

SEAFARERS' LOG



Official Organ of the Seafarers International Union of North America

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No. 20

SIU Petitions For Election In Sun Oil

NEW YORK — With the knowledge that the Seafarers International Union already has signed cards from enough of the unlicensed seamen of the Sun Oil Company, Marcus Hook, Pennsylvania, to be qualified as bargaining agent, the Union this week took steps to have an election held within that company's tankers.

In a letter to the National Labor Relations Board, copy also to the company, the union asked that the facilities of the NLRB be used to make the necessary preparations for such a vote.

The bargaining unit which the SIU wishes to represent includes the Deck, Engine, and Steward Department, with the Purser and Radio Operators excepted. The number of employees in the three unlicensed Departments totals 420.

According to a communication from the Second Region, NLRB, to which the petition was sent, Marcus Hook is located within the territorial jurisdiction of the Fourth Region, and the petition plus the signed cards have been forwarded to Philadelphia, Pa.

The request for an election in the Sun Oil Tankers climaxes a four month drive by the Union.

From the first, the unlicensed seamen of that company were readily receptive to the SIU literature, and Sun Oil men made the Marcus Hook Hall their headquarters.

The Marcus Hook Hall was opened late last summer by Steve Cardullo, who has been in charge there since that time.

Brief Strike Wins Seafarers New Milwaukee Clipper Contract

MILWAUKEE, May 11— Militant Seafarers, crewmembers of the Milwaukee Clipper (a Lake Michigan passenger steamer operating between Muskegon and Milwaukee) today forced the Wisconsin-Michigan Steamship Company to give in to Union contract demands after a short two day strike which tied up the Clipper in this Port.

The new contract closely follows the passenger ship pattern already established by the Seafarers recently signed D&C contract, and provides for the 44 hour week for the Deck and Engine Departments, with an extra day's pay for each seven days worked in the Stewards

HALT THE FREELOADERS

NEW YORK—All members, especially Delegates, are urged by Paul Gonsorchik, Chief Dispatcher, to check assignment cards, books and permits of all men coming aboard their ships. They should make sure there are no discrepancies or evidence of tampering with the assignment cards.

Should suspicion exist over the validity of the cards, call the Union Hall dispatcher so that the party involved can be checked properly and dealt with accordingly.

Ships that have been getting a lot of freeloaders and last-minute pier-heads are strongly advised to check and make certain that all crewmembers are present several hours before sailing time. If there is a shortage, call the Union Hall and something will be done. There seems to be a racket running on these last-minute jobs, so keep your eyes open.

The SS Point Cabrillo crew was on the lookout and caught a freeloader passed on by a permit man, who had used ink eraser and substituted the freeloader's name. Some get paid for stunts like this, thinking they can get away with it indefinitely. They won't get to first base, however, if the members stay on the alert.

Keep SIU ships for SIU crews and make those ships the sailing homes they should be.

New Orleans Meeting Blasts Merchant Mariners Outfit

NEW ORLEANS—At a busy regular meeting on Wednesday, May 7, this port dealt with many issues of vital interest to the membership.

Topping the list was the Merchant Mariners of America, a finky outfit recently blasted by the Union as phony and not working in the best interests of merchant seamen.

This outfit was roundly criticized and hauled over the coals, and the membership once again went on record to brand it as phony.

Another organization, Ship America, Incorporated, recently formed for the purpose of halt-

ing shipping in foreign bottoms, came in for a share in the discussion. It was pointed out that this organization wished to combat such shipping, not by economic action in the style of the Seafarers, but through the use of publicity.

The meeting voted overwhelmingly against participation in this particular set-up.

MULTILITH MACHINE

On the subject of the multilith machine, which was discussed in the Secretary-Treasurer's latest report to the membership, the meeting voted to send the machine back to the company, with the proviso that the Union would pay the regular rental required in such cases.

In keeping with action adopted by the SIU in regard to shipping companies whose officers or representatives call upon the Coast Guard, the meeting went on record to refuse to sail a ship, or even move a ship, when the Hooligan Navy is called in.

This use of economic action will prevent the abuse of merchant seamen at the hands of the operators.

The full terms of the Agents Conference were unanimously supported at the meeting, and it was voted that any official who could not live up to the full terms of the Conference be invited to "take themselves a trip to sea."

The officials at the meeting were Lindsey Williams, Chairman; Buck Stephens, Recording Secretary; and LeRoy Clarke, Reader.

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Labor's Gains In Peril As House And Senate Pass Open Shop Bills

WASHINGTON—Last week the Hartley "Kill Labor" bill passed the House of Representatives by an almost three-to-one majority, more than enough to override a Presidential veto.

This week the Senate passed the Taft "Slug Labor" bill by a vote of 68-24, or six more than enough to invalidate a veto by Truman.

Thus the majority of the legislators in Washington went counter to the wishes of the majority of the people who live in the United States.

The Senate Bill has been called a "milder" one, not because it doesn't contain practically every anti-labor proposal in the book, but because it uses nicer language than the Hartley Bill.

LITTLE DIFFERENCE

There are a few points of differences between the two measures, but conferences will take place between committees from the House and Senate, and it is an even money bet that the resultant piece of legislation will be nothing to displease the National Association of Manufacturers, which is spearheading the drive for restrictive labor laws.

(For detailed analysis of the Hartley and Taft Bill, see page 4.)

The vote in the Senate saw the bill passed by a coalition of 47 Republicans and 21 Democrats. The same number of Democrats voted against the measure, and were joined by 3 GOPers.

Most of the Senators who opposed the bill termed it as "punitive," and warned that it would lead to industrial strife, rather than industrial peace.

PUNITIVE, NOT CORRECTIVE

Senator Theodore Green (Dem. Rhode Island) summed up the measure when he said, "This bill, instead of being a mild measure to curb certain abuses, is a harsh measure cleverly and carefully designed to kill labor organizations."

It is common knowledge that the brightest legal minds in the employ of the largest corporations actually wrote the House and Senate Bills.

Senator Taft admitted as much when he revealed that 75 per cent of the corporations had insisted on the most restrictive features of the proposed legislation.

Both bills go far beyond the provisions of the Case Bill which President Truman vetoed last

summer. It is assumed by competent observers that Truman will also veto the compromise measure which will come out of the House and Senate conferences.

AFL-CIO Talks Suspended For Further Study

With both sides expressing determination to explore the possibilities of bringing about a merger in the near future, the American Federation of Labor and the Congress of Industrial Organizations concluded their first peace meetings in Washington last week.

Representatives of the two labor bodies came to no definite agreements on the merger question, but they were completely united in their determination to battle against passage of the anti-labor legislation now pending in Congress.

The conference heard a proposal "that the national unions of the CIO affiliate with the AFL on the same basis as the United Mine Workers—i.e., come in as they are now organized with their full membership."

The CIO rejected the plan, which also sought to pool the resources of both organizations in the fight against the current wave of Congressional reaction toward the gains made by labor unions.

A CIO counter-proposal, which the AFL group said was not acceptable, recommended "functional unity" to fight anti-labor legislation at once, but deferred any concrete action toward real merger indefinitely, until after a long series of conditions had been met.

A joint statement released after the conference expressed the two organizations' agreement on the need for organic unity. Steps toward this objective, the statement said, will be worked out at future meetings.

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GEORGE K. NOVICK, Editor



Poor Justice

When the action in the North Atlantic was at its peak, the supplies to the embattled legions in Europe went through. When the Mediterranean was a beehive of Nazi submarines and dive-bombers, the ships of the United States merchant fleet kept right on the job, delivering the ammunition, the food, and the clothing to the troops.

When the Pacific was a happy hunting ground for the Japanese death machines, U. S. merchant seamen did not falter in their self-appointed task of keeping the supply lines open.

Now the war is over, and the men who did the fighting are getting a small recognition from the nation. Loans to start in business with, the privilege of going back to school, disability benefits, care in government hospitals, and civil-service preference in jobs.

That is, all the men who did the fighting except for the merchant seamen, who were actually the first to fight.

Lately, a watered down Bill of Rights for merchant seamen has been introduced in the House of Representatives.

Here's what the House Merchant Marine Committee has to say about it:

"It is a misconception to consider this bill as one which would grant veterans' benefits to merchant seamen . . . They (the provisions of the proposed bill) are inadequate in several respects to meet the problems, especially of education and training, disability and dependency, arising out of war service."

That is not justice. Our dead and our maimed speak up for more consideration. Six thousand dead, the highest proportion of any group of men in combat, came from the ranks of the merchant seamen.

Ask the men who served with us in combat. Ask the men who, side by side with us, suffered the tortures of torpedoings and bombings. Ask the men who fought off enemy air and sea attacks with us whether they think there should be a difference between the type of benefits given to them and the type given to merchant mariners.

The majority will answer with a resounding "NO!"

MY GAWD! THEY DIDN'T SUFFER!



Men Now In The Marine Hospitals

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

NEW ORLEANS HOSPITAL

A. BUCHENHORN
C. PEDERSEN
J. HARRISON
G. CARUSO
P. STOFFEL
A. SANDY
R. CHRISTIAN
A. R. GUIDRY
J. AMAYA
H. DAUGHERTY
P. La Cicero
R. WRIGHT
G. GREY
H. HAMOND
C. CASE
F. HAMON
J. O'NEILL
W. BROSE
C. MASON
A. WALTERS

NEPONSET HOSPITAL

HUGH BURKE
J. S. COMPELL
LINDEN CLARK
JOHN T. EDWARDS
J. FIGUEROA
E. FERRER
J. R. HANCHEY
C. LARSON
L. L. LEWIS
L. TORRES

BALTIMORE HOSPITAL

WM. KEMMERER
WM. REEWES
JOHN WEBB
PETER LOPEZ
RALPH SIGLER
GEORGE WARFIELD
CHARLES SIMMONS
CHARLES LEE JR.
ERNEST SIDNEY
MANUEL ROMERO
FRANCIS O'BRIEN
RICHARD HANSEN

BRIGHTON HOSPITAL

E. JOHNSTON
S. WILUSZ
D. FARRIS
H. SWIM
P. MADIGAN
R. MORRISON
E. MOFIENE
E. DELLAMANO
J. LEVACK
D. BURLISON
P. KOGOY
D. GROVE

CHICAGO MARINE HOSP.

