. Zimmerman and Luigi Antonini, of the Intl. Ladies Garment Workers-AFL; Phil Heller, executive director of the Intl. Solidarity Committee; de Los Rios; and Nathaniel Minkoff, secretary-treasurer of the Dressmakers Joint Board, ILGWU.



By PAUL HALL

According to some of the recent reports that have come to us from the membership, it seems to be extremely important for the Seafarers International Union to establish Halls in Trinidad and Port Alfred, Canada. Not only is it important, but it is desirable to have on the spot representation at these points.

There is no question in the minds of the writers of the letters that, if at all feasible, we should have Branches where we can service not only our own members, but also members of foreign unions, and those foreign seamen who have no union. That would serve to make the Seafarers truly an international union.

This is one of the questions that should be taken up by the Agents' Conference that will be held shortly after the newly elected Agents are installed in office.

Moreover, the Isthmian election has shown us that we must have, as soon as possible, a Hall in the Philippines. This was one of our weak points, and the election would have undoubtedly have been won more easily if we had a Hall there. It is to the credit of our volunteer organizers that we did not lose ground in those ships which were concentrated on that run.

Again, this is another question for the new Agents to discuss and act on.

## SIU Representation Best

As long as the Seafarers continues to grow, we will have to establish new ports to service our growing membership. Wherever an SIU member sets his foot on solid ground, he should not be too far from SIU representation.

Our main boast is that we give the best representation to our membership, as well as the best contracts in the industry. Let's make sure that we keep up that record in the days of progress that are still before us.

There are many things that may beset us in the coming year. It's always that way for guys who work for a living. Sometimes the bosses try to job you, and usually the politicians do their damndest to deal you a dirty blow.

But the main thing we have to watch out for in 1947 is that the shipowners will try to force us into premature strike action. If they have the Government and the Courts on their sides, they will be only too pleased if we pull the pin on their ships. Why not, if they can depend on "Uncle Sam" to fight their battles for them.

This does not mean that we must bind ourselves not to strike in the coming year. Sure, we will lock up the ships if we see that is the only way to win our demands, but we should not allow ourselves to be placed in a position where we have to play the shipowners game with the cards stacked against us.

## Ill-Prepared Strike Bad

A strike against insurmountable odds is a bad deal for seamen. In 1921 the seamen were forced into a strike, when they and everybody else knew that the time was not right. The operators, especially, knew this, and so they held tight. The same situation held true in 1939.

The year 1939 was the time of the NMU tanker strike. Of course, in that action we also had a typical NMU-commie treachery. They called their membership out on strike, and then the commie leadership showed them how to fink the tankers out.

Without doubt, they, then and there, put the tanker organizing drive back five years at least.

Not only did those fakers lose the strike for all honest seamen, but they had the nerve to blame the SIU for the defeat. We took the lead in offering to picket struck ships, and we hit the bricks in solid support of the strikers.

The commie misleaders of the NMU finked those ships out, in defiance of the wishes of the NMU rank-and-file, and then they had to go looking for someone to hang the blame on.

## Commies Pass Buck

There are certain tricks used by all commies when they are faced with the results of their own treachery. One of them is to blame an innocent party, and that is exactly what they did in this case. They tried to put it all at the door of innocent parties, but honest seamen were not fooled.

No more were they fooled by the various other tricks that the commies in the NMU have used. The attitude of true working seamen is that certain leaders of the NMU have done more to harm the advancement of seamen than all the shipowners, operators, and Government agencies put together.

That is a tough record to have, and it is all true. Any group that sinks low enough to use the trade union movement for their own selfish purposes, should be prevented from associating with decent men.

# HERE'S WHAT I THINK...



**QUESTION:** — What should be the Seafarers' objectives in the year 1947?

**ROBERT NEBLETT, FOW:**

I think that all our pressure should be on the four-watch system in the next year. I'm a Fireman, and I know how important it is for a Fireman to have plenty of rest in between watches. A man can't stand that sort of work, over a long period of time, without cracking up. Six hours a day is all that a man can work on that sort of job. The shipowners won't like the idea, but for seamen the four-watch system is a must. Jobs will be getting scarce, and that will also help out in that situation.



**ELWOOD D. KITTRELL, AB:**

We should concentrate on the companies to insure cleaner ships. The one I just got off of was filthy, and in terrible shape. The lockers were broken, roaches were on the loose, and the whole ship was badly in need of painting. These vessels are our homes at sea, and the companies should make the necessary repairs and keep the ships in good condition. In the long run it wouldn't cost them much more because the ships would last longer, and seamen would work harder for a company that maintained clean ships.



**GEORGE E. MARSHALL, Stew.:**

As in years past, I'm sure that the SIU will continue to shoot for higher wages and better working conditions. That's the way it has been in the past, and that is the correct way to work in unions. With rising rents and higher food costs, we need increased wages, and I am sure that the SIU will get them for us next year. I have been sailing for more than 20 years, and I haven't been able to save any money for when I retire. I hope that new men will not have to face the same sort of old age.



**H. J. A. HOONING, FOW:**

I think that we should go all out to eliminate the Coast Guard. They want to play at being boss over us, but we don't need their watching over us. The Union will take care of our interests without the CG. During the war the Coast Guard did a good job at patrolling the coasts and doing the kind of job they were supposed to do. But they lost the respect of all seamen by the way they tried to lord it over us all the time. Their hold on us should be broken, and we should be returned to the jurisdiction of the Department of Commerce.



## Political Partisans In Trade Union Movement Have One Objective — If You Can't Rule, Ruin

By LINDSEY WILLIAMS

At no extra cost to the membership of the Seafarers International Union, but at a terrific cost to the members of the National Maritime Union, we are being treated to the sight of what happens when a bunch of political grab hold of a trade union and start to use it for their own end.

This fight in the NMU has been brewing for a long time, and if Joe Curran hadn't blown the lid off, the rank-and-file was sure to do so before too long.

The communists have had control of the NMU practically ever since that union was formed. That is the reason that a lot of honest trade unionists dropped out, and that is the reason that the SIU has always attracted the people who wanted to build a union on trade union lines, and not on the lines set down by Joe Stalin in Moscow, or by any other political faker for that matter.

Whenever it suited the communists to work against the best interests of the labor movement, the communists in the NMU and in other CIO unions, did their dirty work to betray what seamen and other workers really want.

Always their first idea was to



**LINDSEY WILLIAMS**

Brother Williams is Gulf Area Organizer for the SIU, and in his work has had a good opportunity to observe how the politicals operate and what they stand for.

suit the commies, and they didn't give a damn if that was not what was best for the American Labor movement.

For that reason, the NMU subjugated the reasonable demands of its membership during the war so that the ends of the Soviet Union could be served first.

And it was not only the NMU that was guilty of such actions. Any time, before the war, during the war, and after the war, that the communist line changed, the NMU and other communist-dominated unions changed their policies accordingly.

That is why the communists, in and out of the NMU, are so discredited. That is why the seamen voted so heavily for the SIU in the Isthmian campaign, and that is one of the many reasons that is beating the commie-dominated waterfront unions in their attempts to organize other unorganized seamen.

**ENTITLED TO BELIEFS**

In my organizing work, I come in contact with people who have various political views. There is nothing wrong with a guy believing in one political system or party or another, if that's what he wants to do.

What is wrong is when the people who believe in that system try to take over a trade union so that they can force the union to follow their line even if the vast majority of the members don't want to have anything to do with it.

That is exactly what happened in the NMU, and you had a picture of the officials going counter

to what the membership really wanted, and what was best for them as working seamen.

Don't think that the NMU is the only union that the commies have been able to paralyze with their blind obedience to the CP line.

There are at least four other CIO unions that find themselves doing Joe Stalin's dirty work just because the officials of the union are members of the communist party.

**NO WITCH-HUNT**

This should not be taken as a call for a drive to force all politicals out of our Union. Under the democratic traditions of the SIU, it would be in violation of our Constitution if anyone tried to do anything as raw as that even against political finks.

But this is a warning as to what can happen if we allow members who follow a certain political line, whatever it may be, to try and lead our membership along that line and against honest trade union principles.

In the years that the NMU has been declining, the SIU has been steadily growing, both in membership and in the respect of all seafaring men. No matter what union a seaman belongs to, he

(Continued on Page 14)

## Senate Group Eyes Profits Of Operators

WASHINGTON—A \$22 billion war shipping scandal was in the making here last week as Sen. George Aiken (R., Vt.), chairman of the Senate Committee on Executive Expenditures, said he would make a thorough probe of exorbitant subsidies paid to shipowners.

Aiken, who is planning to organize his committee as soon as possible and bring together a top-notch investigating staff, said he believed Congress should be interested not only in knowing how shipowners pulled down enormous unearned profits, but why they require peacetime subsidies.

Meanwhile, the House Merchant Marine Committee branded the wartime accounting practices of the Maritime Commission and the War Shipping Administration as "unsound" and "chaotic."

The records were found to be in "such a chaotic state as to have made possible serious monetary loss to the government."

The Maritime Commission had previously listed wartime profits of only 19 shipbuilding companies at \$356,006,612 on just \$22,979,275 invested capital.

One of the most extravagant returns disclosed was an estimated \$58,840,835 profit by one Henry Kaiser firm on a \$460,000 investment and a \$1,080,000 take on a \$600 investment by the St. Johns River Shipbuilding Corp. of Florida.

A Commerce Dept. announcement last week was heralded as the year's greatest understatement when it reported that "The year 1946 was one in which business activity, sales and profits were above the best pre-war years."

### Keep It Clean!

It is the proud boast of the Seafarers International Union that an SIU ship is a clean ship. Let's keep it that way. Although most of the crews leave a ship in excellent condition, it has come to the attention of the membership that a few crews have violated this rule. So they have gone on record to have all quarters inspected by the Patrolman before the payoff, and if the conditions are unsatisfactory, he has the right to hold up the payoff until everything is spic and span.

Remember that the Patrolman can only have repairs made if he knows what has to be done. Cooperate by making up a repair list before the ship docks. Give one copy to the Skipper, and one to the Patrolman. Then you'll see some action.



# Shipboard Fire Caps Series Of Mishaps On Abr. Clark

By JIM BERESFORD

The SS Abraham Clark now has a good chance of going down in maritime history as the Black Cat. At least, that is if you believe in black cats causing bad luck.

We crewed up the Clark on December 14, and sailed from Boston on the Pan-American run. For a Liberty, the Clark was a fast ship, and we all looked forward to a pleasant trip and fair weather. But we couldn't have been further wrong.

The first accident, or incident, whichever you may prefer, took place in New York Harbor when Jumping Jack Dolan smashed his foot while working around the ship.

Unfortunate as it was, we did not look upon it as the start of a jinx. Later we remembered it as the first in a series of incidents that made us all creep into our sacks at night with our fingers crossed.

## LULL BEFORE STORM

We soon put New York behind us, and had a fair run down to New Orleans. The only beef was lack of sufficient stores, but in comparison to what happened later, this part of our trip was almost perfect.

We tied up in New Orleans for a couple of days, and made everything shipshape for the rest of the voyage. Then we pulled out and headed for Mobile.

Swinging about to head down the Mississippi River, we ran up over the opposite bank. Finally the ship squared away and we started around the first bend in the river, with every crewmember swallowing hard to keep his heart out of his mouth.

We were not disappointed. The action continued and became increasingly more exciting.

## MISS AND HIT

Our bow narrowly missed a C-2, we came even closed to a Laker, and we finally plowed right into a Liberty belonging to Lykes Brothers.

This ship was tied up to the dock and, as we pulled away from it, our stern came around and hit the same ship. This time we did more damage than we had on the first collision.

By this time we were all plenty nervous, and our fingers were all thumbs. We stayed right where we were all night, and figured that we would start all over again the next morning.

The following morning was dull and foggy, and we ran around twice in the Mobile River. The second time it happened, we waited until the fog lifted before proceeding.

Coming down stream toward us we recognized the Alcoa Planter, and at the same time we realized that our steering mechanism was out of whack and that we were heading right for the other ship.

## TRIED HIS BEST

The Alcoa Planter Skipper tried his best to miss us, and even ran the bow of his ship aground in the process, but the stern of the Planter came around blocking the channel.

Our Captain ordered a hard right, but the Clark just would not answer the wheel, and we plowed right into the grounded ship.

Immediately upon impact, fire broke out in the forepeak. The crew had become so used to em-

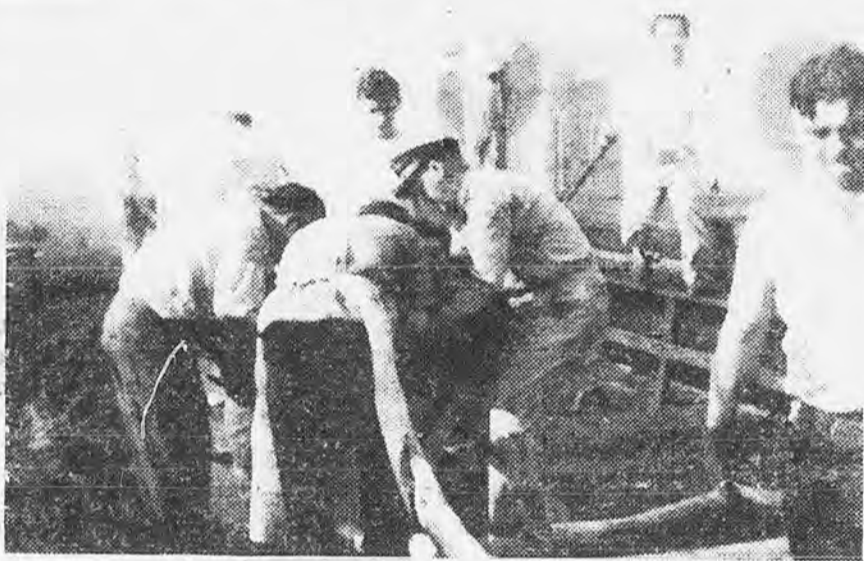
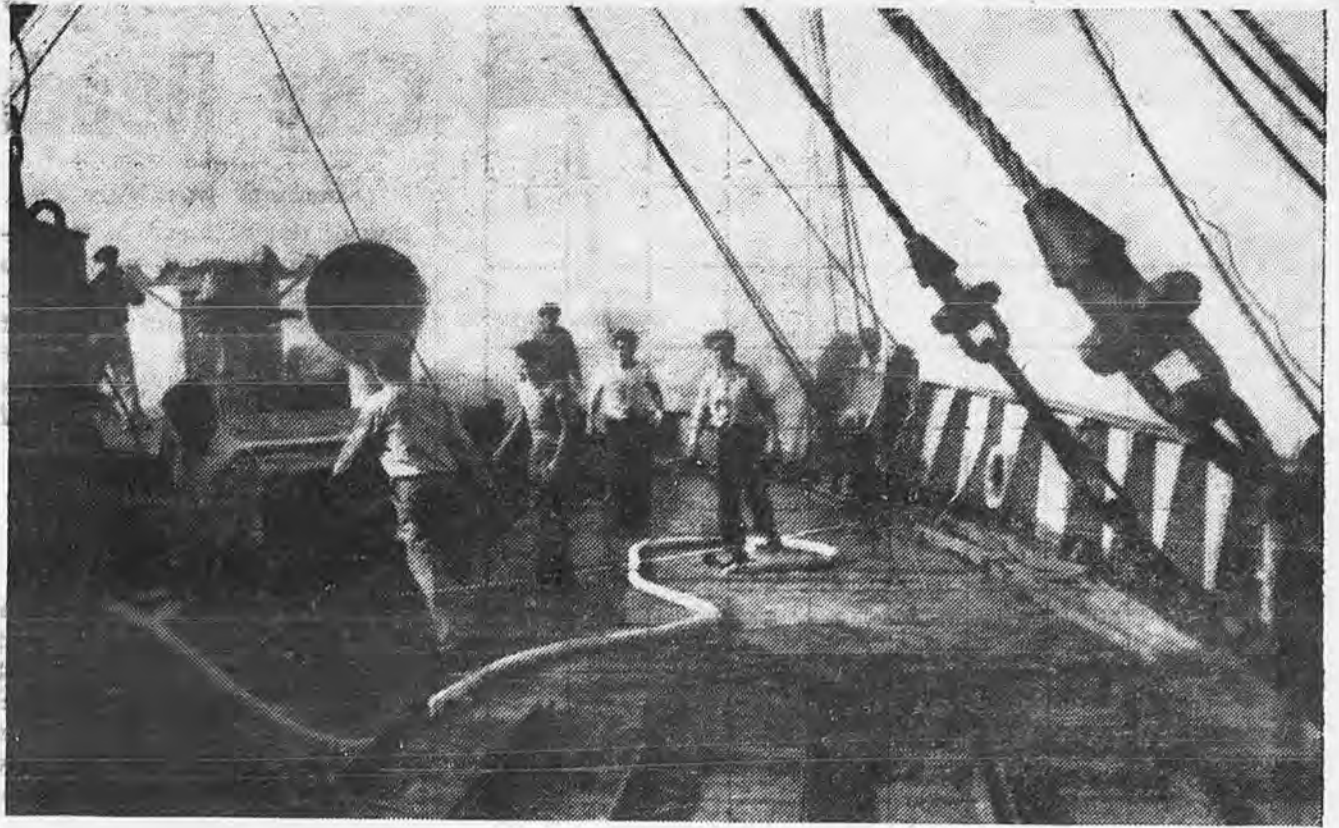
ergencies by this time, that without even a general alarm sounding, or without a single order from the Mate, the crew sprang into action as soon as smoke was seen.

Men came running from all parts of the ship, hauling fire hose with them. The dense smoke poured forth out of the damaged forepeak, and more than one man was overcome.

Soon, however, the fire was under control, and before long it was completely out.

Since this accident nothing else eventful has taken place aboard the SS Abraham Clark, but we are ready for anything now, and we wouldn't be surprised if it happened.

## A HOT TIME ON SS ABRAHAM CLARK



Top picture shows the crew of the SS Abraham Clark springing into action as soon as the fire was discovered. From all directions, the men came running with the fire hoses. In a matter of minutes the blaze was under control. Picture, above left, was taken as one of the crewmembers was being given first aid treatment after having been overcome by the smoke. On the right we see that the fire is almost completely out, and most of the crew is starting to go back to their regular jobs. These pictures were taken by a member of the crew of the Abraham Clark, Donald Bean.

## End Near For Smith-Connally Act With Termination Of The War

WASHINGTON — In proclaiming the formal end of hostilities in World War II on December 31, President Truman automatically set the end of the Smith-Connally anti-labor act, and the wartime excise taxes on luxuries for June 30, 1947.

The elation over the latter was shortlived as in his State of the Union address to Congress, Truman asked for the enactment of a law extending the 20 percent federal excise tax beyond the June 30 expiration date. The end of this tax covering liquor, furs, jewelry, and theatre admissions would mean a billion and a half dollar saving for consumers.

The Smith-Connally Act when it expires six months from now means that by that time the government-seized coal mines and Great Lakes tugboats must be returned to private operation.

In addition, the expiration of the act will relieve Labor of clubs which have been hanging over its head, such as the provisions calling for penalties or imprison-

ment for strike leaders, Government suspension of union contracts, cancellation of draft deferment for strikers, and black-listing of strikers by government employment agencies.



LONDON — Reaching the peak membership of its history, the British Labor Party recently reported a 1946 membership gain of 213,000. At the beginning of last year, the Labor Party membership amounted to 487,000, and this has now grown to 700,000 according to Labor Party secretary Morgan Phillips.

"The Labor Party's aim for the first few months of 1947," said an official, "will be to reach our target of 1,000,000 individual members."

SYDNEY, AUSTRALIA — A Sydney specialist, Dr. McQueen, recently revealed that the dockworkers have the highest industrial death rate among all Australian workers today. Dr. McQueen declared his admiration for these dockworkers who have to make a tough living in spite of many physical handicaps.

The Australian specialist had a gloomy view about these workers over the age of 60, and said that the majority of them looked

**ATTENTION!**  
If you don't find linen when you go aboard your ship, notify the Hall at once. A telegram from Le Havre or Singapore won't do you any good. It's your bed and you have to lie in it.

## Labor Opposes Military Draft

WASHINGTON — The drive for compulsory universal military training — a program opposed by all segments of organized labor — was given a boost last week when President Truman appointed nine civilians to an Advisory Commission of Universal Military Training.

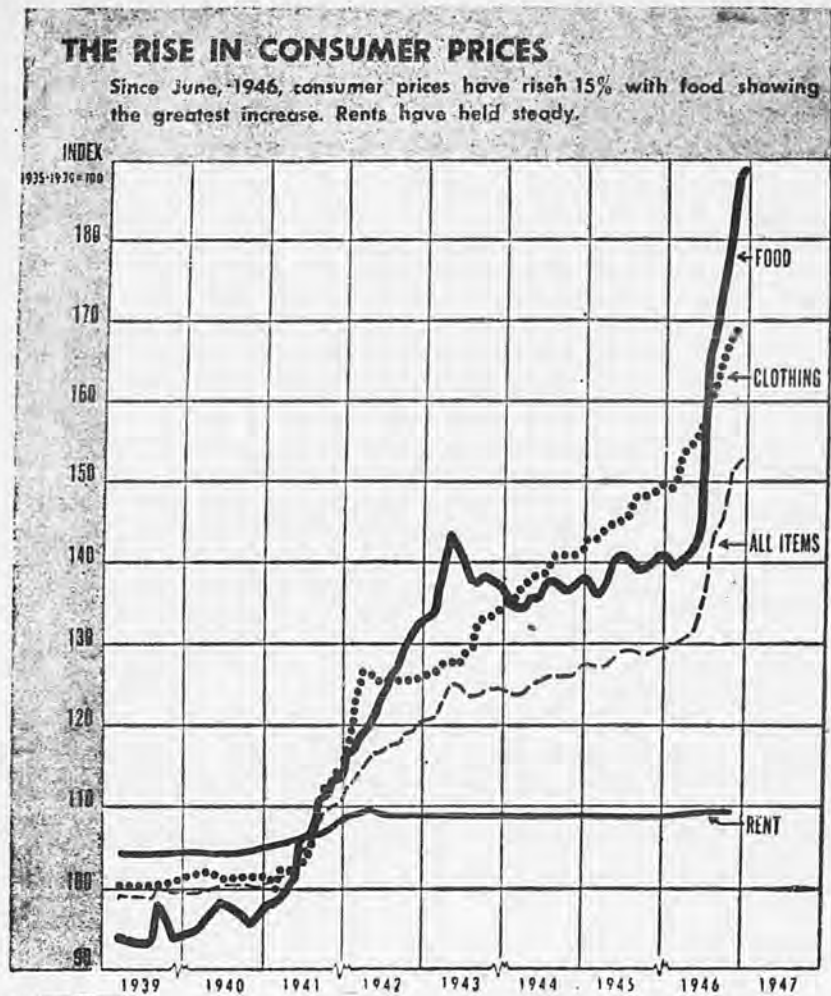
Labor officials were quick to point out that no labor representatives were appointed to this body, and that all of the appointees are known for their strong pro-conscription views, and this in all probability indicates that the committee will decide on the nature of the conscription plan instead of debating the pros and cons of conscription.

The AFL, CIO and Railway Brotherhoods had reaffirmed their traditional opposition to peacetime military conscription at recent conventions, pointing out that conscription had been used as a weapon to break strikes by drafting strikers into the army.

Joining organized labor in their opposition to conscription, Brig. Gen. H. C. Holdridge (Ret.), Co-chairman of the Armed Forces Committee of the American Veterans Committee, stated in a radio debate that the program for compulsory military training "is unsound and dangerous."

Holdridge charged that the armed forces, through their monopoly over national security, have become instruments of power politics, and intrude into every phase of our lives, in peace and in war.





In his first economic report to Congress under the 1946 Employment Act, President Truman submitted this chart titled "The Rise in Consumer Prices." Since June 1946, said Truman, "consumer prices have risen 15 percent with food showing the greatest increase." Labor economists, however, contend that the 15 percent is low, that consumer prices have jumped 18 percent or better in these last six months.

# SIU Supports Tampa Teamsters; City Heads Try To Break Strike

(Continued from Page 1)

tion of the SIU and in the future, as in the past, we want to state our loyalty to that organization. We are back of them 100 percent in all their undertakings, as they have been back of us in our time of trouble.

Fraternally  
W. E. Sullivan, Agent,  
Teamsters and Chauffeurs Union, Local 79

The pressure that the Seafarers Log stirred up has not been without some effect on the labor-hating authorities here. Last week the original injunction against Local 79 was amended to allow picketing by the strikers in any

but the "immediate vicinity" of the office of the Tampa Cab Company. Previously the strikers were prevented from picketing any place in the city.

### VIOLATION OF RIGHTS

The attorney for the union pointed out that the injunction denied the union the right to discuss or display placards about the strike anywhere, which constituted a violation of their constitutional rights guaranteeing freedom of speech.

One of the guiding spirits in the drive to break the Teamsters in Tampa is Florida Attorney General Tom Watson, who is using this campaign as the opening wedge in realizing his political ambition to become either Governor of Florida, or United States Senator.

Watson is notorious for his anti-labor, open shop sentiments, and sparked the move to pass an "open shop" law in the state of Florida. He has also openly allied himself with anti-labor forces throughout the United States.

From the start of this strike he has been present in Tampa, counseling the company, and advocating stringent measures against the taxi drivers.

Judge Smith might name, would be acceptable."

The company has turned down all efforts toward arbitration of this dispute, because they feel confident that the City Officials will assist them in bringing the strikers to their knees.

It is a matter of official record that the police in Tampa have been detailed to guard scab taxi cabs so as to insure their continued operation.

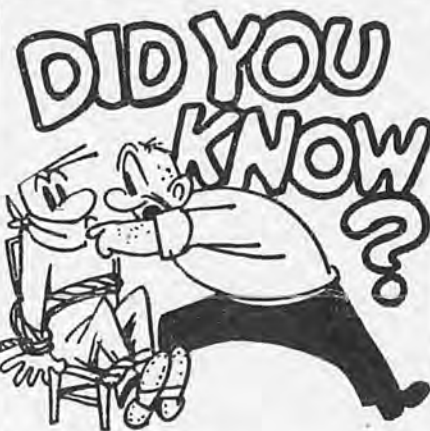
### BUSINESS WATCHING

All the open shop advocates in the United States have their eyes on Tampa. If the union loses here, it might be just the blueprint for other union loses in other places.

The Teamsters down here are not in this strike for fun—they need the conditions and security that the union will give them.

If labor in the United States needs a lesson, this is it. Beware of the guys who come out with their open shop proposals. See what the price of an open shop state is, and do your level best to stop these union-busters in their tracks.

They are not honest in their convictions, they only know that Big Business can pay them better than the labor movement. And they don't bite the hand that feeds them.



By JOHNNY JOHNSTON

As long ago as the spring of 1607 the remaining forlorn and discouraged members of the ill-fated Popham colony launched the first ocean-going vessel to be built on American shores.

The vessel was called the Virginia, and was built in the Kennebeck River. The survivors of the little colony of Popham used the ship for the voyage home, and landed safely in England months later.

~ ~ ~  
This is the first time in the history of the United States that this country has ever had a strong merchant marine and a strong Navy at the same time. At one time or another we have had a good Navy and practically no merchant vessels, or plenty of commercial bottoms which had to be converted to war ships in time of danger.

~ ~ ~  
February 22, 1784, marked the first time that an American ship sailed on a voyage to enter the Far East trade. The vessel was the copper-sheathed Empress of China, and she left New York with 10 officers and 34 members of the unlicensed crew.

She made a round trip to Whampoa, stayed one month in that port for trading, and returned after logging a total of 32,458 miles for the voyage. The trip took 16 months, which is a far cry from the length of time required for the same voyage today.

~ ~ ~  
Many of the provisions of the Act of 1790, the first attempt to give any consideration to the rights of sailors, are still in force.

This act specified that seamen were entitled to a written contract setting forth a definition of the proposed voyage plus the rate of pay.

If, for any reason, such an agreement was not executed, the ship Master could be compelled to compensate his men at the highest prevailing rate of pay. As a guarantee the ship itself could be held for security.

### POLICE BRUTALITY

The brutality of the police in this strike is indescribable. On numerous occasions, accompanied by company goons, they have clubbed strikers.

Violence has been resorted to more than once, and there are striking drivers in the hospital right now with stab wounds and broken heads.

Only recently the police attacked and arrested six picketers, and even the pro-company Tampa newspapers reported that one of the picketers was treated for a "slight cut in his stomach." This sort of violence is not the exception, it is the rule.

Although the union is willing to arbitrate, the Company has taken the attitude of the authorities to heart and they are arrogant in their refusal to put the whole question before an impartial board.

On one occasion, Sullivan, representing the drivers, said, "I'll be willing to submit this whole thing to arbitration, so we could get out in the open and show the public what it's all about. The Mayor, or any one that Circuit

## Lewis Contempt Trial Begins In Washington Before Supreme Court

WASHINGTON, January 14—The Supreme Court today started to sift the facts and dig into the arguments presented by the attorneys for the United Mine Workers, AFL, and the Government in the appeal from the conviction of John L. Lewis and the UMW for contempt of court.