LOUIS JOHNSON
STEVE SCHULTZ
HENRY LALY

Hospital Patients

When entering the hospital notify the delegates by postcard, 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.)

STATEN ISLAND HOSP.

H. R. BELCHER
E. E. CASEY
V. PLACEY
R. G. MOSSELLER
E. CARRARAS
M. BAUSKI
D. NELSON
G. H. STEVENSON
P. AMATO
J. A. DYKES
E. B. HOLMES
C. A. MILLER
H. SELBY
W. R. BLOOM
J. MOLINO
F. NAGY
J. BURGOS
N. NEILSON

ELLIS ISLAND HOSPITAL

M. MORRIS
W. B. MUIR
D. McDONALD
C. RASMUSSEN
B. HOFFMAN
J. KOSLUSKY

Canadian SIU Faces Legal Runaround

By W. T. McLAUGHLIN

JACKSONVILLE — Counter-proposals from out of the past, surrounded by legal verbiage, is the answer of Seaway Lines, Limited to the demand of the Canadian District of the SIU for a contract.

In a document of 15 closely typewritten pages, the company attempts to confuse the issue of wages and working conditions with laws and regulations.

However, the men who sail the New Northland are not being taken in by the ruse, and they are firmly united to gain their ends.

The proceedings are a classic example of the means which Canadian operators will use to halt the seamen in their efforts to gain decent wages and conditions.

Now the company is willing to abide by "rules and regulations of any governmental agency having jurisdiction," but this same company was content for months past to operate its ships with but a minimum attempt to live up to any sorts of standards or regulations.

BREAKING POINT

That went on as long as the man in the stokehold, the man at the wheel, and the man waiting on table kept their heads bowed low and suffered in silence.

Finally, these men reached a point at which the substandard conditions they worked under and lived under became intolerable.

Since the company showed no keen desire to change those conditions, the crew, like smart men, decided to organize. Decent wages and conditions became their paramount desire.

Until April 14, the wages paid ABs came to \$120.00 per month, without overtime. In the Stewards Department, for an average 18-hour day, Waiters received only \$75.00 monthly.

What hurts the men of the New Northland is the knowledge that the money they should have been receiving in wages before this time is being used by the company to fight the proposals of the Union.

As free citizens of Canada, the crewmembers of the New Northland do not intend to be led around or deceived by legal jargon. They wish to see the "good intentions and faith" of the company expressed in real wages, not in wordage.

CSU TERMS

The counter-proposals of the company are ludicrous in the fact that they are patterned on the existing agreements between the Canadian Seamen's Union and the operators. Just why the Dominion Government should allow itself to be closely identified with the communist-dominated CSU is something for Canadian seamen everywhere to seriously ponder on.

However, Seaway Lines states that the CSU conditions are as far as they are prepared to go and they have formally drawn up the papers.

One argument being used by the company is that it is a Can-

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CORRECTION

We're sorry that we made a mistake in the item concerning the NMU carferry sell-out in last week's LOG. We stated that it was "mandatory" for the carferry men to take one leave day a week off. That's not so. It's not mandatory because the NMU is now circulating petitions telling the companies that the men want to take 52 leave days a year off.

What the hell kind of a sweetheart agreement did the NMU sign with the railroads that they have to petition to take off leave days which they are already supposed to have under their new contract?

SIU Organizers Leave Alpena With Regrets

By PAUL WARREN

ALPENa — After spending three days in this fair city of some 15,000 population, I've nothing but praise about the hospitality and friendliness.

You've heard about Southern hospitality? Well, here's a town some 235 miles north of Detroit where they really practice genuine Northern hospitality.

This is no exaggeration, merely a statement of fact. But it's going to be tough to shove off today, and leave my many Alpena friends behind. They're real people and a credit to any American community.

I know it's going to be a pleasure to come back here again whenever the opportunity presents itself.

While up here, we contacted the SS Boardman of the Huron Company, and the SS Alpena of the Wyandotte Company. Both of these ships are lined up almost solid for the SIU.

Here's one for the birdies—There's an NMU organizer in town by the name of Davis, who has been trying by hook or crook to get a job aboard one of the Huron ships for the past few days.

However, everyone is wise to him, and they're getting a big laugh out of his efforts.

This Davis individual has been making some big promises in his efforts to swing Huron and Wyandotte seamen to the NMU. But these men are all sold on the benefits of SIU unionism, contracts, and protection.

They want no part of the bankrupt and faction-torn NMU. They want a real union with real contracts and conditions—the SIU.

Alpena has a number of Lakes seamen located in town and in the surrounding area. Many of these men have seamen's papers, but are no longer sailing for a variety of reasons. But they're really interested in the SIU, and are doing their best to push the SIU on the ships.

Thanks a million for your friendliness and fine weather, Alpena. Here's one guy who'll boost your fair city any day in the week.

Lakes Seamen The Only Sufferers As NMU Continues Stalling Tactics

By EARL SHEPPARD

DETROIT—Well, the old stalling business has started all over again.

By that we mean that the NMU has resumed its usual tactics of delaying and throwing monkey wrenches into the NLRB election machinery once more.

At the last meeting held in the NLRB offices, with representatives of the SIU, Wyandotte Transportation Company and the NMU present, NLRB Examiner Miss Greenberg gave the NMU until Friday, May 9, to show proof that they had sufficient strength in the Wyandotte fleet to intervene in the election which the SIU had petitioned for earlier.

Friday came, went, and no proof was forthcoming. The NMU couldn't produce any because the SIU had 95 per cent of the Wyandotte crewmembers signed up on SIU pledge cards!

But the NMU did play the shipowners' game by pulling one of their old stalls.

Despite the fact that the NMU knew full well that the SIU represents 95 per cent of the Wyandotte men, and that the NMU hasn't a snowball's chance in hell of winning an election in the Wyandotte fleet, they deliberately held up the election by filing unfair labor charges against the Wyandotte Transportation Company.

HURTING SEAMEN

We don't care how many charges the NMU files against any of these unorganized operators on the Lakes, so long as it doesn't hurt the men sailing these ships. These companies and their owners' union, the LCA, can well protect themselves.

However, in this instance the phony charge prevents the Wyandotte seamen from securing the protection of an SIU contract at once.

This stalling is prolonging the open shop conditions on the Wyandotte ships. Sure, the Wyandotte seamen will get their SIU contract and SIU job protection eventually. But, the NMU's actions are causing de-

lays in the election which will give these men SIU union conditions!

These stalling tactics aren't hurting the SIU: they aren't hurting the Wyandotte Transportation Company—but they are hurting the Wyandotte seamen!

Every day that the NMU or the company succeeds in holding up the election, just that much longer Wyandotte crewmembers are forced to sail under open shop conditions.

HURON ELECTION

The Huron election will be held some time between May 15 and June 11, when the company finds it convenient to bring both the Crapo and the Boardman into Detroit at the same time.

There's no doubt in our minds that the company could bring the ships into Detroit before this time, but rather than delay the election by lodging a protest with the NLRB we reluctantly accepted these stipulations for a consent election.

Huron seamen only have to restrain their impatience to get the election over for a short time now, and they'll have their chance to select the union of their choice as a sole collective bargaining agent.

According to reports reaching us from the various organizers who have been contacting the two Huron ships regularly, the Huron seamen are still overwhelmingly for the SIU.

Even though there's been quite a turnover in these two crews, the new men are signing SIU pledge cards as fast as they ship aboard these vessels, and many men have taken SIU books.

There's no doubt that the Huron seamen will vote for the SIU in a big way, because they know who has won the best conditions and contracts on the Lakes. Certainly, the SIU record and conditions are too well known for us to go into them. Let the record speak for us.

OTHER ELECTIONS

Neither the Hanna nor the Wilson election dates have been set as yet, but the SIU is exerting all possible power in an ef-

fort to have these elections held as soon as possible. Here, again, the tactics of the companies and the NMU are holding up the proceedings.

Both Hanna and Wilson are refusing to consent to elections aboard their ships, and hearings will be held in Washington before the election are ordered by the NLRB.

In addition, the NMU is throwing every possible obstacle in the path of speedy elections, actually playing the companies' game for them by hamstringing the seamen's efforts to select the union of their choice by means of an election.

As this issue of the LOG goes to press, we are preparing to petition other unorganized Lakes fleets.

As soon as hearings are held on these petitions and election dates set, we'll print the information in the LOG and keep all interested Lakes seamen posted as to the progress being made.

NLRB BOTTLENECK

With one exception, the SIU has long opposed most Washington Boards and Bureaus. We're opposed to regimentation in any form. Our lone exception to this rule is the National Labor Relations Board.

Many times the NLRB has prevented long drawn out jurisdictional disputes, and cleared up considerable costly delays in various labor troubles.

However, a considerable amount of this red tape should be eliminated in the processing of disputes through the Washington NLRB.

Time after time, instances like the NMU's deliberately stalling of elections, and the holding up of certification results through phony protests, have cost the unorganized seamen thousands of dollars in delayed union conditions. These costly delays must stop.

It's high time that some common sense is used, cutting out these interminable delays in the handing down of decisions. Our AFL should support the NLRB, but we should insist on red tape elimination.

Present Contract Will Lead To Better One, If

By JOHNNY JOHNSTON

There is no doubt that the Seafarers International Union has achieved the highest standard of wages and conditions for seamen anywhere in the world. We also have the record of never having lost a beef.

No other maritime union can match the many gains our Union has made since it was first started, but even so, some members are willing to jeopardize the future advances of the SIU.

When the time comes to negotiate for new agreements, unless certain points are cleared up, and unless certain characters start to cooperate with the majority of men who live up to the terms of the contract, our officials are going to run into trouble with the operators.