Attorneys for the union contended that the restraining order violated the Norris-La Guardia Anti-Injunction Act and the constitution.

Interrogation established that the miners were not employees of the Government and that the Anti-Injunction Act was violated when Federal Judge T. Alan Goldsborough handed down restraining order.

## The Patrolmen Say Time Off

Although the shipping rules clearly outline the provisions for securing time off, some of the newer members are under the impression that they are entitled to time off in port as part of their job aboard a ship.

This is not true. If these men will read the agreement, and interpret it correctly they will find that the contract does not provide for regular time off.

Time off provisions are contained in the shipping rules where it is stated that if time off is desired the seaman should have the ship's delegate call the Union Hall for a relief. A relief will be furnished for not less than four hours nor more than three days, and will be paid at the regular overtime rate by the crewmember taking the time off.

In this same vein don't put in overtime for time spent off the ship. This only creates a hardship for the Patrolman, yourself and the rest of the members.

Ray Gonzales

~ ~ ~  
NEW YORK—Recently when the SS R. Semmes, Waterman Steamship Company, pulled into port the payoff was held up for two days on an overtime beef.

It seems that the Chief Engineer had the Oilers oiling draft fans on the Captain's deck twice each watch. Under our contract this work constitutes overtime, but the Engineer refused to call it overtime and wouldn't okay it or turn it in to the company.

Maybe it isn't overtime on NMU ships, where he probably came from, but we put him straight that it certainly is on SIU ships. After some wrangling around we got the matter straightened out with the result that the three Oilers now have 125 hours overtime coming to each of them.

Salvador Colls

## SIU Rejects NMU Proposal To Set Up Arbitration Board

NEW YORK—Never have the differences between the policies of the SIU and the NMU been more clearly illustrated than this past week, when in a desperation move, NMU President Joseph Curran wired SIU Secretary-Treasurer John Hawk requesting cooperation in asking Labor Secretary Schwollenbach to call a conference of labor and industry representatives for the purpose of arbitrating maritime union demands.

In line with basic SIU policy, Secretary-Treasurer Hawk declined the invitation, and restated the Seafarers position, "The policy of the Seafarers International Union is to negotiate directly with our operators without government interference and if we cannot come to an agreement use our economic power to enforce our demands."

The complete text of the NMU telegram from President Curran follows:

John Hawk, Secretary-Treasurer Seafarers International Union  
51 Beaver St.  
New York, N.Y.

We have been in negotiations with AMMI since December 27th on wage review for our membership. We have requested a 25 percent increase plus adjustments on several key ratings. We have received no offer from the operators to date. Our final meeting is Saturday, January 11th. We propose to send the following wire to Secretary Schwollenbach in the event we receive no satisfactory settlement at the meeting Saturday.

Contract provision assuring us of wage review on material submitted to company proves beyond any doubt the necessity of our receiving the 25 percent increase requested but operators refuse to grant any offer at all. Our request of you is that, in view of the fact that all marine unions

are in the same predicament and have provisions for wage reviews though there be different dates, but within a month of each other, for such reviews, you use your good offices to call together all the representatives of labor and industry and ask them to agree that the Department of Labor appoint an arbitrator to handle this problem as a national problem in order to eliminate the chaotic conditions that did arise in 1946 and may arise again if satisfactory conclusion is not arrived at.

Will you join us and sign such a telegram with us jointly? If it is possible will you reply by Saturday.

Joseph Curran

In reply to this wire, SIU Secretary-Treasurer Hawk sent the following answer:

Mr. Joseph Curran President National Maritime Union  
346 West 17th Street  
New York, N.Y.

The Atlantic and Gulf District of the Seafarers International Union of North America rejects your telegraphic invitation to join with you and sign your proposed telegram to Secretary of Labor Schwollenbach suggesting that he call a conference of representatives of labor and industry and request that they agree to authorize the Department of Labor to appoint an arbitrator to decide whether or not the seamen should get an increase of wages or set wages for seamen. The policy of the Seafarers International Union is to negotiate directly with our operators without government interference and if we cannot come to an agreement use our economic power to enforce our demands.

John Hawk  
Secretary-Treasurer Atlantic and Gulf District Seafarers International Union of North America

# AROUND THE PORTS



## Shipping Is Slow In Savannah; Cattle Movements Due To Stop

By ARTHUR THOMPSON

SAVANNAH—The week was fairly busy with three sign-ons and one payoff—all SUP ships however, so only the deck department was involved.

The South Bend Victory was paid off and there was quite a bit of disputed overtime. It was finally squared away, and any of the crew who left can collect from American-Hawaiian by sending them their address.

The shipping of cattle from Savannah is expected to be stopped next month. This will slow shipping even more in this port. We get quite a few cattle tenders coming in every day asking us to ship them out as seamen. We have to turn them down since we haven't enough ships to keep

## Shipping Is Up In Philadelphia; Future Is Bright

By JAMES 'RED' TRUESDALE

PHILADELPHIA—Well, Brothers, now that the elections are over but for the shouting we can take down the "Vote Now" signs, congratulate the winners and offer condolences to the losers. It was a good election and a record number of votes were cast in the Philly Hall.

Things along the waterfront here are gradually picking up and we expect to do much better as time goes on.

As the shipping increased during the past few weeks many of the oldtimers have shipped out and we sort of miss their smiling faces around the Hall.

Recently the Nathaniel Courier, which Waterman took over from the NMU, was in port and we went down to straighten her out. She sure was in need of more than straightening when we got a look at her. We were sure that a bunch of pigs had been crewing her, as the whole ship was filthy.

### CLEANED UP

The NMU crew must have done nothing toward the upkeep of the vessel. There was a lot of work to be done, but the new SIU crew pitched in and in no time all the rooms were painted and she was sparkling like new. With a well satisfied crew aboard she put out to sea a perfect example of our slogan "An SIU ship is a clean ship."

We still have the Seatrains in Chester, but no dope as to when they will start running again. They are all reconverted and ready to go, and we're ready to sail them. Maybe something will break with them soon and they'll start calling the Hall for crews.

Well, fellows, though it's still winter, spring can't be far behind and with it those warm sailing days we're all waiting for. And that's the news from Philly for this week.

our own members supplied with jobs, but in spite of that we still have difficulty in getting members to ship out.

### GETTING WORRIED

Shipping is getting so bad that even the smart people are getting worried. Col. Alfred W. Parry Jr., president of the Parry Navigation Co., Inc., views with apprehension the fact that our merchant fleet is rapidly passing into the hands of foreign competitors.

We, the supposedly less intelligent working stiffs, predicted such a turn of events before the war was over.

The South Atlantic SS Co. and Strachan Shipping Co. have announced the creation of a legal department. Thomas H. Adams, who was discharged from the navy after nearly four and a half years service is its head.

The department was created "to better cope with constantly changing regulations pertaining to labor relations, wage-hour matters and tax-laws." It states further down in the announcement that Mr. Adams, upon his discharge, took a short course in tax and labor laws at Harvard.

### THE PROFESSOR SAYS

Speaking of college people and the intelligentsia, here's a honey I got from a local newspaper. Dr. Frank P. Graham, professor, no less, of economics, advanced what he conceives to be "four fallacies." Here they are:

1. Increased wages are necessary to provide purchasing power to take potential output off the market.
2. Wages should be increased to meet the higher cost of living.
3. Wages should be adjusted in direct correspondence with a cost-of-living index.
4. Workers had a higher standard of living during the war than they now have.

I have no argument with the last one, but if the other three are fallacies, I'm a monkey's



uncle. In case you don't know, a fallacy is a deceptive or false appearance, an illusion. I know because I just looked it up, so don't bother.

Here's a story which is a bit old, but I think still good. A congressman had a maid who asked him if a senator was higher than representative. He assured her that such was the case. She thought this over awhile and then asked, "Is there anything lower than a congressman?"

## NO NEWS??

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

CHARLESTON  
HOUSTON  
NORFOLK  
JACKSONVILLE  
PORT ARTHUR  
MOBILE  
GALVESTON  
BALTIMORE

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

## Candy Is Dandy, Seaman Says, But Let's Have Some

By BLACKIE CARDULLO

MARCUS HOOK — We've known for a long time that the NMU organizers in this port are having a tough time trying to win the Sun Oil men to their side, but we didn't realize how really tough it is until this story came to our attention.

It seems that one of the organizers was giving his sales talk, but wasn't getting too good a response. So, as the Sun Oil tankerman was about to leave, the organizer took his name and told him that he would receive a five pound box of candy as a Christmas present from a girl who lived in a small suburb near Marcus Hook.

When the man got back to his ship he found the package all right, but it was full of NMU literature, and not one piece of candy. That's the kind of Christmas present that shouldn't even be given to a dog.

### NO GOOD WILL

The least the NMU could have done was to send some candy along for the seaman to share with his buddies. That would not have helped the NMU in organizing these men, but it might have built up a little bit of good will, and the NMU sure needs that right now.

Our organizing campaign in Sun Oil Tankers is going along pretty smoothly, partly because the men down here know of the reputation of the Seafarers, and partly because we are working hard without fear of a split in our Union. The NMU piecards here are scared from day to day that they will be out in the cold.



## Maritime Commission Under Fire, But Nothing Will Come Of It

By JOE ALGINA

NEW YORK—Every time the boys in Congress can't think of anything else to talk about, somebody gets up on his feet and starts to lambast the Maritime Commission for their extravagance during the war.

Then all the other men nod their heads and say that it sure was too bad that so much money was wasted, and that they had better investigate the whole situation.

So they name an Investigating Committee, and everybody is happy. That includes the Maritime Commission, because the

in pay for the man for the entire trip.

What I am trying to bring out, is that sometimes these hot-shot officers try to throw their weight around. When that happens, don't worry too much, but make sure that you report it to the Patrolman when you hit port.

That will be all that is necessary to get action on your complaint.

## New Orleans Has Praise For One Calmar Skipper

By C. J. 'BUCK' STEPHENS

NEW ORLEANS — We found out here in New Orleans that the day of miracles was definitely not over. We had the SS Eleazor Wheelock, Calmar Line, come in to payoff last week and we definitely ran across as good a Skipper that has ever sailed any man's ship.

This scow was on articles for over four months and spent quite a few days tied up by the various strikes here in N. O. before sailing.

Just before sailing the crew got a bum steer, and 18 men walked off the ship and held her up a day or more, so the Calmar agents here placed charges against the men with the Coast Guard.

This Skipper was contacted and he took the men back and the ship sailed, failing to put charges against the men. When the ship returned, the Captain refused again to put charges against them, so the 18 men were cleared.

There were 2 hours overtime disputed, and the Skipper raised hell because they hadn't told him about it so he could have had it okayed before the payoff.

So, fellows, from now on out, let's say Calmar line has one good Skipper, because Captain H. H. Fletcher is 100 percent.

We can thank Captain Fletcher for making the SS Eleazor Wheelock a good ship, and I feel without a doubt that it's about the only good Calmar Line ship. If there is another good one I can stand corrected, but, as I said, the day of miracles is not over, and it will have to be proven to me, because I've never seen a good Calmar Line ship or Skipper outside of Captain Fletcher.

So, good luck and smooth sailing, Captain—and we hope you will get a crew to work along with you because you really rate one. So for the coming year the best of crews to you.

## Send Those Minutes

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

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



Committee never does anything that could possibly worry the MC.

Those of us who sailed ships all through the war years know how the Maritime Commission was wasteful of money, and how their inefficiency actually helped to line the pockets of the shipowners and operators.

An investigation is urgently needed, but what the people of the United States will get is talk, talk, and more talk, when action is the only way to find out the truth in the whole matter.

Right now the Bigshots in Washington are talking about another investigation, this time so that the Republicans can embarrass the Democrats.

But the moment they find out that they will also be embarrassing their shipowner friends, you can be sure that the Republicans will not be too much in a hurry to go through with a real investigation.

### PICKING UP

All the past few weeks we have been saying that shipping and business would pick up, and now it finally has. This past week has been a very busy one, and we have crewed up plenty of ships, and we have paid off quite a few at the same time.

This week the Robin Tuxford, Robin Lines, came in from a five-month trip to South Africa. All beefs, and there weren't too many, were settled at the payoff.

This was a clean ship, and the Stewards Department got a vote of thanks from the crew for the swell job they did in providing holiday meals for the men when they were far from home on Christmas and New Years.

But on the Span Splice, Alcoa, the story was entirely different. Part of the story come out in the membership meeting, so I don't want to discuss it here, but the other part should be brought to the attention of the membership right here and now.

It seems that while at sea, the Chief Engineer tried to get an Assistant Electrician to sign on as Engine Maintinance. When this was refused, he broke the man down to Wiper. Of course, the Union took this up as soon as the ship hit this port, and we were able to collect the difference

## Shipowner Stooze, LSU Sponsor, Doesn't Like Seamen's 'Attitude'

By HENRY W. CHAPPELL

TOLEDO — The big money boys who own the ships on the Great Lakes don't intend to give the seamen a minute's rest, as they constantly plot to undermine the gains made by us during the past years.

One of these groups held a meeting recently in Cleveland which was attended by representatives of government agencies, shipowners, and licensed officers. At the meeting, seamen's unions and the mental attitude of unlicensed seamen, came in for discussion and condemnation as being threats to the efficiency of the Lakes Carriers ships.

John I. Horton, personnel manager of the maritime department of the Cleveland Cliffs Iron Company, was the spokesman who did most of the blasting against the "mental attitude" of seamen.

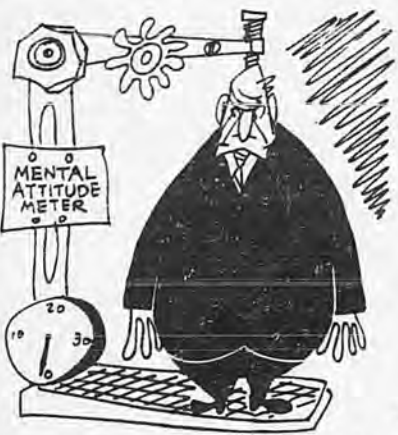
This coming from an official of the company which sponsors the phony Lakes Seamen's Union makes us wonder which union he is referring to.

### MENTAL ATTITUDE

This group of anti-labor phonies, may wonders never cease, admitted that unlicensed seamen of the Great Lakes are capable of having a mental attitude.

One would never think so judging by the way Lakes seamen have been pushed around by the large shipping interests during the past few years.

However, when these groups find that the seamen refuse to submit to their policies, they then connive, through their legal staff,



to have some governmental agency formed to force their policies upon the seamen.

The SIU has always contended that as American seamen we do not wish to be wards of the government, to be regarded as serfs unable to look out for our own interests both at sea and ashore.

We want to be recognized as free Americans. We want a voice in all matters pertaining to our welfare.

We want our working conditions, wages, etc., to be negotiated through the company by the Union with no interference from government agencies.

### SHAKE MILITARY

We are the only group of civilian workers in America who are under direct military jurisdiction. Our aim is to have this situation altered so we will be recognized by the government, and the shipping interests, as free Americans just as other shore side workers.

Organized labor can expect serious opposition in the coming congress. Seamen's unions, in particular, must be on the alert for battle, as Fred Bradley, Congressman from Michigan, who is the new chairman of the House

Committee on Merchant Marine and Fisheries, has publicly announced he will vigorously oppose the Seamen's Bill of Rights which is awaiting ratification in the Senate now.

American seamen have come a long way since the sailing vessel days when Mates and Skippers were legally administering corporal punishment, and in some instances brutal murder.

It should be kept in mind by all seamen that every gain we have made in the past has been bitterly fought by shipowners, and that we were only able to gain these concessions as an organized body, not as an individual.

### SPRING DRIVE

This spring on the Great Lakes, the SIU is putting on an organizational drive for new members. The SIU has consistently proven in the past that it is the only sailors union, run by, and for sailors in America.

Despite the opposition of the shipowners, government agencies and the other so-called seamen's unions, the SIU, with the aid of other AFL maritime unions, will progress forward until we are recognized as an important factor in American shipping—and not as a group of slaves or pieces of machinery to be put into motion when we are needed, and beached when shipping slows up with not a thought or care from any group as to how we will subsist until we are needed again.

In the past, seamen have been the last to enjoy the fruits of organized labor such as Social Security, unemployment insurance, and other conditions shore workers have enjoyed. This is only because we were not united as a body.

### JOIN NOW

You can do your part by joining the SIU today and becoming an important part of this militant organization. Join and help the SIU retain the gains already won, and help in securing greater gains in the form of higher wages, better working conditions, etc. Above all, to be recognized everywhere as a damned important part of American industry.

So come into the SIU now, while the battle is on with the shipowners and all other factors hindering the seamen's program for a better life. Don't be a parasite riding the backs of your fellow workers, enjoying the gains they have fought for while you are hiding behind the dubious membership of a phony political or company union.

There is only one sailors union where the membership runs the show, that's the SIU.

### Send Those Minutes

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

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

### Keep It Clean!

It is the proud boast of the Seafarers International Union that an SIU ship is a clean ship. Let's keep it that way. Although most of the crews leave a ship in excellent condition, it has come to the attention of the membership that a few crews have violated this rule. So they have gone on record to have all quarters inspected by the Patrolman before the payoff, and if the conditions are unsatisfactory, he has the right to hold up the payoff until everything is spic and span. Remember that the Patrolman can only have repairs made if he knows what has to be done. Cooperate by making up a repair list before the ship docks. Give one copy to the Skipper, and one to the Patrolman. Then you'll see some action.

## Tankers Keep Port Boston Free Of Red Ink

By JOHN MOGAN

BOSTON—Shipping and business still remain only fair for the port of Boston. Plenty of ships to be contacted, but most of them are in transit.

The SS Stones River (Pacific tanker) paid off in Portland after a five-month voyage, with loads of beefs and exactly 43 loggings.

Brother Sweeney covered this payoff and spent three days in Portland (where he said icicles hung from the chandeliers in his hotel room) ironing out the beefs and straightening out the logs.

The wind-up of the latter was that all were cancelled by the Master. This tanker was crewed by two-thirds SIU men and one-third SUP. After the effects of the first big grog party in five months wore off, the crew turned out to be a good gang.

### EASTERN NOT READY

Shipping has been fairly good. Not only did the tanker take a full crew, but the scows in transit have been taking a few men each. Eastern has taken over the Samuel Parker and the Theodore Parker, both of which should be taking on full crews this week. However, it looks as though Eastern won't have its passenger ships ready for a while yet.

The outlook for the week isn't so hot. One payoff is due for tomorrow; but at the rate payoffs have been cancelled here recently, we won't be sure until the Commissioner is ordered.

Yet we can always figure on a couple of tankers to pay off and crew up in this vicinity. Then, too, we somehow always get enough diversions and unexpected arrivals to keep the port out of the red.

Rumors have been flying up from New York that it has snapped out of the slack spell, and that anyone who wants to ship fast has merely to grab a train for the big city; so there's no excuse for any member staying on the beach around here who wants to get going.

Latest information is that the Joshua Slocum (South Atlantic) and the Brigham Victory (Alcoa) are definitely going to payoff here in the next couple of days. Hence, we'll have to quit crying "poor mouth" until we see what else will develop.

## Rated Jobs In All Departments Are Going Begging In San Juan

By DAN BUTTS

SAN JUAN—This sun-bathed port can report excellent shipping during the past few weeks with every spare man being pushed aboard a ship.

In fact, the jobs have been so plentiful that we've had to go back into the sugar cane breaks and beg some of our members to ship. We've had rated jobs in all departments and not a soul in the Hall to take them.

Just so the membership can't miss the Hall when they become inclined to ship out we've hung a new sign out in front. Now you can't miss the Hall from any direction.

We have made arrangements to put two floodlights on it to illuminate it at night, so with the addition of the lights, SIU men from the ships will have no trouble finding the Hall after dark even if it's their first trip to San Juan.

### OLDTIMERS BACK

It is easy to see that some of the oldtimers are coming back to the rum 'n coke run, for on a meeting night half of the membership present is off ships docked at San Juan. Ah, this wonderful Island!

Not so wonderful, however, was the trouble that broke out last week. There was a slight shooting incident in Ponce resulting in the hospitalization of a Saloon Messman and Wiper off the Columbia Victory. The Wiper had three bullet holes in him

and the Messman had a cracked head.

They're going to pull through all right, but they had to learn the hard way that the Island is not a jungle for seamen to run wild over. Now they realize that the police down here do not get paid to curry to their whims and fancies, but make it tough on them if they get out of hand.

### GOOD IDEA

There were good crews on the Haiti Victory and Cape Hatteras that just pulled out of here. They



realize the necessity of paying dues at this end of the run as well as the other.

If all the ships that run in here regularly for Waterman and Bull would adopt the system of paying one month's dues up north and one month's dues down here, this Branch would not only pay for itself, but could be remitting money to Headquarters as well. So, suppose you fellows on this run give this idea a little consideration.

## Seafarers In Corpus Christi Were Kept Busy Past Few Weeks

By J. S. WILLIAMS

CORPUS CHRISTI—The past few weeks have been busy ones for the port of Corpus Christi. The Wolf Creek, American Pacific, came in with a clean payoff, and over at Harbor Island, another clean slate was found aboard the Newberg, Los Angeles Tankers.

Big Phillips is Steward aboard the Newberg, and the entire crew is singing his praise as one of the best Stewards in the SIU. Having a good Stewards Department makes for a happy crew, and they all looked happy to me. The few minor beefs at the payoff were quickly ironed out.

During the past week we also had a couple of unorganized ships in port which were covered and found to be very favorable for the SIU. The York and Cedar Break, both Pacific Tankers were in this week on the coastwise run, also the El Moro, American Pacific, likewise on coastwise, dropped in for a short while.

### ALL QUIET NOW

At the moment the port is quiet with all ships clear of the harbor, but we expect more tankers in very soon.

The crewmembers of the Newberg, before she sailed, gave me a letter asking me to have it run in the Log. They wish to correct a misstatement printed in the "West Coast Sailor" concerning their Chief Mate. The letter to the Log and "West Coast Sailor" is as follows:

"The crew of the SS Newberg are glad to report the perfect cooperation given us by the Chief

Mate, Mr. A. R. Truett. We read in the "West Coast Sailor" of his being like an old woman. We would like to apologize for the misinformed person who reported the statement. Mr. Truett is one of the best mates any of us have had the privilege of sailing with.

Signed: Deck Gang,  
SS Newberg."

And so it goes this week from Corpus Christi.

## AFL Is After 75,000 Southern Citrus Workers

ATLANTA—The AFL's southern drive last week announced a major campaign to organize the south's entire citrus industry now employing about 75,000 workers—the largest single group of workers in the south, except lumber and textiles, yet unorganized.

The AFL, according to Drive Director George Googe, launched the campaign on the basis of increased wage scales with "at least a minimum of 75c for common laborers."

In addition the AFL will seek unemployment compensation where now the citrus workers are barred from relief rolls by legislative action.



## Seafarer Killed In Accident On Daniel Huger

Jason M. Mickelson, 44-year-old Seafarer from Seattle, Washington was killed December 30 aboard the SS Daniel Huger, Mississippi Steamship Company in Mobile, Alabama.

Mickelson, a member of the Deck Department, was fastening hatch covers over a hold when he slipped and fell 50 feet into the hold. A City hospital ambulance and physician were called to the ship. The physician reported that death was caused by a fractured skull.

At the time of Mickelson's death the ship was tied up at State Docks being made ready for departure to Galveston, Tex.

## The Patrolman Says: On Performers

NEW YORK—We now have entered into a new year and have signed contracts with most of the operators. The officials of the Union have done their part, and expect that every member of the SIU will do his part by living up to these agreements and seeing that they are observed by each individual who rides our contracted ships.

Remember these conditions were not gained by being gassed-up and going up to the operators and demanding better conditions with more pay to the different ratings; but were won by the cool-headed negotiating committee who put in many long tiresome hours before getting to first base.

Now that they have played an errorless game and won the pennant, it for the members who sail these ships to govern themselves accordingly. The Union cannot be expected to stick out its chin for any member or members who, when gassed-up aboard ship, decides to have some fun by destroying ship's property.

### NOT FUNNY

It might seem very unimportant to the offender, but to the Union it is detrimental. For when a ship comes in port with legitimate beefs aboard they are taken up with the company by your shore representatives.

Sometimes the company refuses to settle the beefs with the representative for the simple reason there were some gas-hounds aboard who wilfully and maliciously broke open a lock to a foc'sle, or threw a few cups and saucers over the side.

Instead of settling the beef, the company wants to penalize the Union for the acts of these bad characters.

When these destructive acts occur with frequency, the company then thinks the Union is shipping unqualified men, whose only desire is destroying company property.

Therefore, take a tip from these few lines and govern yourselves accordingly so your officials can always look the operators straight in the eye at the payoff.

William Hamilton



By JOSEPH VOLPIAN

The Companies are putting on a big campaign to put the merchant marine permanently under the jurisdiction of the Coast Guard. Their claim is that the Coast Guard would run the merchant marine more efficiently and would maintain better discipline.

Since the formation of our Government, the merchant marine has always been under the jurisdiction of the Secretary of Commerce, where it rightfully belongs. We have had proof that the Coast Guard is not as efficient or fair as they claim to be, in the now infamous "Helen" case. Briefly, the following are the facts:

The crew was signed on the SS Helen under articles which described a foreign voyage. The signing on was not done before a Shipping Commissioner as the law provides.

However, the ship sailed and went to the West Indies and returned to New York which was the final port of destination.

The cargo was unloaded and the crew was paid. Several members of the crew quit and some remained aboard and other new men were assigned to the ship, who signed the original articles.

Subsequently several men from the Deck Department asked to be paid off and nothing was done by the Master to comply with their request.

### NO ARTICLES

Shortly thereafter the Captain gave the men orders to stand by their unmooring stations for the purpose of casting off and supposedly to take the ship into the stream.

The men refused on the grounds that they wanted to be paid off, that there were several men short in the Deck Department and that in view of the past history of the Company, the ship would not anchor in the stream but would continue on to a voyage and on the further ground that the ship might sail without articles.

The good old Coast Guard was called in and took the men off and charged them with misconduct on two grounds; refusal to obey a lawful order of the Master on two separate occasions without reasonable cause.

The case was tried before a Coast Guard Hearing Officer who went far afield in his cross-examination of one of the witnesses. In the writer's opinion it

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was so prejudiced as to preclude the men getting a fair trial.

At the conclusion of the hearing, he ordered that the certificates be suspended for a period of six months.

### HOT POTATO

On or about the 4th day of August, 1946, an appeal was taken from the order of the Hearing Officer and immediately the wires and rails started to burn with messages and trips from the local Coast Guard officer to Washington as to who would handle this hot potato.

The idea was to take it direct to Washington; however, it was finally sent back to the local Commandant for a hearing of the appeal.

Finally, the appeal was heard by Rear Admiral Ed H. Smith and, to be frank, he did not know too much about the law in this case.

After argument on August 16, 1946, a decision was handed down by the Admiral in which he affirmed the findings of the Hearing Officer, but cut the suspension period from six months to three months.

### FURTHER APPEAL

On August 22, 1946, a further appeal was taken from the order of Admiral Smith to the Commandant in Washington. It was the understanding that a decision would be forthcoming in a short time on this appeal.

However, not having heard anything from the efficient Coast Guard, on October 10, 1946, a letter was sent asking that a decision be handed down.

On October 18, 1946, a letter was received from the Coast Guard stating that they did not receive the appeal and that it probably got lost in the mail. However, they would receive another copy of the appeal from the local Coast Guard office and we would be promptly advised of a decision.

On November 1, 1946, despite their previous letter, they asked for another copy of the appeal from us and again stated that the appeal would be preferred attention.

On November 12, 1946, another copy of the appeal was sent to Washington but nothing happened, so, on December 17, 1946, another letter was sent by us insisting that a decision be made on the appeal. Finally, about January 2, 1947, a decision was handed down which affirmed Admiral Smith's decision.

### MEN RAILROADED

It is our opinion after reading the decision carefully that these men were railroaded by the Coast Guard in an endeavor to set an example to all seamen that they are under their iron fist.

The decision of the appeal is absolutely contrary to law and further action will be taken to the Civil Court to break the unholy stranglehold of a military organization over a purely civilian industry.

These are just a few examples of the unfairness and inefficiency of the Coast Guard.

## What To Do: Some Departmental Suggestions For Chief Cooks

(This article is not an interpretation of the agreement as it covers the Stewards Department, but merely makes suggestions to that Department in answer to many questions raised by members. Each week an article is being run in the Log making suggestions to each of the ratings in the Stewards Department. This week's, the second of the series, is for the benefit of the Chief Cooks.)

After the Chief Cook reports aboard with his working gear, and turns his shipping card over to the Steward and Stewards Department Delegate, it is suggested that he follow the routine outlined below.