Here is what the members of the SIU must keep in mind:

Remember, when a ship has arrived in port and is waiting for payoff, a seaman is still on

articles and must turn to, if on day work, or stand watch if a watch stander.

It is not right to hit the dock as soon as the ship ties up, and stay ashore until payoff time.

By doing that, someone else has to put in the extra work, and it is a dirty trick to penalize the Union Brothers who stay on board and live up to the contract.

And remember, it is possible to be logged for this in an American port.

A SHIRKER

Another way to put extra work on your buddies is to wait until the last moment before sailing time to pile off. This means that the ship sails short-handed, and somebody else has to do your work.

If you notify the Union Hall in time, a replacement can be sent, and you can be paid off on mutual consent.

When you are dispatched from

the Hall, report to your ship at once. Look the ship over, and if you decide that you don't want the job, come back to the Hall, or call the Dispatcher, and a man can be sent to take your place.

Most important of all—don't get drunk for the payoff. If there is any time in dispute, the Patrolman needs all the information he can get to clear it up.

DON'T GOOF OFF

If a man is gassed up, it makes the Patrolman's job much harder. In fact, sometimes he is not told about the overtime in dispute, and only finds out about it days later when the drunk sobers up. By that time it may be too late.

By following these simple rules, we can make our jobs easier, and make it possible for the SIU officials to win more gains for us when the next agreement comes up for discussion.

Anti-Labor Bills Give Bosses Big Weapon

If the dominant features of the Taft-Hartley anti-labor Bills become law, employers will have at their fingertips many ways with which to stymie union organization, withhold advances in wages and conditions, and wreck existing unions.

All of these are exactly what the National Association of Manufacturers has wanted for the past two decades.

It is still too early to prophesy what the compromise Bill will offer, but if the NAM gets its way, here are the weapons which the employer will have to throttle labor.

1. No worker would have the protection of the closed shop—it would be outlawed.

The union shop, under certain conditions, such as the voluntary agreement of the employer and the fact that the union shop was not gained through strike action or threat of strike action, would be allowed.

If a union member then refuses to live up to the rules of the union, he could not be discharged, since the only cause for removal would be the non-payment of dues.

This is a "welcome sign" to disrupters and provocateurs, many of whom would be company stooges, working within the union to destroy it.

ONE PICKET ONLY

2. Mass picketing would be illegal.

Union members know that the best way to discourage scabs is by the establishment of a large enough picketline to make it impossible for the company to send scabs through.

3. No compulsion for the employer to bargain in good faith.

This section of the proposed legislation would make it easy

for the boss to avoid all obligations to bargain honestly since by merely sitting and listening to five bargaining sessions, even if he only says "no," he will be considered as living up to the provisions of the law.

This turns into a mockery the collective bargaining process. The proposed law necessitates a 60-day compulsory cooling-off period, and allows for individual submission of grievances, thereby undermining the union grievance machinery.

4. Industry-wide bargaining would not be allowed.

Companies which compete with each other would not be permitted to associate themselves for bargaining purposes, unless the unions in those plants employ less than 100 workers each, or if the plants involved are more than 50 miles apart.

In essence, this will eliminate orderly collective bargaining which has been built up over a long period of time.

STOOGES ENCOURAGED

5. Company unions will be legalized.

Barring actual bribery and physical coercion, the employer would be permitted to cultivate and control company unions.

Thus the bosses would be free to set up company unions, give them certain advantages for the time being, and by use of stooges break up the legitimate movement of the workers.

5. Firings for union activity, or for refusal to work on non-union goods would be okay.

Anyone who tried to help build the union in his own shop would be fair bait. Anyone who believed in the solidarity of the labor movement could be fired without any recourse.

Here is a sleeper. The Wagner Act specifically states that

workers cannot be discharged for legitimate union activity, but this law would kill all that.

And any worker who refused to handle scab goods could be bounced out with no appeal, thus attempting to turn good union men into finks.

MORE TO COME

These are the main points, but the minor points are every bit as vicious. Take, for example, the provision that would prevent a strike of workers in a plant if one worker is given an unjustified wage cut.

Or, for instance, if a speed-up is instituted in a department, those employees would not be allowed to strike.

Or no strike would be legal if started to make the employer recognize the union, or protest his dealing with a company union. If the boss commits an unfair labor practice, or refuses to agree to union security, insurance, welfare funds, or paid holidays, any strike called to rectify these wrongs would be illegal.

And if such strikes should be called, they could be broken by injunction, or by suits for triple damages, and/or by criminal prosecution.



CAPITOL PUNISHMENT

The United States Senate, by a vote of 68 to 24—six more than the two-thirds necessary to override a Presidential veto, has passed the anti-labor bill sponsored by Republican Senator Taft. The Democrats split their vote evenly, 21 for to 21 against with three Republicans joining the minority.

Organized labor as a whole fought the passage of this bill. CIO and AFL forgot their differences and fought as one. Legislators were buttonholed, meetings were held, thousands of telegrams were sent—every peaceful endeavor and every form of political activity and pressure was employed by labor and its representatives.

Today it is apparent to all that these means have failed.

Where can labor go? What can labor do?

The politicians will have labor believe that the question must be settled at the polls, that those legislators who voted for the bill must be repudiated by labor and liberal pro-labor legislators elected in their stead.

This is well and good, but it smacks of the story about the lawyer who promised to free his prisoner client even if it took him twenty years to do it.

Labor today cannot afford to wait. Inaction at this time means destruction long before any political remedy can be found.

LABOR'S STRENGTH

Labor's greatest strength lies in its control of all production and the employers' existence depends, as does labor, on the continued functioning and operation of industry, agriculture, commerce and transportation.

The great difference between the employer and the employee is that the employer may stop operations at anytime he chooses, turning production on and off like water from a tap, with the number of workers employed being governed by his whims.

The right of labor to strike, to bargain or even to conduct its own affairs within the boundaries of its own democratic organizations is curtailed in this bill, while industry is allowed to continue its arbitrary swash-buckling course.

If individuals wish to rely upon political action as a recourse, that is their business; and if their faith in politics leads to their destruction, they are welcome to their role of martyrdom. Today, however, neither martyrs or heroes, messiahs or great leaders are needed.

Labor has carved its destiny on the point of production with picketlines and blood. Any deviation from its militant tradition can mean only one thing—the destruction of trade unionism. And the destruction of unionism means the destruction of the nation, of democracy and the free institutions which mark America's social ascendancy.

As sure as night follows day, will retrogression then follow progress. Call it fascism or what you will, life, liberty and the pursuit of happiness will become forgotten terms with the suppression of labor's hard won rights.

The time has come when the fight must be taken away from the legislative halls and carried to labor's own selected battlefield, the point of production.

Congress has scrapped the Bill of Rights by passing this bill which draws a strict line between the rights of labor and capital, intensifying the class conflict which, under a democratic system, should not exist.

American labor has seen how both bosses' parties have harkened to the beck and call of the owners, not the workers. What these legislators have done is to commit treason against the men who built up the land we live in.

Faced with such treachery, the American worker has but little choice. He must resort to economic action, action which will show Congress that there must not be one set of easy rules for employers and corporations, and another set of harsh regulations for workers.

The Senate and the House of Representatives have declared themselves on the side of the exploiters. Now labor must rally to its own defense with the weapon which won for it so many gains in the past years.

Log's Service To Writers Scores; Seafarer's First Story Is Sold

The literary cash register rang up a payoff for Ordinary Seaman Jesse Wyndon Floyd, first Seafarer to cash in on his story-telling efforts as a result of the recent LOG announcements offering marketing aid to members with a flair for writing.

The successful Seafarer has one of his short stories, entitled "His Own Way," appearing in the May issue of "The Family Album," a monthly magazine widely circulated on Long Island.

Although Floyd's story brought him cash, the prestige of having his material accepted for publication by the editors of a commercial magazine is regarded as the greater of the rewards.

"His Own Way" is Floyd's first successful literary work.

Floyd's professional entry into the story-writing field was the direct result of one of the announcements in the LOG. Reading it, he immediately forwarded his manuscript to Carl Cowl, a Seafarer whose connection with a reputable agency of authors' representatives enables Seafarers to have their material read without the customary charge for the service.

CONSIDERABLE TALENT

Cowl saw possibilities in the short story and succeeded in arranging for its sale to the magazine. Cowl states that Brother Floyd shows signs of consider-

able talent. In fact, Floyd was so enthused over Cowl's communication telling him of the story's publication, he has begun work on his first novel.

The Seafarer-writer, who is 23, has been sailing as a member of the SIU since 1943, doing his writing between trips. A native of Phoenix City, Ala., where he resides with his parents, Floyd threw up a college career at Birmingham-Southern College, because "he couldn't stomach the stereotyped curriculum." Instead, he went to sea.

Brother Cowl reports that the response from Seafarers with ability to write has been far beyond what he expected. Several manuscripts are now being read to ascertain their possibilities.

Particularly in view of Brother Floyd's success, Seafarers who have written anything they deem worthy of publication should take advantage of the service Cowl is offering.

Manuscripts must be typewritten. They should be addressed to Carl Cowl, care of SEAFARERS LOG, 51 Beaver Street, New York 4, N.Y.

The manuscripts should be accompanied by a stamped envelope addressed to the sender's residence to insure safe return in case the material is not up to snuff.

Operator Tries To Give Legal Runaround To Canadian Seafarers

(Continued from Page 3)

adian concern and they do not benefit from Government subsidies like their U. S. counterparts.

Our reply to that is that the subsidy they have been enjoying is the most vicious kind imaginable—low wages and poor living conditions—with profits extracted from the flesh and sweat of Canadian seamen.

Seamen, like every other class of worker, were never intended by nature to waste their lives

away under foul, unhealthy living conditions, and to exist for the sole purpose of piling up profits for the shipowners.

We are confident that Seaway Lines will soon discover the wisdom of signing with the Canadian District of the Seafarers. Economic action is one argument that even these operators will understand.

It will prove once and for all the dignity of our motto, "The Brotherhood of The Sea."

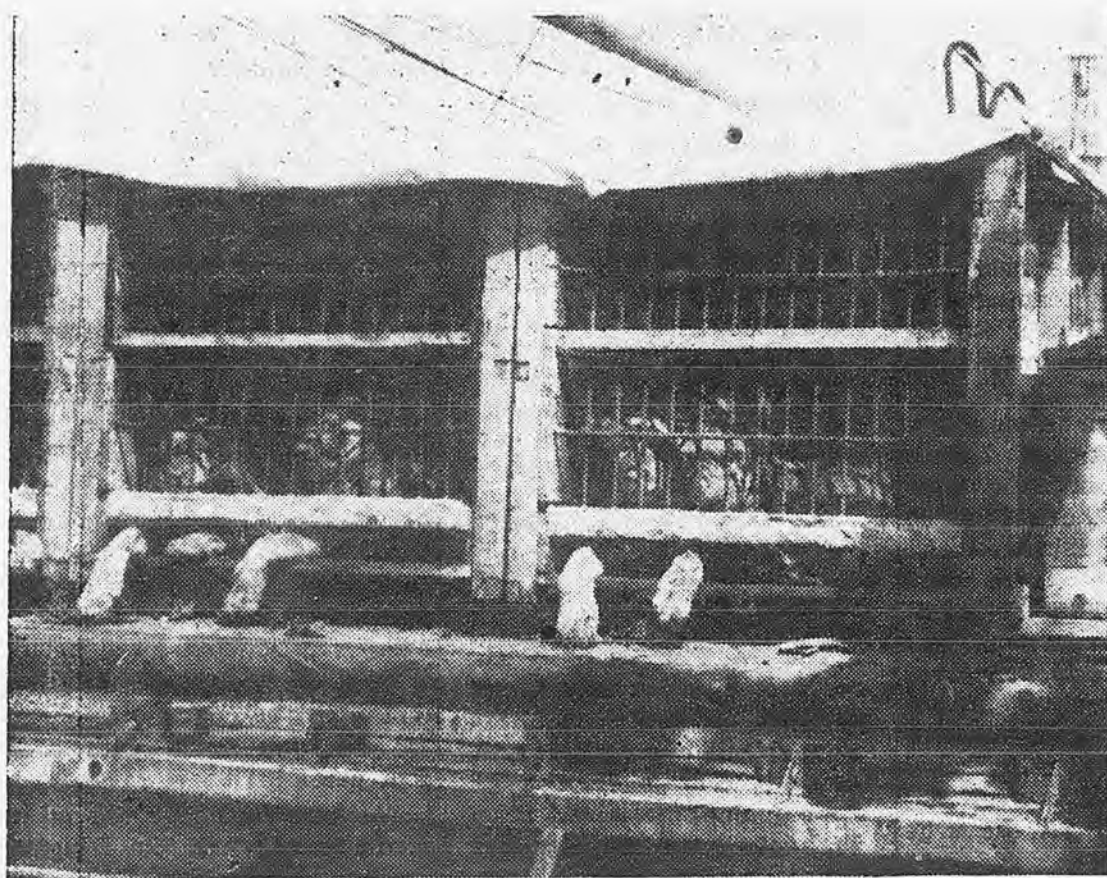
No Meat Shortage On Robin Locksley



What with sailing the ship, and taking care of the menagerie on board, the crewmembers of the SS Robin Locksley, Robin Lines, didn't have too much time to stand around posing for pictures. That's why they didn't bother to take the names of anyone appearing in the photos on this page. But the pictures speak for themselves.



Monkeys are the craziest people, or have you heard that one before? Well, anyhow, this monk nestled in the above Brother's arms became quite a pet on the Locksley, and practically every crewmember had his picture taken with the little fellow.



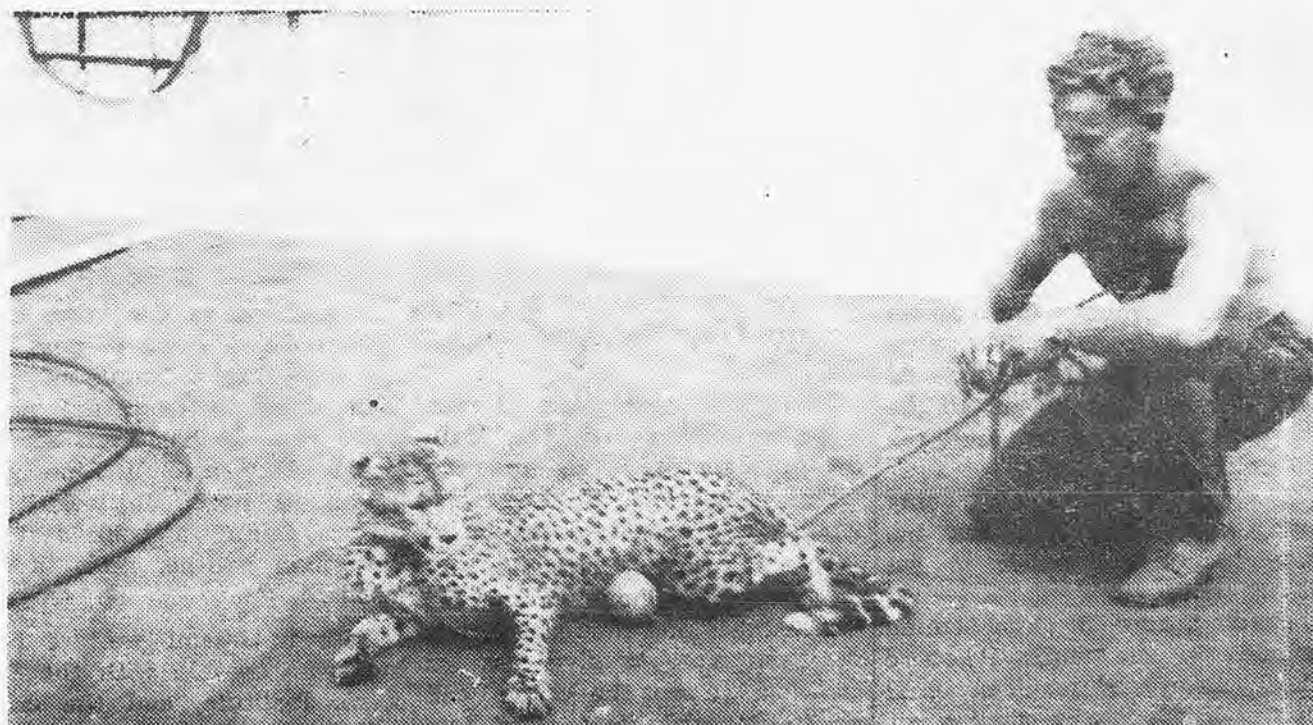
These are the animals in whose mouths you are not supposed to stick your head — namely lions. The Locksley crew remembered that, and the voyage ended without anyone getting hurt.



This is a giraffe sticking its neck out, not the lookout of the Robin Locksley. When a giraffe gets a sore throat, that's really trouble, Brothers, all the way down.



Playful little ball-of-dynamite, eh. Although dangerous, this leopard made friends with the crew. Like all the other animals, however, it got only the most respectful attention from the crew.



This leopard has plenty of friends now, but wait till it he or she gets a little older. Bet that Seafarer won't want to come that close to a grown-up cat.

Shipping Better Than Good In Port Savannah

By CHARLES STARLING

SAVANNAH — Shipping in this southern port is still better than good with quite a few ships in here and in Charleston. We've covered the ships tied up in both ports and squared away all beefs that came up.

In addition to the excellent supply of ships touching port, three ships from the boneyard in Brunswick have been brought here to be repaired. We expect to crew these ships about the middle of the month.

We have just about cleaned out the house in crewing the regular ships so we are going to have a little difficulty in crewing these vessels.

We'll probably end up by calling another port for the men. Here's hoping there is a port with a few men around looking for ships.

Just in case the word hasn't gotten around, the Charleston Hall has been closed and all shipping and business for that port is being handled through here.

So far all ships tying up in Charleston have received quick coverage, and the closing of the Hall there hasn't worked a hardship on any of the crews hitting that port.

That's about all the news for the week from Savannah. We can't offer any free drinks or free shows as enticements but if you want a quick ship to almost any port in the world, Savannah is the place for you.

Gold Coast Is Cheerful Place

By W. H. SIMMONS

SAN FRANCISCO—This past week we had the pleasure of paying off the SS Thomas J. Lyons, Smith and Johnson, out about four months. There was a swell gang of real SIU men aboard, and they brought the ship in spic and span and in good condition.

The Delegates did a bang-up job, and all disputes were handled at the payoff.

Right after that, we had the SS Council Crest, an American Pacific Tanker. She came in from a three month trip, and some of the crew liked the Gold Coast so much that they decided to spend a little time here, taking in our sunshine and refreshments.

Brother Joe Barron, who was ships Delegate, and Brother Crawford both have traded the Gulf for San Francisco, at least for the time being.

HAT'S OFF

Joe did a mighty fine job on the Council Crest. In fact, both ships were a real pleasure to handle, and my hat's off to the crews of the Lyons and the Council Crest.

The way everything is going along so smoothly makes me very happy and easier to get along with.

Here's a note for ships signing articles in the Gulf: Please check stores and medicine chest thoroughly before signing on. This will prevent a lot of trouble later on.



New York Branch Still Hit By Manpower Shortage; Can Use Rated Men In Deck And Engine Departments

By JOE ALGINA

NEW YORK—We never tire of passing along a good word, and again this week the word is good with shipping and business hammering along in good style. We can use all the rated men we can get our hands on for jobs in the Deck and Engine Departments.

The reason the shortage of men continues is naturally due to the large number of ships hitting New York for payoffs and sign-ons. Thanks to the inrush of ships, the Patrolmen have been burning their soles contacting them all as they hit port.

One ship that gave the Patrolmen an easy time was the Robert W. Hart, Waterman. She came in, and paid off the other day in excellent style.