First check the ice boxes and storerooms as to their contents and the location of the various items, then have the galley cleaned and made ready for serving meals.

After this he should contact the Steward as to the menu, and with him work out the meal plan.

Following this enough frozen meat for about three days should be removed to the thawing box.

### HIS RESPONSIBILITIES

As is known, the Chief Cook is responsible for the condition of meat boxes and galley at all times, with the Second Cook,

Night Cook and Baker, Third Cook, and Galley Utilityman working directly under him. Also the Chief Cook is responsible for all food that is prepared and served from the Galley regardless of who cooks the food.

When the Chief Cook desires to work any member of the Stewards Department on overtime, it is suggested that he contact the Steward for authorization as to how many men to work. He should have the Steward Department delegate keep a record of this.

The reason for this is that many times, when overtime is disputed by the Steward, Company or Master at payoff, they all claim that they did not authorize the member or members involved to do the overtime work claimed.

### ADDITIONAL DUTIES

In addition to his other galley duties, the Chief Cook is responsible for all butchering where the agreement does not call for a butcher.

When a ship is paying off, the Chief Cook should make sure that the galley force prepares three meals for that day unless the ship is on subsistence.

(Next week the duties of the Second Cook will be discussed and suggestions made.)

## NMU Has Only One Weapon Left, Telling Lies About Seafarers

By HERBERT JANSEN

CHICAGO—As can be expected in mid-winter on the Great Lakes, shipping is almost at a standstill. The Milwaukee Clipper is the only ship calling for men from this Windy City port, and only a handful of men are on standby jobs aboard the sand boats.

Most of the Brothers who have layed up their ships for the winter are still dropping around the Hall to keep up with the latest and pick up the *Seafarers Log*.

An article printed recently in the *Pilot* accused the Great Lakes Secretary-Treasurer, Fred Farnan, of selling out the Lakes seamen by only asking for a ten percent increase in wages for 1947.

To this I say: How can an outfit condemn anyone when, based on their record all down the line, they have been riding the back of the SIU? There is one thing they will not print and that is the true facts.

### PLEASE FIND OUT

If the author of the accusation does not know the facts, he should first find them out. Of course, when he finds out the real story, he will not come along later and issue an apology for misrepresenting the issue, but will rely on the lies he fabricated to mislead the Lakes seamen.

Their phony baloney does not fool anyone any longer. Their commie tricks and labor baiting tactics only aid the companies by putting the anti-union sentiment in the minds of some of the men who had the opportunity to be associated with that so-called union, the NMU.

I wonder what the writer of that accusation thinks the response of SIU members will be, when they are the ones who

make all the decisions on wages and conditions?

### UNION REPRESENTATION

You members of the NMU, Lakes Seamen's Union, and unorganized seamen: Ask the SIU seamen. Find out for yourselves. You will find out that it's not what it's smeared to be, but just one more attempt to discredit the SIU on the Great Lakes.

When you get the straight dope, then join up with the SIU and get acquainted with the operation of a rank and file union. Get Union representation, not commie domination.

At the Chicago Hall we're holding checks covering the difference in lay-up aboard the SS Gilbert for C. Brown, A. Kellison and F. Plante.

## Local 88, MM&P, Beats Commies

(Continued from Page 1)

est number of votes received by any of the candidates backed by the CP was no more than ten to fifteen percent of the votes garnered by the winning candidates. Four men on the communist slate got less than 50 votes apiece.

The results of the election in Local 88, in which the communists and their followers gained little comfort, are reflected also in the national election of officers for the MM&P.

A complete slate of anti-communists was elected for the national organization, and there is little doubt that the commies have lost even the slight bit of prestige they had left in the MM&P. Their actions during the strike showed them up for the finks and scabs that they are.





# SHIPS' MINUTES AND NEWS

## SHIPMATES

### Brazil Crew Nips Purge Of Delegate

When the First Engineer of the SS Brazil Victory attempted to "purge" the Engine Department Delegate while on a trip to South America, the crew quickly rallied behind the representative from the Engine Department and squashed the attempt.

At the shipboard meeting held aboard the Brazil Victory, Dec. 8 the matter was introduced and the minutes state, "The First Assistant told the Black Gang that if they did not get a new delegate they would not receive time off in Santos, Brazil."

Ignoring the First Assistant's demands the crew quickly gave a vote of confidence to the delegate when he asked if they wished to elect a new delegate. The entire department expressed complete satisfaction with the work of the present delegate.

Suspecting a possible onslaught on each departmental delegate Brother Terrington mov-



ed that "the crew reaffirm their stand behind all departmental delegates and recognize them as their delegates regardless of whether they please the ship's officers or not. If the delegates carry out their duties and live up to their end of the agreement the crew will stand solidly behind the delegates."

The motion carried and with the crew solidly behind the Black Gang Delegate they went on to the next order of business.

Spider Korolia then suggested that the SIU booklet, "Here's How Brother," be placed on the bulletin board in the messroom so all tripcard and pro-book men could read and study it.

Disposing with the remaining items on the agenda the meeting adjourned with all problems and grievances out of the way once more.

### 'Caps Off' To Mrs. Burns

The Wild Ranger crewmembers had no lack of reading material on their last trip thanks to Mrs. Ruth Burns, wife of Bosun Joseph Burns, who provided the boys with an ample supply of books and magazines to occupy their off-watch hours aboard ship.

Mrs. Burns, has been collecting books and magazines for SIU



Don't let that saucy sombrero throw you off. The wearer, Richard Pinckney, is not from "Down Under." He's a Seafarer and a good OS, formerly of the BV Coastal Defender.

Pinckney is an able hand with the camera, too. The photo at the right was taken by Brother Pinckney just as his shipmate, Bedroom Steward Stiles, was about to light up for a few relaxing puffs.

The men were photographed on the deck of the Coastal Defender on a recent trip to Baffin Island, Canada. Included in the vessel's itinerary was a stop at Frobisher Bay, where the Defender unloaded oil drums.

Brother Pinckney recorded most of the trip's highlights with his candid camera.



### New Orleans Brothers Lose A Non-Alcoholic Weekend

All "Lost Weekends" aren't lost in whiskey bottles, despite the prevailing conception inspired by the motion picture of the same name. Lots of weekends are lost down the drain less spectacularly than those of the alcoholic variety, but they are just as night-marish, nevertheless.

Last week, down in the bustling port city of New Orleans, a precious weekend of the non-alcoholic type was lost, like many another before it. Lost, but quickly forgotten, since it is kind of a routine loss, and it gives the losers a certain satisfaction in knowing the job is done.

#### TOUGH TALE

The harrowing experience was contained in a little item entitled "Facts in the Life of a Pie-card, or Blues in the Weekend." Authors of the piece were a trio of hardworking musketeers known at 339 Chartres Street as "Buck" Stephens, Dick Birmingham and Red Bibbs, who are Acting Agent and Patrolmen, respectively, at the New Orleans branch.

These three lads heard a member say, "You're a lucky stiff, being able to hold a pie-

card's job and be home all the time."

Brothers Stephens, Birmingham and Bibbs moaned and groaned as they tried to get a mental picture of what they vaguely recalled as home. Failing this, they jokingly got their heads together and came up with: "Pie-cards don't keep logs of their work but if they did, it would run something like this . . ."

Then followed a log of their last and lost weekend. Here it is:

**Friday evening — The Hall closed and a bright look came across the faces of all hands as they prepared to leave for home to get a good hot meal, and the old lady or the girl friend. Temperature around 30; raining to beat hell. Pie-cards paying off the SS Bienville leave the Hall at 8 p.m.**

**Saturday noon — Hall closed at noon. All hands look forward to a rest over the weekend. Pie-cards paying off the SS Grange Victory. Temperature still around 30; still raining to beat hell. Finished paying off about 3 p.m. Figured on going home.**

**Saturday evening — Emergency call for the MV Fire Island to pull a ship off the beach at the Point. Vessel seven men short, including all cooks. Scouting around for cooks.**



**Find cooks. Now 9:30 p.m.: don't feel cold any more—too damned numb to feel anything. Sufficient crew acquired to sail ship. Now 11 p.m. Temperature dropped, like our resistance, to 28; still raining to beat hell.**

**Sunday morning — Call received for five more men for the MV Fire Island. Transferred them from the MV Watch Hill. Finally got the Cook down aboard at 12 noon. She's ready to sail. Yep, it's still raining to beat hell. Temperature, but not our resistance, up to 30.**

**Sunday afternoon all was quiet on the waterfront. Two of the three sagging Seafarers hit out for the sack to salvage what they could of the lost weekend. It being too busy during the week, one of the Patrolman visited the Brothers in the hospital on Sunday afternoon.**

"What the hell," they said, "two of us at least, got Sunday afternoon off. Besides, we had just as much fun."

### Note Pitched From The Samuel Johnson In 1944 Is Picked Up On Florida Coast

Somewhere in the mid-Atlantic Ocean on July 24, 1944, Seafarer John J. Dugina, AB, dropped a bottle over the side of the SS Samuel Johnson. In the bottle was a note bearing Dugina's home address. The incident was promptly forgotten.

A short while ago, more than two years after Brother Dugina had pitched his bottle-enclosed calling card into the sea, a letter arrived at the Dugina home in Clairton, Pa.

It was from a W. R. Freed, announcing that the bottle had been



picked up, quite by accident, on a Florida beach.

Mr. Freed and his wife, who live in Ashtabula, Ohio, are presently staying in Fort Lauderdale, Fla. Recently they were

driving to Key West when they stopped on the Overseas highway to take lunch at a roadside restaurant. Lunch over, they took a walk to stretch their legs before continuing the drive.

#### THERE IT WAS

"I walked up the narrow beach of Key West looking for shells," Freed said in his letter. Suddenly I spied a small bottle, which I thought had just been washed up since it wasn't even partially covered by sand.

"I picked it up and found your note, tossed overboard a couple of years ago.

Freed described the spot where the bottle was found as some-

where about halfway between the Florida mainland and Key West."

Aside from the satisfaction Dugina has derived from knowing that his note was found, the Freed couple's discovery has led to what may blossom into a friendship. Mr. Freed has already written several friendly letters to Dugina which have been answered.

Brother Dugina, now aboard a ship bound for Buenos Aires, previously had pitched a note over the side of the SS Cape Corwin. He is still waiting for word that someone has picked it up.

### MINUTES OF SIU SHIP MEETINGS DIGESTED FOR EASIER READING

**WACOSTA, Nov. 17—Chairman E. E. Vatis; Secretary W. R. Smith. New Business: Each man write down his own beefs and give them to Patrolman upon arrival in New York; that patrolman pay special attention to the matter of charging the crewmembers for medical treatment; to have the slopchest investigated for prices, also why the slopchest was opened only at coffee and dinner hours. No notice was given when it was to be open and no price list was posted as per agreement. Motion carried that crew stand behind the Steward in getting his papers back that were suspended in Shanghai for selling butter that had turned rancid. Motion carried that arrangements be made to stop the Captain from interfering with the way the Steward runs his department. Good and Welfare: Mo-**

**tions carried: to have the water coolers and iceboxes fixed before the ship sails; to have new mattresses and mattress covers before ship sails; to have the ship fumigated; to have fans put in all rooms as per agreement.**

~ ~ ~

**COUNCIL CREST, Dec. 26—Chairman Blackie Gardener; Secretary C. G. Foley. New Business: Ice boxes and stores to be checked by Patrolman immediately upon arrival.**

~ ~ ~

**JEAN LAFITTE, Dec. 22—Chairman Anna; Secretary Foucek. Motions carried: to post minutes of previous meeting; that working rules and Constitution be posted in crew's mess on day of signing articles; that crew go on record to post the minutes of this meeting with the repair list in Balti-**

(Continued on Page 11)

# Digested Minutes Of SIU Ship Meetings

## SEAFARER SAM SAYS:



## CUT and RUN

By HANK

Last week we somehow came to the conclusion that we lost our touch with life, especially with the idea that there isn't anything new under the sun or even on ships, when we met two of the most sociable and humor-filled couples, Night Mate Alex "Baltimore Ski," with his wife, Deck Engineer Claude Davis, with his wife, and then bewilderingly introduced by proxy to George, the rabbit. Believe it or not, Davey Jones will turn over in his locker amidst the graveyards of ships when he gets a wet wind of this yarn. Well, being cold sober and neutral by forceful habit in all things, heard or seen, we were absorbed into the mysteriously humorous confidence of Brother Claude Davis, who owns and ships George, the sea-going rabbit, who was shanghai'd from his monotonously hopping land-lubbing life in Wellington, New Zealand.

First, we thought he was just pulling our gullible literary leg. Then, sinking deeper and deeper, with doubting eyes, we started shaking all over at the thought that he might leave our leg alone and just pull out the darn rabbit out of the fedora sitting on his head. Well, to cut the carrots short, George is a bonifide active sailor of a rabbit who has been sailing for two years with his master, is all white in color and rather large in size for a rabbit. Well, Brother Claude Davis, don't forget when you and George come back from your trip to Belgium, come up to the Log office and get yourselves photographed. . . Brother H. M. Benson said that when he and a few other shipmates hit the Calmar company stiff in the office with a 24 hour notice of quitting, plus a technicality involving money, the proud fink of a stiff answered them with these famous finky words, "Okay, I'll pay you the money because of this technicality but remember when you're cold and hungry on the beach, we'll remember it too!"

Brother Benny Gonzalez, who registers all men for shipping, wants to hear from his shipmate, Herman Troxilair, down in New Orleans, whom he hasn't heard from in six years. Also from Vincent Cook if he's down in New Orleans, too. . . Chief Cook Jerry Lima and Steward Robert Pillow just came in from a four and one-half month trip to the Far East with an old man who wasn't worth anything. Brother Lima, went back to his home town of Tampa and Brother Pillow headed for good old Tennessee. . . Angus "Red" Campbell says that the Pittsburgh Marine Hospital is the best of all. He went there for a blood test and they asked him if he also wanted a tooth pulled out, or perhaps something else done, too. . . Oldtimer Lennie Grantham just blew in from an intercoastal trip.

"Carioca Red" Benway, while trying to shanghai some others, was shanghai'd himself for an oiler's job and we heard that it must have broke his good old shanghaiing heart to get caught so fast. . . Electrician Mike Kolonik went on the Madeline Victory for Germany and Antwerp and Electrician Nick Zeverino grabbed the Martin Victory for a trip to Germany, too. . . Ropeyarn Charlie Rappold anchored in and out of Snug Harbor for four years of more, just same back from a 12 day trip. Keep it up, Ropeyarn, you're doing swell. . . Mario Franciose is waiting to ship out with those familiar thumbs stuck in his vest. . . Attention Brother George Di George, how was your new job, after all? . . . Old timer Chester Brewer is in town right now.