Another vessel here in transit was not disposed of so easily. Aboard the William Wirt, Alcoa, there was a beef concerning the quarters.

The crew asked that the quarters be changed from wartime to peacetime set-up, but the company refused, saying it would cost them thousands of dollars.

The crew insisted and the company stalled, but now all is serene and the boys are happy in their new quarters. As far as I know this is the last Liberty under SIU contract to make the conversion of quarters to the peacetime arrangement.

Another ship that gave us a tough time for awhile was the Nampa Victory of the Waterman Steamship Company.

The Chief Mate aboard had himself mixed up with God. He was trying to pull a few fast ones on the crew and thought he had succeeded until Patrolman Sheehan came aboard and removed his halo.

Now the sad soul is looking for another ship where his methods will be appreciated.

The long awaited SIU fof'sle Card is ready for placing aboard

ships and is being sent out to the agents of all ports.

The Union went to great expense and work to make up these cards and have them printed. They are fine pieces of work and if you live by the rules and sug-



gestions on the card, you'll have a better trip all around.

The cards when they come aboard ship are to be placed under glass whenever possible, and are not to be kicked around or destroyed. They are too valuable for all matters, from shipboard meetings to beefs, to be torn up.

RETIRING BOOKS

I'd like to say a few words concerning the retirement of books. If you are contemplating leaving the sea make sure you retire your book by sending it to the 6th Deck, 51 Beaver Street, or by handling the matter in person.

In either case make sure you get your retirement card. I want to stress this point, for after every meeting we have 20 or 30 fellows asking for reinstatement.

The majority of these men have to be refused as the membership stated that men more than one year in arrears in their dues cannot be reinstated.

So, if you're going to work or stay ashore awhile, retire your book, or you'll find yourself out of luck when you get the urge to go to sea again.

WARTIME HEROES

I see by the reports out of

Washington that the so-called brains in Congress have decided to cut down on the number of aliens sailing American ships.

They do not, however, take into consideration that the majority of alien seamen sailed all through the war, and if any group of men is entitled to citizenship it is surely the alien seamen.

Some of these men have been sailing American ships for years, but according to law they must have five years on American ships before they can qualify for citizenship.

Something seems amiss when aliens who served in the Army were granted citizenship after only three months service, yet an alien seaman must put in five years at sea. Someone should go down and straighten things out with the boys on Capitol Hill.

NO NEWS ??

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

JACKSONVILLE
MARCUS HOOK
GALVESTON
MILWAUKEE
CORPUS CHRISTI
ASHTABULA
DULUTH
CLEVELAND
MOBILE
BALTIMORE
NORFOLK
SAN JUAN
HOUSTON

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

"Keep Hall Fires Burning" Is New Philly Slogan

By EDDIE HIGDON

PHILADELPHIA—Spring may have arrived all over the United States, but here in the city of Brotherly Love we are still keeping the Hall fires burning. The cold weather seems to be affecting shipping, and for the first time in many weeks, we have to report slow shipping.

We haven't had many payoffs lately, but we have had quite a few ships in transits, and nearly all of them have needed some replacements. That has helped out somewhat.

We crewed up the Hall J. Kelly, Waterman, and she sailed for Norfolk to load coal for Italy. We also finally sailed the New Hall Hills, a tanker that has been around the port for about five weeks.

Incidentally, if any port has a ship going to Bremen, and needing an Acting AB, please contact Walt Gardner in this port. He is on the loose, and has some unfinished business over there.

SIU WATCHDOG

Brother Tilley, our Patrolman, has the slopchest horrors. He is religiously checking slopchests of all the ships which hit this city, and he is doing a good job of making the companies toe the mark in this respect.

We have had a few unorganized ships in this port, and with the help of the organizers from New York, we have been able to take care of them.

Nothing new on our quest for a Hall. We know that the readers of the LOG are probably fed up with our troubles, but anyone who has read up on the housing situation realizes that our search for a home is being duplicated by guys all over the United States.

All hands, including the chief cook and bottle washer, have been spending a good part of every day looking for quarters.

What we want, we can't afford, and what is within our means, we wouldn't touch with a ten foot pole.

We here in Philly did all we could to help out the telephone workers. Now that their strike is over, we wish them a lot of luck in their future struggles.

Ships Are Crying For Full Crews In Port Tampa

By SONNY SIMMONS

TAMPA—Shipping in Tampa is still excellent, the only hitch being a terrific shortage of men.

We've combed the gin mills, the restaurants and every place in town, but our manhunt still finds us far short of the men demanded by the ships calling for crews.

During the past week 76 men were shipped from the Hall. Prospects for the future are very bright, what with Waterman sending ships in here regularly.

The Waterman Columbia Victory is in port now waiting for three Oilers and a Fireman, but we have none to give her. In addition, we sent the Moose Peak off to Batavia, Java, short two men.

One of the reasons we find

ourselves so short of men at the moment is due to a sudden call from Key West. The Horace See, tied up there called for 15 men and that just about cleaned us out.

MORE COMING

In addition to the large crop of Waterman scows in port, we are expecting a couple of Bull Line ships in from the phosphate run. It has been several weeks since a Bull Line ship pulled in here. It looks like they're taking a back seat to Waterman in this neck of the woods.

Over in Miami we are having some trouble with the Seamen's Institute, and the crimp hall they've been operating. Since the closing of the Miami Hall there have been several at-

tempts to take men on SIU ships from the Seamen's Institute.

All ship and departmental delegates are warned to be on



the lookout for men taken on in Miami. The chances are ten to one that the man taken on is not an SIU man.

One of our ships, the Nampa Victory, stopped off in Miami the other day and I received a phone call from the Mate informing me that a Deck Maintenance was needed. Because there was no Hall in Miami he was going to hire an NMU man from the pier.

I stopped that by informing him that if the man was hired he might find himself off the ship when it hit Tampa. The ship pulled into Tampa with a FWT and an Oiler having been added in Miami, so when the Patrolman contacted the ship he shoed them ashore.

The best way for us to avoid this trouble is to make sure that no men are hired in Miami. Tampa is only a few hours away from that port, so all necessary men can be taken on here.

Boston Begins Construction Of Three New Piers

By JOHN MOGAN

BOSTON—Shipping and business picked up somewhat during the past week, with a couple of tankers and the Yarmouth paying off here, and many of the ships in transit calling for replacements.

The tankers, SS Fort Winnebago and the SS Celilo, paid off with no disputes hanging fire. The Yarmouth also paid off without incident.

The crew of this vessel, incidentally, goes on standby while she is in the shipyard, where she will remain practically until the starting of the Nova Scotia run on May 28.

The Evangeline is also scheduled to start her run just about the same time; but the shipyard work on her is still behind schedule. However, there are indications that she will be ready for her sailing date.

NOTHING WORKS

The headache of the week was the SS William J. Bryan (Waterman). This scow came out of the boneyard, crewed up in New York and sailed immediately to Boston for loading.

Nothing on the ship was in working condition, apparently, as the repair list was a half-mile long by the time they reached here, also a beef for subsistence owing to the fact that no hot water was provided while on the run.

Came sign-on time, and the subsistence beef hadn't been settled satisfactorily, nor had the repairs been made; so the sign-on was held over pending disposition of these items.

At this writing the Bryan still hasn't got the crew on articles, although everything may be straightened out today.

The outlook for the coming week in this area is pretty good. The SS Antinous (Waterman) docks today, will probably pay-off tomorrow; and a couple of tankers are scheduled to pay-off in Portland before midweek.

The latter part of the week is still a question mark, but should be pretty fair for shipping, what with the two big ones for Eastern, and the three or four excursion boats, getting ready for end-of-the-month sailings.

THREE NEW PIERS

Construction of three new piers, with the most modern equipment, is due to start today.

This construction is part of a 55-million dollar plan of the Port Authority to modernize the port and afford shippers some substantially good reasons for using the facilities here rather than to ship by rail to other ports, as they have been doing.

But, as one wag suggested, a good start would be raze the entire waterfront and start building from scratch—for along the Avenue, at least, the piers are just about the same as when the Boston Tea Party was staged. Still, it is good to see construction get started anyway.

Incidentally, and also owing to new construction of highways, and Boston Elevated escalators, etc., the Union property has taken a fantastic jump in value, with real estate brokers offering over twice as much as the Union paid for it.

MEET THE SEAFARERS

Henry Murranka



On March 7, the LOG carried a story on page 4 headed, "Determined To End Bad Shipboard Conditions, Four Isthmian Crews Hold Meeting in Calcutta."

This story outlined the way a chance meeting of four Isthmian crews turned into a mass meeting to protest the deplorable conditions of Isthmian ships.

By a unanimous vote, the seamen present at that session agreed to take action, as soon as their ships returned to continental United States, to make sure that the bad conditions would be brought to an end.

The ships' crews involved in the protest were from the SS Steel Artisan, the SS Memphis City, the SS Beaver Victory, and the SS Citadel Victory.

Well, that's the way the story went. Of course, it was based on information received via letter, and although every attempt was made to check the facts carefully, there was a possibility of a minor error.

A MINOR ERROR

We heard about the error last week when Henry M. Murranka, AB, stopped into the LOG office. Henry is fresh off the Citadel Victory, and he wanted us to know that crews from six ships took part in the meeting, not four.

He added the name of the SS Allegheny Victory and explained that he had forgotten the name of the sixth.

The results of the meeting were immediate and far-reaching. On the Memphis Victory, the two stew-pots system was brought to an end, and overtime was more clearly defined on the other ships.

Many of the crewmembers brought up individual beefs, and there was plenty of advice offered to help straighten out the various situations.

But it was apparent to all concerned that the Isthmian beefs would continue until the SIU had a contract with the company.

With this in mind, the assemblage censured the National Maritime Union, CIO, for its stalling tactics, and voted to pass the word along to other Isthmian crews.

In addition, the group went on record to bring pressure to bear on the company to improve conditions once the ships arrived back in the United States.

After explaining all the above, Murranka started to leave. Just on an off chance, we asked him a question about his sailing experiences, and before we knew it, we had hold of a very interesting story.