George Curran, a Great Lakes sailor, says that the SIU better start increasing its organizing work in a bigger and wider scale.

(Continued on Page 13)

(Continued from Page 10)  
more so that new crew will sail until repairs are made; that legitimate overtime disputed must be paid before crew signs off. Suggested and agreed to keep messhalls clean, and that foc'sles be cleaned before leaving ship.



MAE, Dec. 10—Chairman R. Schinger; Secretary Alfred Baker. New Business: Motions made and carried that the following be attended to: have heat in crew's quarters while in Baltimore; move wipers into spare room on main deck; change brand of coffee now in use; have Steward order electric coffee pot and glasses for Crew's mess; move one of the small urns that are on the ship and out in use to the crew mess. Repair list read and attached to minutes.

COUNCIL CREST, Dec. 19—Chairman H. J. Collins; Secretary C. G. Foley. Delegates reported all in order. New Business: Motion to have the Union investigate the slopchest in regards to quality, quantity and sizes of clothing. Motion carried that repair list be made up in triplicate, one for Union, one for company, and one for next crew.

### 'Frozen' Freezer Gets Cool Treatment

From time to time you hear of guys whose enthusiasms for their jobs reaches such a pitch that they find it necessary to continue their work on their off hours.

One such enthusiast is a guy who recently shipped on the SS Helen as Chief Freezer, according to the minutes just received. On his night off he couldn't refrain from oiling up his own motor. He did such a neat job that for two days he was frozen stiff—and not because he didn't pour enough alcohol into his radiator, either. He didn't start thawing out until sailing time approached.

One hour before the Helen was to put out to sea, the Freezer quit the ship cold. His icy attitude left his more Union-conscious shipmates cold, too. They can't warm up to guys who conduct themselves in such an un-Unionlike manner.

So, at the shipboard meeting, the Helen men passed a motion censuring the refrigerated crew member and called upon the SIU to reprimand him. The minutes stated:

"The SIU has the best contracts ever negotiated, and the only way we can be assured of continuing to have the best, is to live up to the spirit and letter of the contract. Drunks, troublemakers, etc., cannot be tolerated, as this tends to weaken the Union's bargaining position."

It also weakens the position of frozen Chief Freezers.

MANROPE KNOT, Nov. 24—Chairman Casey Jones; Secretary Jim Connors. New Business: Motion carried that certain fines be assessed against any brother that does not assist in keeping the mess hall clean by keeping ashes and cigarette butts in their proper places, etc. Motion carried that company order three electric percolators and two, four slice master toasters. Motion carried that Bosun designate a man to clean up the laundry. Amendment: that Bosun designate man to clean the laundry and to receive overtime for so doing, and that in the future the Deck Dept., Engine Dept., and Steward Dept. rotate weekly in keeping it clean. Good and Welfare: Open discussion on the new agreement.

ALCOA PEGASUS, Nov. 13—Chairman Bosun; Secretary Rathbone. Beef raised about the purser selling cigarettes to passengers while the crew is

rationed one carton a week. Discussion raised on the way food is served. Cold supper being served in pans to crew. Motion carried to notify the union about the way requisitions for stores were treated by the Alcoa brass hats. Motion carried for the delegates to see the Captain to reach a settlement in getting an outside waterline and head for the stevedores while in the BWI. Motion carried to see the Captain and see if the crew can get draws for U.S. money. It was unanimously agreed to have everyone wear trousers in the messhall.

OUACHITA VICTORY, Nov. 20—Chairman R. Carlson; Secretary N. Pratt. New Business: Motion carried that coffee on board be removed upon arrival in the States as it is unfit for drinking. Good and Welfare: suggested that meat laying out for purpose of thawing be covered because of engine soot. Suggested that Steward Dept. elect a delegate as ten days have passed already without that department being represented. Due to unexpected rough weather there was a shortage of salt and pepper shakers, but this was soon remedied with small glass jars. On this subject, better care of present furnishings was advised.

SS EVELYN, Jan. 5—Chairman Morris; Secretary Dodd. Minutes of previous meeting read and accepted. Three departmental delegates gave their reports as okay. Treasurer also gave his report. Condemned practice of leaving clothes too long in washroom sink. Cook stated he would have storeroom cleaned up. Motions carried: to have wash buckets for each man in each department; to put notice in washroom—steamline installed so clothes can be washed in buckets; port side of sink to be used for soaking clothes, and starboard side for clean. Electric iron needs repair, lockers and desks should be installed, percolators should be placed in several places. One minute of silence for Brothers lost at sea.

WILD RANGER, Jan. 6—Chairman Charles Bush; Secretary Sam Shatkovnick. Motion carried: to make list of repairs and equipment needed; hot plates, ashtrays for messroom; that Delegates check stores with Steward on boarding ship; to keep PO messroom open at all times.



HAITI VICTORY, Jan. 1—Chairman Paul Warren; Secretary Charles F. Habighorst. New Business: Motions carried: that the Patrolman contact the company in regard to putting glass covers in all portholes in crew quarters; that drain be installed in passageway leading to meat box; to have all flushing valves on toilets put in order; to have all springs in crew's quarters renovated. Good and Welfare: Discussion and suggestions of means and ways of keeping a clean and congenial ship. All members stood for one minute in silence in respect of deceased brothers.

CARLSBAD, Nov. 22—Chairman Steve Bradley; Secretary Ernie Lena. Delegates reports accepted. Good and Welfare: Motions made to fumigate entire ship; motion carried to take off sugar at next port. Motion carried to have glass ports installed. Motion made to have Bosun collect all fines and turn them over to patrolman. Motion made to get milk, vegetables, ice cream, etc., in Phila. Motion carried to get face towels that will last all trip.



# THE MEMBERSHIP SPEAKS



## Vertical Unionism Is Superior To Craft Setup, Brother Avers

Dear Editor:

In the Seafarers International Union many of us oldtime members do not readily agree with the statements of some of our Union officials that the Seafarer's is by far the most perfect of unions.

We can assume that these few officials mean perfection in craft unionism within our particular group affiliated with the American Federation of Labor.

The right to discuss, to deny, to challenge, is essential to the preservation of the democratic state. To deny this right of persuasion is to deny the basic principles of the American system. A democracy cannot exist without freedom of speech and freedom of the press.

Our system is founded on the conception that the majority of



the people possess ordinary common sense.

The best way to fertilize and nurture un-American doctrines and vicious racial theories is to prohibit their free expression.

### AFL PLAN

Under the American Federation of Labor scheme of organization the solidarity of labor is largely a myth. Every union stands on its own footing as a rule. In the old days crafts were a potent factor in the technique of production when craftsmanship was a guarded secret only to be revealed after a long and patient apprenticeship.

### SEAFARER OPENS CAFE IN ST. THOMAS, V. I.

Dear Editor:

Enclosed find card of the Paper Doll Club, a swell spot for Seafarers to meet and spend their time while in St. Thomas, Virgin Islands.

This club is owned by J. A. Giminez, a full book member of the Seafarers International Union. The Paper Doll Club has a cocktail lounge, and is the cleanest and nicest place in St. Thomas. It is not yet well-known, but once Seafarers visit the place it shouldn't be long before it becomes THE spot in St. Thomas.

Will you please arrange to have ten copies of the *Seafarers Log* sent to Brother Giminez' Paper Doll Club each week, so that the members coming in here will be able to get the latest news.

P. A. Carlson  
SS Alcoa Partner  
St. Thomas, V. I.

In these days of mass production no special training is required, most of labor being casual employees hired from the non-descript ranks of the unemployed.

The American Federation of Labor still clings to the old-fashioned ideas of a collection of affiliated unions, each composed exclusively of skilled artisans working at the same craft, usually with the impression they assume as the aristocracy of labor as being above the unskilled worker.

Craft unions recognize the right of the Capitalist system to exploit labor. It prospers when there is a large turn-over of labor power. It declines when the cyclical over-production of surplus value precipitates a panic.

It is increasingly helpless to protect the worker as the rate of surplus value increases with improved technology.

### OPPONENT OF DEMOCRACY

Capitalism has a government of its own outside the sphere of politics. Its opposition to democracy is instinctive and inevitable for the reason that democracy rests on human values, while capitalism rests on property values.

Revolutionary ideas are going on every day and most of them make no noise. They are a necessary function of life. The only things that don't move are dead things. Civilization is a living organism.

We seek to create the "Brotherhood of the Sea." Can we do such

chained to outmoded ideas that have outlived their usefulness? Political action has never been anything under capitalism, but an instrument of demagoguery and social deception for the purpose of maintaining the exploiting class in power.

### POWER SOURCE

The source of all power is still at the point of production. On the job where wealth is produced. The capitalist class long since abandoned isolation and has organized a class to control production. The working class must do the same.

Its only refuge from economic and social oppression to the level of absolute slavery is in "Industrial Democracy."

This is the basis for a real industrial union and its form of organization. To offset the remarks of my more conservative Union Brothers, permit me to take from Lincoln's message to Congress in 1861:

"It is assumed that labor is available only in connection with capital; that nobody labors unless somebody else owing capital somehow by the use of it, induces him to labor. Labor is prior to, and independent of, Capital. Capital is only the fruits of labor, and could not have existed if labor had not first existed. Labor is the superior of capital and deserves the much higher consideration."

Joseph S. Buckley

## Palmer Of Malden Victory Reports From Bremerhaven

Dear Editor:

Just a line to let you know the whereabouts of the SS Malden Victory of the Waterman line. Since I am a firm believer in the old saying that "the proof of the pudding is in the eating" I am not turning in the news of this voyage until we get in.

However, so far, the Mates and Engineers, most of them old SIU men, have been giving the boys a pretty square deal, and I think they realize the aid the Seafarers gave them in their last strikes.

The Army is in charge of this port, and, as usual, is really making it hard on the guys to have any shore leave.

### ANTINOUS VICTIMS

There are several guys in the hospital here, some of them SIU men. I went out to see Joe Louis and Whitey Bilde, who were in the accident aboard the SS Antinous, a Waterman ship, when the boom fell.

Bilde has a broken back and a fractured skull. He is hoping to get the support of our legal department and the Antinous crewmembers who witnessed the accident. I told him and Joe that we of the Malden Victory were standing by, and that they should feel free to call upon us if a problem arose.

### COMING HOME

Louis' hip was thrown out of joint, and he might beat me back

on a hospital ship. If you see him you can get the details of the accident.

"Sweetwater" Jim Matheson is serang on this ship, but the brine is slowly sinking in his sailors. We hope to be in New York almost by the time you receive this letter.

Best wishes to all for the New Year.

Jerry J. Palmer,  
Bremerhaven, Germany

## READER, PLEASED WITH THE LOG, GIVES IT PRIORITY

Dear Editor:

I really enjoyed the latest issue of the *Log*.

What with Joe Curran seeing the light of day, I suggest that his "team" song be "Sooner or later you're gonna be comin' around." His "eulogy" was a real tear-jerker.

Then there was the ship's menu, which ran in the *Log*. It still has me drooling. Had I served the same, my grocery bill would probably resemble the national debt.

When the *Log* arrives, I usually drop whatever I'm doing (that's the day I do the ironing,) and relax to read. In no time at all the back page is staring me in the face. It should never end so abruptly.

Tillie Bishop

## CHIEF COOK ON THE SEATON RATES TOPS

Dear Editor:

I was asked by the crew of the SS William Seaton on voyage No. 7 to write a few words of praise for our Chief Cook, Ed Seeley.

This is by no means the first write-up Ed has had, but if gets one in every issue of the *Log*, it is nothing more than he deserves.

I haven't been going to sea so long, but Ed is the best cook I have yet run across. He can make that old frozen chicken, turkey, etc., taste like it came fresh from a poultry market to the galley.

Ed Seeley also backed up the Steward, E. E. Foster, who received a big write-up in the Dec. 13 issue of the *Seafarers Log*. On the next trip we discovered that if we hadn't had a good chief cook, things would have been a hell of a lot different. You won't find a better complete Stewards department, than we had aboard this vessel last trip. These men are, with possibly one exception, tops.

Ed left us in New Orleans for his Christmas vacation, but we sincerely hope he can be with us again after this trip.

Roy W. Kilman

## 'FULL AHEAD' PULLS SEAFARER OUT OF THE BARREL

Dear Editor:

As a member of the SIU, I understand that I can have the *Log* mailed to my home. If that is so, I should like for you to place my name on the mailing list.

Here is a personal item that may prove interesting:

When the SS F. S. Bryant (Standard Oil of California) left Chester, Pa., on Nov. 11, I was left schooner-rigged as all my clothes were in the laundry.



Nov. 11 was a legal holiday, therefore the laundry was closed—so no clothes.

When we called at Baytown, Texas for a load of gas it was Sunday—so no clothes. By then, my one suit of clothes were in pretty bad shape. The Capt. G. A. "Full Ahead" Johnson came to the rescue.

From his own duffle bag, he took a suit of khakis, which he turned over to me.

The question I'd like to raise is why we can't have more Skip-pers like Captain Johnson?

W. C. Hall,  
Mineola, Texas

(Editor's note:—Your name has been put on the mailing list. As for why we can't have more skippers like "Full Ahead," we guess that you'll find good and bad in everything.)

## Log-A-Rhythms

### The Search

By Vic Combs

All my life I searched for something,

What is it I've never known;  
Sometimes thinking that I've found it,

But always ending up alone.

Seeking, searching through the shadows,

In the gloom of heavy night,  
How long must I be a wanderer,  
When will it shine my light?

Will I ever be contented,

Will I find my happiness at last,

Or has the life I've always looked for

Expired along the roads I've passed.

### Only The McCoy

By Vic Combs

Mary's found another lamb,

Jack another Jill,  
Now when they come tumbling down,

It's on another hill.

Little Boy Blue has a brand new horn,

His fun has just begun,  
But I don't want a substitute,  
It's you I want or none.

### Patience

By Vic Combs

If you have tried and haven't won,

Never stop for crying;  
All that's good and great is done,  
Just by patient trying.

Though the sturdy oak has known

Many a blast that bowed her,  
She has risen again and grown  
Sturdier, loftier and prouder.

Though young birds in flying fall,  
Still their wings grow stronger;

And the next time they're able  
To stay up just a little longer.

If, by easy work you beat,

Who the more will prize you  
In making victory from defeat:  
That's the test that tries you.

## Log Available In Copenhagen

Dear Editor:

I operate a Union cafe and cater to seamen from all over the world, among them many men from the Seafarers International Union. I would be interested in receiving five copies of the *Log* every week for the men to read in my place.