AT THE START

Brother Murranka, by a queer chain of circumstances, found himself at Pearl Harbor, on the famous December 7, 1941. How did he get there? Well, that's a story in itself.

Henry was on a ship returning from Japan, which put into Pearl Harbor. There was an urgent need for foundry men, and since he had plenty of experience before deciding to go to sea, he applied for a job and was accepted.

So there he was, working hard and minding his own business, when "the world exploded right on top of me."

After that he decided that sailing was better for him than a shoreside job. All through the war, Brother Murranka sailed the ships that went to the far corners of the earth filled with supplies for the fighters against fascism.

He made trips through the sub-infested North Atlantic, the Pacific, and into the Mediterranean, when German airplanes were so thick they blotted out the sun.

Never, however, did he feel as helpless as when the Jap planes started coming in over Pearl Harbor.

SIU ALL THE WAY

Henry has been sailing only about six years, but from his first ship he has been a member of the SIU. It was the Union, according to him, that forced decent conditions for seamen during the war, even after the NMU had sold its membership down the river in favor of Russia.

"The SIU is the best thing that every happened to seamen," said Brother Murranka. "Aboard a ship a man would be a slave to the officers, but with an agreement, a seaman is protected."

Especially with an SIU agreement. Ask the man who sails under one.

Members Must Always Remember That Contract Binds Both Sides

By LEON N. JOHNSON

PORT ARTHUR — Paying off the King Hathaway of the American Liberty Steamship Company gave me a real thrill this week. She paid off in good old SIU style with no beefs in any of the three departments.

Not that there were no beefs aboard, but the delegates had done an excellent job of squaring away all the beefs before the ship hit port. That's the way we like to see it.

After the excellent payoff of the Hathaway, we ran into a little trouble getting replacements due to the small number of men in the port.

We had to call nereby ports for the necessary men and there we ran into an old problem. Some men were dispatched to this port, but after accepting transportation money they went aboard the ship only to pile

The Patrolmen Say...

Solid Crew

NEW YORK—An excellent example of union solidarity and good fellowship was the payoff of the SS Fairisle of the Waterman Steamship Company in New York last week.

There was real solidarity among the crew, and they stuck together at the payoff in a manner that was a credit to the Union.

At the time of the payoff a joint meeting was held attended by the entire crew, and all went on record not to payoff until the quarters were made presentable for the new crew.

Two NMU members who were fortunate enough to sign on the ship in a foreign port took the floor at the meeting and thanked the entire crew for the way they were treated during the voyage.

WANTED SIU

They expressed their desire to discard their NMU books for trip cards in the SIU, even though they had been NMU members for six years.

The Captain of the vessel was an all-right guy, but he was plagued with a log-happy Mate. The Mate stood by the gangway ever ready to log men who were five minutes late. He liked the wholesale logs too, for he threatened to log the whole crew for infractions of rules he himself set down.

It is the opinion of the Union that a recurrence of these actions will put him in the position of finding it very difficult to sail another SIU ship. Here's

Charleston Closes

The SIU Hall in Charleston has been closed. All sign-ons, payoffs and contacting of ships for that port is being handled through the Savannah Hall.

Savannah Agent Charles Starling assures all SIU crews stopping off in Charleston that they will receive full coverage and representation by the Patrolmen from the Savannah Hall.

hoping he learned his lesson this time.

The Chief Engineer and his Assistants are retired SIU members and were fairly decent joes. It was evident that they had not forgotten that they had sailed in the fock'sle themselves.

WENT TO BAT

The First Assistant and the Chief went to bat with me when it came to breaking a heavy log imposed upon the Deck Engineer. This log the Captain agreed to and was broken.

There was only one break in the excellent conduct of the crew. One character was logged for refusing to report to his station on general alarm during fire and boat drill.

This he admitted, claiming he could not see the necessity for holding a fire and boat drill at sea. You can rest assured that no attempt was made to lift this log.

All in all, this crew left no doubt that the SIU has the best membership of any seafaring union, barring none.

Ray Gonzales

Busy Port

NEW ORLEANS—The Seafarers in the larger ports are turning their eyes to the Port of New Orleans anxious to know what is going on. Well, here is a seaman's eye view of the situation.

The river is full of ships waiting for berths with the Alcoa ships unloading their cargoes at the point in barges so they won't be delayed.

There are three passenger ships in the port at present. The Alcoa Clipper due to sail the 23rd on her maiden voyage to the islands. The Alcoa Corsair will be laid up here until June 6th undergoing changes, one of which is the installation of a first class beauty parlor.

The queen of the Gulf and South Atlantic, the SS Del Norte of the Mississippi Shipping Company, is here for a stop-off on her regular run.

WORKING TOGETHER

The crewmembers of this ship have proven that, when all departments work together and hold their weekly meetings, they can bring in a clean ship no matter how large a crew she carried.

The procedure on the Del Norte is for each department to elect a member to act on the ship's trial committee, and performers are deal with on the ship the same as they would be at the Union Hall.

The first trip of the Del Norte was a nightmare. There were more beefs on her when she got back in port that there were in Armour's packing house.

The last two trips have been okay and all the credit is due the men who try to make a ship a home while aboard, instead of a mad house.

The crew on voyage number three donated \$102.50 to the Marine Hospital to be divided among all members and trip-card men. It has been the procedure in this port to give the permit-card men something every week while in the hospital.

We know the boys in the hospital will appreciate and thank the crew of the Del Norte for thinking of their unfortunate Brothers who are laid up.

Buck Stephens
William Brightwell
Johnny Johnston

Now Is The Time To Revamp Libertys Into Livable Ships

By FRENCHY MICHELET

As all of the steamship companies with which the SIU holds contracts are evidently planning to operate Liberty ships indefinitely, I think that the time is now ripe for the Union to make a determined effort to get decent living conditions aboard these vessels.

I don't write this in a spirit of criticism, but rather as a suggestion for doing the easy way now what may very well prove extremely difficult to accomplish later on when the operators will own the ships outright and must shoulder all the expenses: for I believe that, with a little pressure, the Maritime Commission will spend the few dollars required to make the necessary alterations before selling the vessels to the various operators.

Here are some suggestions for making Liberty ships almost as comfortable as the old "Hogs" that were built some twenty years earlier and of which the men who designed the Libertys evidently never heard tell.

LAME DUCKS

Extend the midship housing all the way out on both sides to eliminate the outside midship port and starboard passageways on the main deck.

These passageways are as useless as a lame duck congressman. By putting doors on both ends of the inside passageways you serve the same purpose.

When the sea kicks up and it's necessary to dog the forward doors, you may pass through the boat deck passageway and climb down the forward ladder—which is what everybody does anyway.

By extending the housing to eliminate the outside passageways, you get extra large, airy foc'sles like those we had before these bright boys of the hooligan navy dreamed up the nightmare of crew accommodations for Liberty ships.

Moreover, your messroom then becomes a place where you can seat all of the crew at once—something which our contracts call for but which isn't possible under the present setup.

Then, too, the small pantry between the crew mess and the old guncrew mess should be moved to the forward end of the guncrew mess resulting in an even larger messroom that will be as comfortable as any afloat today.

ENLARGE GALLEY

The galley could be substantially enlarged simply by extending it forward to eliminate the forward thwartships passageway and moving the door to the port side. There still remains the after passageway for communicating between port and starboard.

Finally, on those Libertys that do not have a saloon pantry, one should be installed. It's more work for the saloon messman to carry his gear back and forward to the crew dishwasher than it would be for him to wash his own. He serves only ten people and it would be a cinch for him to wash his own gear if he had the facilities to do so.

Both the crew messman and the dishwasher could then serve the crew and both pitch in and wash the gear, just as they did under the old setup, with the result that the crew would get a hell of a lot better service with

no one overworked. For under this setup you have a utility to make the rooms, passageways and stewards department heads.

Much better arrangements can unquestionably be worked out by a mechanically-minded committee, when one is elected to look into this problem. The important thing is to elect a committee now.

The time is ripe for action. If we show old John Shipowner that we intend to get decent living conditions aboard these scows, then you can bet your beer money that he's going to goose Uncle for the dough while the goosing's good!

Trinidad Racket

A letter mailing service has sprung up in Shagaramus, Trinidad, which may be the beginning of a new racket.

Crews of Alcoa vessels hitting this port state that a local Customs man has been contacting ships promising to mail the crew's letters for a small fee, but neglects to carry out his promise.

One Alcoa crewmember reports having lost six letters containing ten dollars through his reliance on this service.

To avoid what may be a swindle, crews are urged to route all mail through their Purser to insure its safe delivery.

Milwaukee Clipper Strike Once Again Showed Militant Spirit Of The Great Lakes Seafarers

By HERBERT JANSEN

CHICAGO—Shipping is again on the upgrade here, and we have quite a few men around.

The SS City of Grand Rapids, which is now fitting out in Benton Harbor, is calling for her crew and will make her first trip of the season on June 20.

Coming into this port during the week were the SS Penobscot and the SS Sultana. Several beefs on both. The Georgian Bay Line's SS North American will make her first trip out of Chicago on May 13 with a voyage to the Holland, Michigan Tulip Festival.

After a long layup, the SS Michigan is again going into operation. She's a sandboat, and will do a fill job on the new airfield strip which is being worked on now.

MILWAUKEE CLIPPER

A strike was called against the operators of the Milwaukee Clipper, which operates out of Milwaukee to Muskegon carrying new cars, tourist cars and passengers.

During the war, she operated out of Chicago as an excursion ship making a round trip daily to Milwaukee. Now she's back on her year round run across Lake Michigan.

Negotiations with the Clipper operators, the Wisconsin-Michigan SS Company, have been dragging on for months with no progress being made in the drawing up of a new agreement. Finally, the Clipper management stated that they would go along with the rest of the passenger operators.

After the signing of the D & C, Georgian Bay, Bob-Lo, and C & B contracts, which set up the 44-hour week pattern for Lakes passenger boats, another meeting was arranged with the Milwaukee Clipper owners.

At this meeting, the SIU Negotiating committee flatly turned down the company's offer of a six month's contract with other demands refused.

On the next day, April 30, a shipboard meeting was held aboard the Clipper at Muskegon, and the assembled crewmembers gave the company a 10-day chance (until May 9) to meet the SIU demands or else they would strike the Clipper. The company was notified of this action.

Several meetings were held during the next 10 days with a final meeting on the 9th. Still the company would not give an inch.

After the ship came in Friday night, the crewmembers were informed of the company's stand. So they immediately packed, walked off the ship, and set up picketlines around the dock.

Members of the ILA, who were driving cars off the Clipper, observed the picketline by stopping the cars right there.

Full cooperation and support was given the Seafarers strike by the ILA members, and we owe our thanks to Brother John Brzek, president of ILA Local 815.

Even though the Milwaukee Port Council of the AFL Maritime Trades Department has not as yet been chartered, the Council went into action immediately upon notification of the SIU strike.

Petrolite Crewmen Remember Blasted Texas City As 'Friendly'

The SS Petrolite of the Mathiasen Tanker Corporation was miles at sea when the terrific blasts and explosions rocked the city of Texas City, Texas.

With amazement and horror the crew listened to the radio reports of the catastrophe that had overtaken the Texas waterfront city. It was with cold shivers that they remembered being tied up at a pier in the center of the disaster area only a week earlier.

Deeply touched by the disaster that had taken place, the crew of the SIU ship got together and collected \$106.00 to be sent to the relief of the city as an expression of their sympathy.

In the letter which accompanied the money, the crew stated:

"The sum of \$106.00 was collected and subscribed by the crew and some of the officers of the SS Petrolite as an expression of our sympathy in your disaster. It was with stunned horror that we heard the announcement of the catastrophe while miles at sea.

"We shall never forget the friendly atmosphere nor the warm hearted hospitality of your

More Shipping Rules Explained By The New York Dispatcher

(Editor's note: To clear up misunderstandings and misinterpretations of the shipping rules, a short series of articles concerning the rules that come in for the most discussion and trouble has been prepared by Paul Gonsorchik, Chief Dispatcher, New York Branch.

The first article dealt with the shipping rules in general, the second with shipping rule Number 14, and today, rules 29 and 30.)

By PAUL GONSORCHIK

NEW YORK — Last week I dwelt on shipping rule 14 and pointed out that there was no three day trial period in which to regain a shipping card.

I also mentioned the fact that the rules covering this are on

the back of the assignment cards, and they must be followed to insure smooth operations and ship assignments.

Two more rules that come in for much abuse are those pertaining to promotion aboard ship. They are shipping rules 29 and 30. These rules go hand in hand and the failure to read and fully understand both rules often causes trouble.

Rule 29 reads: "Any man may be promoted on a ship providing he is capable of performing the duties required, but he must make one complete trip before promotion."

OFTEN VIOLATED

This rule is one of the most violated and misused of them all, as many men stop here and rush off for their promotion.

The rule means that any man may be promoted on the ship if he has made one complete trip and has the endorsements for that particular promotion, but that promotion must be from a



rated job. This means it does not apply to Wipers, Messmen or Ordinary seamen. This is made clear in rule 30 which reads:

"Ordinary Seamen, Wipers and Messmen must not be promoted on board vessel, but must come off and register at next rating before being permitted to sail at next highest rating."

If all men would read rule 30 after reading number 29, most of the difficulties would be avoided. It makes clear the fact that unrated men cannot be promoted aboard ship.

The only time promotions of unrated men are allowed aboard ship is during an emergency, and even in these cases the promoted men should report to the Hall as soon as possible in the first port reached.

BAD PRACTICE

Taking promotions aboard ship when a man is violating the shipping rules is definitely not in the union spirit. Not only that, although most men are unaware of it, they are leaving themselves wide open for charges to be placed against them.

In addition to this, the acceptance of an undue promotion can mean the loss of a job to someone who has fully qualified himself for the job.

At the present time with shipping good, jobs can be taken off the board with little difficulty, but when jobs become scarce enforcement of the shipping rules will tighten, especially those concerning shipboard promotion.

The best way to avoid any difficulties or the possibilities of charges being levelled at you is to prepare for that time now by learning the provisions of the shipping rules.

It is a good union man who knows his union rules and constitution and follows them to the letter.

Unclaimed Gear

Members whose gear has been held for more than three months in the fourth floor baggage room of the New York Hall are advised to call for it immediately, or notify the Hall where they wish it sent.

Crowded conditions make it impossible to hold gear longer than three months. All effects remaining unclaimed after three months will be sent to the owner's home via express collect.

Gear without addresses will be disposed of otherwise.

Vessels On Move In Buffalo As Ice Is Broken

By FRANK MORAN

BUFFALO — Arriving in this port last Friday, May 9, the government ice breaker SS Mackinaw has done a swell job of breaking up the huge ice pack outside Buffalo Harbor.

She was ably assisted by a John Roen tug, and the 36 vessels which had been frozen in for several days, both arriving and departing, were finally on the move.

Now, a steady stream of vessels heavily laden with iron ore and grain are moving into the Harbor with a minimum of delay owing to the ice conditions. If the wind doesn't shift again, freezing up the ice once more, things should keep on moving in this port.

Sailing on these Great Lakes breeds as hardy a race of seamen as any in the world. Certainly, the unsettled weather conditions on the Lakes in early Spring and Fall are as tough as any other place, and a lot tougher than most areas.

GOOD BUNCH

Not only are these Lakes sailors hardy, but they're as good a bunch of shipmates as you could wish to sail with. A number of these men have benefitted considerably from the gains won for them by the militant actions of the SIU.

Although a good number of them are sailing on unorganized ships, still a large percentage of these Lakes seamen are members of the AFL just waiting for the day when an election can be held aboard their ships, and they can register their choice of a union bargaining agent.

When that time comes, they will mark their ballot for the SIU in order to win the best contracts and conditions on the Lakes.

Seafarers Give Helping Hand To Ill Brothers

At the payoff of the SS King Hathaway in Port Arthur this week, the crew pitched in and donated a total of \$37.00 to the Seafarers in the Galveston Marine Hospital.

Those contributing to the recuperating members of the SIU were: L. G. Colon, J. Parker, B. Foulter, H. Wall, G. Muirhead, D. Gesser, R. Kerhley, A. Stanton and F. Otves, each two dollars.

The following members contributed one dollar apiece: A. Longe, A. Smith, B. Hager, T. Tobiasen, D. C. Crockett, J. A. Robillard, R. A. Barrett, V. Romale, C. Wilson, G. Maher, O'Tere, M. Dellane, A. Aubin, T. Heaton, D. Cavanaugh, J. Viladesan, A. Silver, Smyth and G. Bloeman.

Meanwhile, up in Boston, Mario Alberto donated three dollars to the Brothers in the Brighton Marine Hospital.

NAM's Promised 'Road To Freedom' Only Leads To The Open Shop And Slavery For The Worker

By LOUIS GOFFIN

If you haven't read a newspaper recently you are probably unaware that a road to freedom has been opened to you. A road to freedom for the American worker with the grand opening and tape cutting ceremonies being held up only for a lack of workers anxious to take the road.

Of course the reason for the lack of eager travelers to take this road is due to the dubious character of the road's planners—the National Association of Manufacturers.

So, finding themselves lacking in volunteers, the boys of the NAM have decided to force the workers down the road to freedom through compulsory legislation enacted by their puppets in Washington.

In the meantime, to soften up the workers and make the road a little softer to the feet, the National Association of Manufacturers has been placing full page advertisements in the newspapers extolling the virtues of the "road to freedom."

In their advertisements, paid for by the big corporations, seven points are listed which they grace with the title of "A Bill of Rights for the Worker."

The first is the right for any man to get a job whether he belongs to a union or not.

AWFULLY WORRIED

This bothers the NAM greatly. They are awfully worried about you and me getting a job and having to join a horrid union. They want us to be free men to choose the job we want without being "coerced" by a union.

This from an organization whose reputation for union-busting, labor-hating and profits-greed is only too well known to union men.

This is the same bunch that spent thousands of dollars and successfully smashed price control so we could have the freedom to pay twice as much for food and clothing.

The first point, the right to get a job whether a man belongs to a union or not, is a laugh. That's all we need Brothers.

We know from experience what it means if this becomes the law. First it would mean that the employer gains the right to employ any one he chooses and that means the immediate unloading of all union employees to be replaced with finks.

The employer also gains the right to cut the wages and working conditions through threats of firing now that he has no union to contend with.

ROAD BACK

Then, through this freedom given the worker, the boss would gradually push back working conditions to the days of the Coolidge era, when there was tremendous prosperity for the bosses and misery for the workers.

We will have gained "freedom" and the employer will have gained his unmolested profits.

We know, and the bosses know, that the only way the American worker has been able to gain high wages and good working conditions has been through his organ-

izing into unions and through our unity forcing the employer to part with some of the wealth we, the workers, have created.

But like the little boy in the sandpile, he doesn't want to share any of his toys.

The other six points of the NAM's program concern certain rights that the union workers should have in their unions, but by the time they finish relating their seven points the rights of union men have been transferred to the employer.

If they insist upon continual reference to freedom and democracy, let them look at the SIU and the SUP. Our membership has these rights through democratic rank and file control and

no one has ever been "coerced" into joining the SIU.

For the knowledge of the NAM, the road to freedom has been open to us for over ten years. When the Wagner Labor Relations Act was passed, it was then that the American worker came out of his slavery and not through any efforts of the employer or the NAM.

PROFITS FIRST

The National Association of Manufacturers which claims to be truly American is being traitorous to the American people. In its greed to get higher profits it is willing to sacrifice the worker on the open shop alter.

Through their lying and deceitful articles in the bosses'

press, they are trying to swing the axe on American labor, but it's going to take them more than that to succeed.

We know that articles in defense of unionism will not be printed in the big newspapers, we do know, however, that through our labor papers the truth will be known.