Erik H. Recluse  
Restaurant Tria  
Fr. Nansens Plads  
Copenhagen, Denmark

# Labor Gains Traced To Economic Action

Dear Editor:

An article which I wrote for the Nov. 29 issue of the *Log* has drawn comment in letters written by two Union Brothers and appeared recently in the *Log*. In his letter, Brother Bennie Goodman agreed with most of what I had to say, except that he takes issue with my advice to the men to vote.

I will continue to advise the men to vote, although in civic affairs it is meaningless since professional politicians do all the nominating of the various candidates without consulting the average citizen. That is one thing. But voting in our Union elections is another.

## DEMOCRATIC CHOICE

Every full book member with the proper amount of sea time can nominate himself. Therefore any office can have any amount of candidates. Voting in such an election is expressing your right to pick the candidate most suitable for office. I say that voting is the democratic right to choose, and no vote at all means that an election is a foregone conclusion.

Also, I differ with Brother Goodman in his idea that a Labor party such as he suggests would solve Labor's problems. All that Labor has accomplished has been through economic strength. Labor's duty is to obtain the best possible wages and conditions in each trade. Playing politics would leave the door open for certain factions, such as the communists and fascists, to gain a stronghold with the sole intention of using Labor to destroy the so-called capitalist system.

The power that would take over would soon outlaw Unions in the same manner as occurred in Germany, Italy and in the communist-dominated countries.

We would see the entire American labor movement destroyed, and a dictatorship, such as now exists in Russia, put in its place. Until the time when such elements are removed from the American Labor movement, we who represent Labor should continue to ignore politics. We should continue concentrating on the improvement of wages and working conditions for all American labor.

## ANSWERS BOTH

I was also asked two questions by Brother Brady: "Does Labor have a political responsibility," and "Can Labor escape political responsibility." I believe my answer to Brother Goodman also answers Brady, and I don't think it necessary to go further into debate, except to say to Brother Brady that the section in the Union Constitution he referred to was meant for business meetings.

Also that the *Log*, which is one of the very few papers that print the truth, has the right to publish such articles as was written by himself (Brady), Goodman, myself or any other member without violating any constitutional rules. This ends any more discussion on this subject as far as I am concerned.

L. Goffin

## 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.

## SHANGHAI USS HAS PRICE LIST LIKE WALDORF

Dear Editor:

At a shipboard meeting today (Dec. 22, 1946), the members of this ship, the SS S. M. Babcock, voted to have a letter sent to the *Log* revealing conditions at the United Seamen's Service club in Shanghai, China.

Our Mrs. Gallagher is presumed to be in charge there, but the place is actually run by Russians, aided by Chinese. We found them to be overbearing in their attitude toward seamen. Mrs. Gallagher and the other American workers are seldom seen, and only show up to settle the frequent disputes between seamen and the Russians or Chinese. All such arguments are decided in favor of the employees and the seamen are threatened with disbarment from the club.

The Russian and Chinese employees are actually the bosses, and number ten times more than are needed. All of them eat there and are served far better food than is put out for the seamen. They are welcome to unlimited seconds.

## FABULOUS PRICES

The fabulous prices charged to seamen are as follows:

The seamen pay \$1.25 per meal, usually consisting of one egg on hash. They must pay again if they request seconds.

A hair cut is 65 cents, a shave 40 cents. Beer is 30 cents for a 12 ounce bottle, and Coca-Cola is 15 cents. A ham sandwich costs 20 cents.

If you can't make the ship, a bunk cost \$1.00 per night and the bed linen hasn't been changed for



a couple of weeks. And you have 49 roommates to keep you company. Beer is drunk from bottles, not glasses.

Coffee is 10 cents a cup, while a ham and cheese sandwich is 30 cents. We could go on writing of prices, but I think these will do.

## WHAT PRICE CIGARETTES

Cigarettes are only for the beachcombers, who get Raleighs and Old Golds. Other brands, it is said, go to the black market where they can be had for 40 to 50 cents a pack. Cigarettes stamped "sea stores" are on sale in thousands of Shanghai shops and stores.

The club employees acts as though the place is their private home, and seamen are made to feel they are unwanted interlopers.

The joint is 100 per cent NMU. We of the Seafarers have two strikes on us before we learn the score. The Russian influence causes that situation. Seafarers are tolerated but made to feel we are intruding on a private party.

## NMU PREFERENCE

Members of the NMU, always in the majority there, have to put up with the same high prices and poor services. They are given



## BELMONT CREW BEFUZZLED BY CURRENCY SITUATION ABROAD

At a recent shipboard meeting aboard the SS August Belmont the question arose as to a draw in the next port. Most of the membership wanted an American currency draw as per the agreement. It was suggested that the matter be broached to the Skipper. The Skipper answered that it was not up to him but was for the Agent in the port to decide.

The port in this case is Gothenburg, Sweden. Since this country was neutral during the war, the men decided that the draw should be in American currency, but we got our draw in Swedish currency.

We would like to know—and have the rest of the membership know—for the future, just what the answer is in a case like this. Perhaps you can answer this question. When and where can a draw be made in American currency?

Walter S. Balzer

Answer:—It appears that the question of a draw in American currency in foreign ports is a bit difficult to obtain these days because of the muddled foreign exchange situation. From what we were able to learn, American dollars are not always available in many places. Most nations, as a result of the war and its effect on economic conditions are having a difficult time trying to stabilize their currency. International exchange rates are not stable.

Although agreements call for a draw in American money when so desired, it appears that there is no penalty if American currency cannot be provided. The inevitable post-war mixup and confusion makes it difficult to press the point. We did learn, however, that as soon as the foreign exchange situation is under control—which the World Bank is presently trying to accomplish—the SIU will take action to see that Seafarers get their draw in the currency they want.

## CUT and RUN

(Continued from Page 11)

especially in the biggest unorganized outfit over there, the Lakes Carrier Association, and also get distribution of Logs, pamphlets, etc. . . . Brother Bing Miller had a bad day last week. He fell asleep while waiting for a ship . . . Teddy Babkowski, a Wilkes-Barre, Pennsylvania man, is anchored in our big town right now . . . Paul Hellebrand is waiting for a ship after just finishing a short trip to Puerto Rico . . . Did Eddie Mooney who is trying for a bartender's job aboard some passenger ship, quit his bartender's job in the Midtown Cafe because the Cafe just don't enjoy or appreciate any more visting Seafarers?

↓ ↓ ↓ ↓

Little Jimmy Crescitelli, and his slightly visible mustache, blew in last week, well dressed, looking rich and feeling happy, after being away from the U. S. A. since January of last year. Jimmy hit lots of ports and ships, while out in the Far East, played the horses in Manila, and was treated swell by the crew of the Alcoa Pilot when they got off the ship when it was sold to the Chinese . . . Here's a letter dated January 3, 1947, from Tommy Murray and Bob "Indian" Beliviau, over there in Sydney, Australia:

"Well, Hank, we just thought that the ex-beachcombers would drop a line or two to let the beachcombers know how much we miss Puerto Rico. Well, we sure are taking a long way back to the islands. First, we're headed up to the Persian Gulf, then to South Africa and then Trinidad. Anyway, give our regards to Bud Ray and Dan Butts. P. S. Tommy sure misses Caledonia and Bob misses his Cuba Libra, indeed."

preference in other ways, however. This is due to the fact that Mrs. Gallagher is an NMU stewardess.

These prices quoted above went into effect when the seamen got their raises. The reason for this letter is to let the other Brothers know the joint is phony, and not as nice as it was written up in the *Log* once before.

Crew of the SS S. M. Babcock, Voyage No. 16



## Land-Locked Seafarers Wait Patiently For Army Payoff

### HIGGINS COUNTS DAYS UNTIL HE CAN SHIP AGAIN

Dear Editor:

As a Seafarer now in the Army, I would like to address this letter to my Union Brothers:

How is everything out there on the coast? Fine, I guess. As for me, I can't say I'm enjoying myself. I'm certainly not. I sure wish I was out there with all you lucky dogs (sea dogs that is.) But I guess someone has to be in the Army.

Since I have been in this Army I have been shipping with two of our West Coast shipmates, Frank R. Dutra and John J. Samaroff. From now on the three of us are counting the days, hours and minutes until we can head for the nearest seaport so that we can ship out with our old pals and shipmates.

Just now we are in the training school for army paratroopers. We would like to hear from some of the old salts we used to ship with in the good old days. How about a few lines from the other side, boys?

I'll be waiting to hear from

### GI SEAFARER WANTS THE LOG AND LETTERS

Dear Editor:

Army life is a little lonesome, especially way out here. Most of all I miss the waterfront, so how about sending me the *Log* to make life a little brighter for me.

If you print this letter please include my address and a little note asking some of my shipmates to drop me a line.

Thanks a million and don't forget the Seafarers Log.

Pvt. Marvin (Blackie) Stewart  
Squadron BN-8, Flight 1464  
Indoctrination Div.  
Air Training Command  
San Antonio, Texas

(Editor's Note:—Life should be somewhat brighter for you soon—the *Log* is on the way. We're hoping your shipmates will write to you.)

you. Until I do I'll say "smooth sailing."

Pvt. Leo (Tommy) Higgins  
RA 13247033  
Co. D, 1st B'n.  
T.A.B.R. T.I.S.  
Cl. B-17  
Fort Benning, Ga.

## Rank And File MEBA Man Urges Convention To Bolster Union

The following letter was submitted to President Hogan and delegates to the MEBA convention by C. F. Berglund, a member of that organization, with copies also being sent to the American Marine Engineer, MEBA publication, Seafarers Log and official organs of other maritime unions.

Mr. Berglund, in his letter, points up the weaknesses of the MEBA, and makes various suggestions for improving its organizational structure. As the letter contains much of interest to unlicensed seamen it is printed here in its entirety.

### TEXT OF LETTER

Open letter to President Hogan, Delegates to the MEBA Convention and the membership. Greetings:

Another MEBA convention is about to convene. I hope it proves to be a successful and long-remembered one. I write these few lines as honest criticism and hope that you and the delegates consider them as such.

Mr. President and delegates of the convention, the rank and file members of the ocean-going Engineers want to complete revision of the constitution for reasons which will follow, even though bluntly and crudely presented.

About 1941 a member of the Firemen's Union got a license and started sailing in it. He refused to join the MEBA stating that it was a phony union with a phony agreement.

When reminded that, since he was reaping the benefits of their negotiations, the least he could do was join up, pay dues and contribute to the support of the only organization in the field, and that if he thought the outfit phony, pitch in and help change it.

He did join up, regularly pays his dues, and still says the outfit is phony. Thousands have since followed in his footsteps and the MEBA, in comparison with other maritime unions, remains the same backward, do-nothing, propose-nothing, have-nothing union. How come?

### MANY REASONS

The reasons are many and varied. The main reason is faulty organizational structure. The MEBA is composed of a migratory membership, but is organized in locals of a shore-side nature. Each local is a union all in its own—complete and absolute, which is not compatible with a traveling membership.

For example, a member of one local cannot introduce or vote on a resolution at any other local, even though that resolution is of vital importance to all locals. Technically speaking, a member of one local has no business in any other local outside of his own, and is quite often told so.

There is no exchange of minutes between the locals and very little cooperation. During the last strike, San Pedro Local 79 was assessing its working membership 10 percent. Members not working were fined for not picketing. San Francisco Local 97 assessed its working membership 25 percent. Members not working and not doing picket duty

were heavily fined. Portland Local 41—no assessments and no fines for failure to picket. Seattle Local 38 — no assessments, although they fined their membership for missing picket duty.

The above doesn't speak well for an organization that is supposed to represent a migratory membership. Every one was picketing for a common cause yet there were different values or fines for failure to do so.

### FEW GAINS WON

It is true that the MEBA has made monetary gains in the past 12 years, but everyone knows that the unlicensed groups have tossed those gains at us.

However, those gains are not in proportion with gains made by other maritime unions since 1934. The MEBA has made little or no gains in working rules, which is the heart of all agreements and no improvements in shipping rules, or conditions.

Shipping rules would be in the bag if we were solidly and centrally organized. Why can't the MEBA do the same instead of sitting around like ducks on a pond?

Speaking of conditions — how come Mates, Pursers, Radio Operators, Stewards, and sometimes, Cadets have better quarters than Engineers? How come the Engineers is the only maritime union without a decent set of working rules? How come the MEBA has no building program?

How come the MEBA is only 40 percent organized on the east coast and 90 percent on the west coast? How come unlicensed men such as Electricians and Freezers take home more pay than a lot of Engineers and work under a fine set of working rules with little or no responsibility?

### WORKING RULES NEEDED

How come unscrupulous Port Engineers are allowed to make unscrupulous Chief Engineers out of our membership with a bad effect upon the rest of the membership? Maybe a good set of working rules would stop that.

How come the MEBA is not organized on a nation-wide membership basis — compatible with a migratory membership with a national headquarters having the power to keep the financial records, issue membership books and weld the ocean-going engineers into a solid union, such as other maritime unions have?

The shipowners have organized themselves along such lines.

From a shipowner's point of view we don't present a united front and we will never have one as long as we are organized in our present local by local set-up without a headquarters.

We are indeed organized against ourselves. A chain is no stronger than its weakest link. We are a series of weak links composing the weakest link in the whole maritime labor movement.

### LIVE WIRE OUTFIT

Mr. President and delegates, unless the above questions and others are answered and solved in the near future, I am afraid the MEBA is ripe to be "taken over."

We smugly hold the collective bargaining certificates, but someday a live wire outfit will issue a few pledge cards and presto—an NLRB election will take place and the collective bargaining certificates will change hands.

Joe Curran was about to do the very same thing on the east coast a few years ago—except the MEBA obligingly went CIO, thus stopping one CIO union from raiding another.

A couple of months ago John L. Lewis relieved the United Licensed Officers Association of their certificates in the same manner.

I believe my remarks represent a good cross-section of the ocean-going Engineers—I hope you take no serious exception to them. I hope the New Year finds us with a bigger, better and more solidified MEBA.

Fraternally yours,  
C. F. Berglund

## Brother Recommends Action To Preserve Union's Gains

Dear Editor:

We all know that we have, and at the present time are, spending thousands and thousands of dollars in organizational work, endeavoring to make more jobs. We have gone to bat with the shipowners and have the best wages and working conditions a seaman has ever known.

The fact is very evident that at the present time we have more men than available jobs so this work must continue. I think it is high time that we begin, within our own ranks, an educational program and some process of education for some of the chronic performers in our outfit.

Since the time has come when we are receiving a livable wage I think the fact should be brought out that our employers have a right to expect a day's work for a day's pay.

### FILE

I also think that a file should be kept at headquarters on every

permit man, trip-card, and probationary member, and that blanks should be printed and furnished to each delegate on every ship, and that the delegate be required to give a report on each man on each voyage. In this way we could have something concrete to go on when a man comes up from membership. We would know if he is a good shipmate, if he is sober and reliable and also have several men's opinions whether or not he will make a good union member.

In this way the examining committee would not have to take one man's word. I sincerely think this process would eliminate a lot of our performers and in time show a real return on the effort given it.

I have been here several days visiting my mother, but will be back in the harness in a few days.

William F. Kuschke  
Caddo, Oklahoma

## QUIET PEACEFUL SPOT



This peaceful looking scene is of a public square in Ponce, Puerto Rico. Picture was taken by a Seafarer, who prefers to remain anonymous, while on an island run.

## Two Branches Ask Pre-Election Photos And Biogs Of Candidates

NEW YORK—The New York Branch, meeting on January 2, voted in favor of a motion by Brother Paul Hall to concur in a San Juan resolution that a short biographical summary and photograph of candidates running for

SIU office be printed in the *Seafarers Log*.

Brother Hall's motion also stipulated that the resolution be referred to the Agents' Conference for deliberation and further study.

The resolution from the Puerto Rico Branch points out that many new men have joined the Union since the beginning of the war, and are unfamiliar with the names and records of the candidates running for office.

Thus to insure greater democracy, as is the Seafarers constant aim, the resolution calls for amendment of the constitution to read as follows:

"During the calendar months of November and December, there is to be a photograph and short biographical summary of the candidates running for office, containing his efforts and progress in and for the Union, printed in the *Seafarers Log*, or any other periodical organ used by the Union to contact the membership."

In line with the motion passed calling for further study, the *Seafarers Log* is open for suggestions and comments from the membership, to aid the Agents when they meet to deliberate the resolution.

## Politicos Have One Union Guide, Rule Or Ruin

(Continued from Page 4)

looks to the SIU for leadership in fighting all seamen's beefs.

We didn't get to this point by listening to the commies, or any other selfish group. We gained our decent wages and improved conditions by economic action, and by honest trade union dealings. Let's keep our Union that way!

Let's be smart enough to learn from the NMU, and the other unions that are having trouble with these politicians. Treat them as what they really are—the betrayer's of the working class in general and of the seamen in particular.

No honest trade union can protect the worker and still follow the line set down by Joe Stalin or any other political commissar.

## Keep It Clean!

It is the proud boast of the Seafarers International Union that an SIU ship is a clean ship. Let's keep it that way. Although most of the crews leave a ship in excellent condition, it has come to the attention of the membership that a few crews have violated this rule. So they have gone on record to have all quarters inspected by the Patrolman before the payoff, and if the conditions are unsatisfactory, he has the right to hold up the payoff until everything is spic and span.

Remember that the Patrolman can only have repairs made if he knows what has to be done. Cooperate by making up a repair list before the ship docks. Give one copy to the Skipper, and one to the Patrolman. Then you'll see some action.

## Moran Towing Will Operate Two New Tugs

Seafarers who have a passion for ocean-going tugs will be pleased to hear of the two new tugs being bareboat chartered from the Maritime Commission by the Moran Towing and Transportation Co.

The tugs to be crewed by the SIU, are of the V4-M-A1 type, which are 194 feet long, 1118 gross tons and have Diesel engines developing 2250 HP.

During the war, 49 of these tugs were built and saw service all over the world, but since then most of them have been lying in the boneyard.

Moran is chartering the tugs for use in towing dredges to the Dutch East Indies for the Dutch Government. Up to this time most work of this nature has been principally in the hands of the Dutch and English, with American tugs used principally for coastal work.

# BULLETIN BOARD

## Old And New Wage Scales Of Seafarers Compared

The new contracts which the SIU has signed with the various companies have aroused a furor that is even yet being felt in the lives of seamen. Even if the other unions have benefitted by the same gains, following the successful General Strike of the SIU against Government interference, still the leadership in this advance is generally accredited to the SIU.

The original contracts have been printed in the LOG at the time each one was signed. This, however, has not answered all questions, since many letters still come into the New York Hall asking for copies of the new wage and overtime rates.

Therefore, for the benefit of all men sailing on ships contracted to the SIU, the LOG prints the comparative wage scales, showing the wages previous to the new agreements, the new wages, and the amount of the increase. Cut this out of the paper so that you can refer to it whenever you wish. These wage rates are for freighters only.

### DECK DEPARTMENT

Rating	SIU Old Wage Scale	SIU New Wage Scale	SIU Amount Of Wage Increase
Bosun	\$162.50	\$205.00	\$42.50
Bosun's Mate—Day Work		192.50	
Bosun's Mate—Watch		180.00	
Carpenter	162.50	205.00	42.50
Storekeeper	157.50	197.50	40.00
AB Maintenance	155.00	187.50	32.50
Quartermaster	155.00	172.50	17.50
AB Seaman	155.00	172.50	17.50
Watchman	150.00	172.50	22.50
OS Seaman	132.50	150.00	17.50

### ENGINE DEPARTMENT

Chief Electrician	252.00	294.50	42.50
2nd Electrician			
Asst. Electrician	182.50	227.50	45.00
Unlic. Jr. Eng.—Day Work	187.50	230.00	42.50
Unlic. Jr. Eng.—Watch	187.50	205.00	17.50
Machinist-Plumber	194.50	231.00	42.50
Deck Engineer	162.50	205.00	42.50
Chief Reefer Engineer	252.00	269.50	17.50
1st Reefer	220.00	237.50	17.50
2nd Reefer	201.00	218.50	17.50
Engine Storekeeper		197.50	
Engine Utility	155.00	205.00	50.00
Evaporator Maintenance	172.50	190.00	17.50
Oiler-Diesel	155.00	195.25	40.25
Oiler-Steam	155.00	177.50	22.50
Watertender	155.00	177.50	22.50
Fireman-Watertender	155.00	177.50	22.50
Firemen	145.00	167.50	22.50
Wiper	132.50	175.00	42.50

### STEWARDS DEPARTMENT

Chief Steward	202.50	220.00	17.50
Chief Cook	182.50	205.00	22.50
Night Cook & Baker	182.50	205.00	22.50
Second Cook	167.50	185.00	17.50
Asst. Cook	157.50	175.00	17.50
Messman	132.50	150.00	17.50
Utility Man	132.50	150.00	17.50

All members of the Stewards Department will be paid overtime for all Sundays and Holidays at sea and for all Saturdays, Sundays and Holidays in port. No member of the Stewards Department will be laid off Saturdays, Sundays or Holidays at sea or in port.

### OVERTIME RATES

SIU Old	SIU New Under \$200.00 a month	SIU New Over \$200.00 a month
90c		
90c	\$1.00 per hour	\$1.25 per hour

Pay rise of \$17.50 is retroactive from April 1 to June 14. June 15 is the retroactive date for the remainder of the increase. All overtime is retroactive to June 15.



### NORFOLK

#### INDIVIDUAL DONATIONS

J. R. James, \$7.00; H. R. Hutchins, \$45.00; C. Zabal, \$25.00; J. Smith, \$2.00; R. Cartwright, \$12.00; F. W. Bantz, \$4.00; C. B. Vickin, \$27.00; K. Hoifner, \$1.00; E. Owen, \$1.00; D. L. Dixon, \$12.00.

### PHILADELPHIA

#### INDIVIDUAL DONATIONS

Crew of SS Topa Topa—\$16.50. P. Sarkus, \$5.00; J. Montero, \$1.00.

### NEW YORK

#### SS MANDAN VICTORY

G. Gregerson, \$2.00; H. C. Sumpter, \$2.00; C. E. Wells, \$10.00; E. Mayo, \$1.00; L. B. Clyde, \$1.00; J. D. Wheat, \$2.00; L. M. Bean, \$2.00; J. L. Osborn, \$2.00.

#### SS THOMAS HYDE

Edward Endres, \$2.00; L. A. Ware, \$2.00; R. Santillana, \$2.00; H. D. Terrill, \$5.00.

#### SS CAPITOL REEF

C. E. Gamble, \$2.00.

#### SS COLABEE

A. Smurda, \$1.00; G. Brown, \$1.00; H. Adamowicz, \$1.00; K. Korneliusen, \$1.00.

#### SS CAPE NAME

C. Brewer, \$1.00.

#### SS WARRIOR POINT

R. V. Fegler, \$2.00; O. H. Stevens, \$3.00; A. L. East, \$5.00; H. J. McDonald, \$3.00; Don A. Moore, \$4.00; L. Valencie, \$2.00; Hubert Garner, \$2.00; L. Tullos, \$2.00; D. E. Gordon, \$2.00; N. U. Reitti, \$2.00; John Herrera, \$2.00; F. Jasso, \$2.00; R. C. Neblett, \$2.00.

#### SS R. SEMMES

G. Lima, \$10.00; J. O. Moore, \$5.00.

#### INDIVIDUAL DONATIONS

James F. Warr, \$1.00; A. J. Kana-day, \$1.00; Lawrence Hall, \$2.00.

## PERSONALS

### GILBERT ISNOR

Please write your mother at Indian Harbour, Halifax Co., Nova Scotia.

### LOUIS LARSON

Jim Conaghan of 373 Farnsworth Ave., Bordentown, N. J., is anxious to hear from you soon.

### FREDERICK DUNN

Please get in touch with your sister, Miss Gertie Dunn, 20 Black Black March Road, St. Johns, Newfoundland.

## NOTICE!

Will the holder of Receipt No. 45522, issued on January 6, 1947, from New York, please contact the Patrolmen on the 5th floor of the New York Hall in order to secure the proper credit for his money.

Receipt No. 42781, issued December 27, 1946, in New York. Will holder of this receipt please contact Louis Goffin, 5th floor, New York hall.

### MARVIN G. HANDLER

Please get in touch with Richard M. Cantor, Room 1109, 51 Chambers Street, New York City, as soon as possible.

## TAX REBATES

### Mississippi Shipping Company

Seafarers who were employed on Mississippi Shipping Company vessels and have credit balances in their unclaimed wage account covering overdeductions of Social Security taxes for the years 1943, 1944 and 1945, can now receive money due them by writing to the Mississippi Shipping Company, 1300 Hibernia Building, New Orleans, La. When writing the company mention the money is due for Federal Old Age Benefit overdeductions, and give your Social Security number.

Those entitled to rebates and the amount due are listed below.

Cone, William H.	.01	1.41
Connor, Harry G.	4.14	.69
Conway, Walter	31.76	20.70
Corbeet, Ralph P.	5.62	.89
Corcoran, Hr. W.	1.25	7.90
Corrie, Joaquin	1.35	1.30
Couchman, Henry D.	6.95	28.79
Coulter, Sam H.	.14	.32
Courtney, Arthur B.	9.86	7.30
Cox, John M.	.80	18.41
Crawford, Robert	17.69	.93
	8.49	.08
Crofton, Douglas	2.64	1.25
Cronin, Harry J.	8.65	3.15
Crosby, J. T.	.42	.94
Culota, Samuel E. W.	.59	.01
Cummings, J. P.	.05	2.55
Cuthbert, Richard G.	.06	1.71
Cutts, James H.	18.49	.08
	.13	2.95
Danielson, A. E.	.17	16.37
Darr, William F.	5.40	.12
Davies, R. D.	.07	9.15
Davitt, George L.	.95	16.59
	1.25	17.02
Day, Belle F.	.93	.14
Dean, Kirby W.	8.35	3.36
Dean, Robert	12.99	20.08
Deer, Leoge L.	7.49	.10
Dewar, John B.	.13	1.27
Diaz, Vincent	.21	.28
Dierinck, Emericus	.62	3.26
Dinne, John	1.18	2.49
	18.82	.01
Derhoff, Ray	2.26	.95
Doetsch, Melton B.	.48	.20
Dolan, R. J.	11.04	8.86
Dowoy, Joseph W.	2.36	.12
Drury, William C.	.01	29.02
Dubiel, R. F.	.49	.90
		3748
		5928
		791 P.D.
		781 P.D.
		657 P.D.
		5902 Pro.
		5901 Pro.
		3433
		Per. 9342-9954
		6708
		6290
		6806
		612 P.D.
		419 P.D.
		707
		3333
		510 P.D.
		3016
		259 P.D.
		Per. 14459
		Retiring Cards on File
		1873
		2146
		1988
		1879
		2249
		1255
		2105
		2961

## Books And Cards In New Orleans

Membership books and retiring cards are on file in the New Orleans Hall for the following SUP and Pacific District men, and will be held for claiming until March 30, after which they will be sent to Headquarters. Men listed below should contact P. Monssen, SUP representative, New Orleans, La.

Name	Book No.	
Art, R. A.	3039	
Aney, R. O.	3524	
Burnyski, R.	5072	
Bystedt, O.	4120	
Barnes, L.	560	
Caudill, E. C.	248	P.D.
Campbell, R.	2930	
Duffy, G. P.	2446	
Dodson, G. L.	288	P.D.
Fanning, Wm. J.	2020	Pro.
Golden, C. E.	1746	
Harrington, N. J.	485	P.D.
Harrigan, N. J.	5302	
Hendrix, J. S.	5289	
Houke, L.	5385	
Johnson, H.	Pro.	P.D.
Kinney, K. C.	299	P.D.
Lee, D. C.	3500	
Lusko, R. D.		3748
Morrow, Wm.		5928
Marshal, Wm. P.		791 P.D.
Mills, J. W.		781 P.D.
Miflin, R. H.		657 P.D.
Modeiros, J.		5902 Pro.
Mullins, A. E.		5901 Pro.
Plank, E. D.		3433
Petree, E. Jr.		Per. 9342-9954
Soliday, J. H.		6708
Swope, E. M.		6290
Simpson, D. J.		6806
Smith, J. E.		612 P.D.
Swank, E.		419 P.D.
Ve'Drine, Patrick H.		707
Waldron, L.		3333
Wolton, D.		510 P.D.
Wright, C. P.		3016
Winey, T. J.		259 P.D.
Watson, W. R.		Per. 14459
		Retiring Cards on File
Cooper, B. M.		1873
Chance, F. S.		2146
Elisson, D. W.		1988
Hames, Wm.		1879
Jones, W. C.		2249
Massengale, G. C.		1255
Voce, I.		2105
Zieber, Walton L.		2961



*In less than ten  
years seamen's  
wages were raised  
from a maximum of  
\$65 for AB's to the  
highest in maritime  
-\$172.50-by the*

*Seafarers  
International  
Union*