We also know that the American worker will not fall for the odorous dish prepared by the employers and their political stooges.

No thanks, Mr. employer and the NAM, for your invitation to the "road to freedom," we have already found our road and it doesn't lead to the open shop.

Collective Bargaining Is Two-Way Street, The Union Must Keep Its Obligations, Too

By J. M. (WINDY) WALSH

In the past, a good many of us have been prone to look upon the SIU agreements as instruments forged merely for our protection against the boss, to be invoked when it served our purpose, and ignored if it was against our selfish interests.

Such one-sided thoughts must not be allowed to survive, if we ourselves wish to survive the inevitable anti-labor legislation due soon from our Representatives and Senators in Washington.

In the eyes of the law an agreement is a legal contract binding upon each party to the extent set forth in the body of the contract. Under our agreements we have certain privileges guaranteed us.

There are certain duties imposed upon us, both written and understood. These obligations must be met by each and every member while aboard ship, if we are to continue as the most powerful force in maritime.

How foolish is the crewmember who brags about "sticking the company." He must be feeble minded to reason in such a manner, for each violation of the contract, both in the letter and the spirit, serves to forge tools for future use by the employer.

HELPING THE OPERATOR

Each such action is strengthening the shipowners hand in future negotiations.

In negotiations it is not always the best argument that wins the point, just as in poker the best hand does not always win the pot.

Pressure can force the best hand to drop out. Pressure on the part of the boss can consist of countering every demand of ours with a carefully tabulated list of the misdeeds of our various union brothers aboard ship.

If we ask for increases in linen, for example, they can show where our crewmembers are using towels for rags, mops, etc.

If we ask for food increase they can counter with proof of wastefulness, pilfering and other forms of destruction.

If we ask for better working conditions aboard ship, they can show where we are working to-

day an average of six hours per day. Do not for one minute think that the boss is not carefully keeping records of every action that we perform aboard his ships.

He has done it in the past and for sure he will in the future.

WATCHING AND WAITING

Today, in a flurry of export shipping, the shipowner has assumed an air of benevolence.



This serves his aims as it creates an atmosphere of friendly labor relations; but never forget that the minute this boom is over and the real shipping competition starts, he will start looking for ways and means of eliminating excess costs.

We are certain to be his major target. With ample support from

the reactionary congress, we can expect to be number one on his offensive. We can, and must, forestall him by being union men.

In every other trade, as in this one, the union man is looked upon as the best in the game. A mark of distinction that is applied by most officers aboard ship that I know is the remark: "They are SIU men."

Everything we have has been won on the bricks, across the table and on the ships. We must protect ourselves and live up to our agreements. It is serious, no matter how lightly we take it now.

So, boys, bear in mind that the Bosun is living up to the Agreement when he peps you up a little or holds you to twenty minutes for coffee.

He is living up to the agreement which is our protection as long as we fulfill our obligations under it.

FOOLING YOURSELF

Bear in mind, also, that you are not hurting the company one bit when you get drunk and chop up furniture, smash dishes, throw food away and raise hell in general.

You are only fooling yourself, and piling up a mass of evidence that may someday come tumbling down on your head.

Brief Strike Wins Seafarers New Milwaukee Clipper Contract

(Continued from Page 1)

Finally, General Manager Ray Van Beckum agreed to the SIU contract terms which were then submitted to the membership for ratification. After membership approval, a further meeting at 3 P.M. Sunday was necessary to sign the new agreement.

Service will be resumed on the Clipper with the scheduled 11:55 P.M. trip to Muskegon tonight.

Great Lakes District Secretary-Treasurer Fred Farnen praised the strikers for their militant job action, and stated, "It's high time the shipowners realized that the SIU is here to stay on the Lakes, and that if they don't agree to our legitimate demands, we'll

strike the ships whenever necessary.

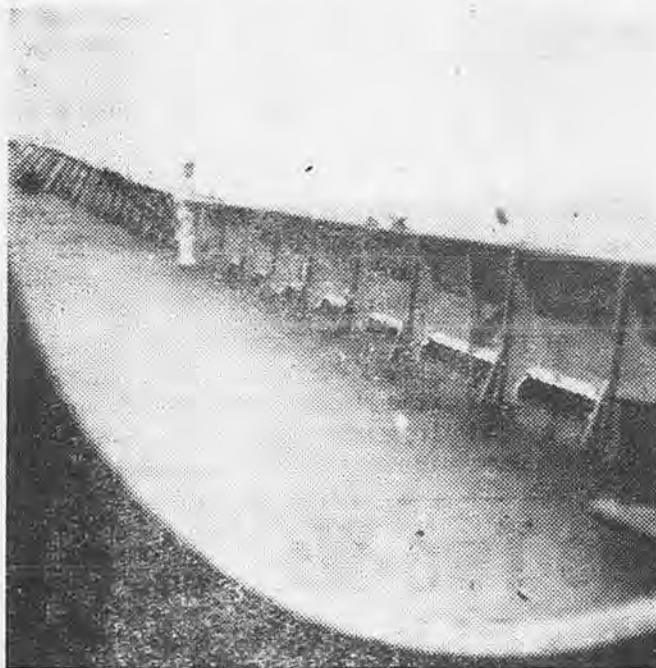
"The SIU has always received the best wages and conditions on the Lakes, and we have the best contracts. We intend to keep it that way, and this action of the Seafarers aboard the Milwaukee Clipper further proves our point.

"Our white caps are off to the militant Brothers on the Clipper who had guts enough to go out and fight for their demands. We also owe a debt to our AFL Brothers in the Longshoremen. John Brzek, Milwaukee ILA president, as well as other AFL affiliates in the Port Council, went down the line 100 percent with the SIU, and they have our thanks from the bottom of our hearts," concluded Farnen.



SHIPS' MINUTES AND NEWS

Camera Nabs Lafitte's Overtime Pirate



1. Character at rail of the SS Jean LaFitte is not fishing. Apparent not knowing he was being watched through porthole by alert Messman with camera, the Chief Mate paints way.



2. Just so there'd be no mistake, Messman gets up behind the Mate just as he swishes a brushload of paint. Now there's no denying the guy was chiseling on the Deck Department.

Schuyler Crew Charges CG Disregards Seamen's Safety

The United States Coast Guard's apparent disregard of the welfare and safety of American merchant seamen has drawn stern censure from the crew of the SS Philip Schuyler.

The Schuyler men said they were "convinced" that a feeling of antagonism is responsible for the Coast Guard's attitude toward merchant seamen. They believe, too, that the further apart the two groups are, the better conditions will be for the seamen.

In a signed statement released to the boarding Patrolman when the ship pulled into New Orleans recently, the crew took the Coast Guard to task for its retraction of a promise to effect the transfer to shore of an injured crew-member aboard the Schuyler. The Coast Guard's turn-about in attitude came after all plans had been completed aboard the Schuyler to have the man removed for shoreside treatment.

PRITCHETT HURT

Roy Pritchett, Oiler, aboard the Schuyler, was the man whose injuries resulted in the crew's statement. Pritchett, who is also a licensed electrician, was requested to examine the motor of the galley blower. He was accompanied by the Chief Engineer. While Pritchett was preparing to examine the motor, the engine room skylight fell down on his arm, inflicting a severe break, the crew's statement said.

Everything possible to render first aid and make the injured Seafarer comfortable was done aboard ship. The Captain signaled the Coast Guard for aid and a cutter was dispatched to the scene. Then, a life boat was dropped over the side to pick up morphine with which to ease the severe pain Pritchett was suffering.

Arrangements were made aboard the Schuyler to have the men sent to a shoreside hospital

at Key West, Fla., so that he could receive proper professional care and the benefit of x-ray facilities.

At the last moment, the Coast Guard radioed the Schuyler that Pritchett's case "was not considered an emergency" and refused further aid in the matter, it is charged in the crew's statement.

As a result, Pritchett had to remain aboard ship until the Schuyler arrived in New Orleans eight days after the accident.

MORE IMPORTANT

Commenting on the reversal of attitude the crew's statement said, "That arm belonged to Pritchett. He might like to use it for the rest of his life . . . Does the Coast Guard consider the American Merchant Marine as necessary to the welfare of the citizens of the United States as it does its own department?"

"If they do, do they imagine they are inspiring the confidence of the great body of taxpayers who support the subway sailors and make the Coast Guard possible . . .

"We, the members of the crew," the statement continued, "are more convinced than ever that there is nothing but a feeling of antagonism on behalf of the Coast Guard for the Merchant Marine and the further away we are from them, the better off we will be.

"This separation can be accomplished by our united and diligent effort. We have a war record to be proud of. If the Coast Guard didn't match it, now is the time for them to make amends not widen a breach that will ultimately sign their own 'death knell,' the statement concluded.

Chief Mate Mars Voyage To Far East

The SS Jean LaFitte pulled into New York last week to wind up what crewmembers described as a "good trip."

The Waterman vessel was out four months on a run that included stops at San Pedro, Manila, Shanghai, Masinloc, Singapore, Port Sweatenham, Penang, Aden and Port Said.

All hands agreed there was a good crew aboard, with particular plaudits going to the Deck Department. The LaFitte's skip-

per, Captain Fred C. McNaught, drew a round of applause for his cooperation with the crew. Several of the crew said the skipper was "the best we ever sailed with."

Only thing that marred an otherwise clean record throughout the voyage was the presence of the Chief Mate, who pirated overtime rightfully belonging to the members of the Deck Gang. The Chief's painting piracy was reported to the Union, by James Marshall, Deck Delegate.

Bridge Invades Foc'sle; Wears Crown King Still

King is still the champ!—or the champ is still King!

But no matter how you look at it, the fact is that Thomas W. King, an AB out of West Virginia, still rates tops as the best bridge player in the maritime industry. His mastery of that card game is fast becoming a legend in shipboard gossip.

King's latest successful defense of his title was made aboard the SS Bessemer Victory during a recent trip to Bremen and return. Three of his shipmates—no mean hands themselves—who had heard of his prowess with the cards threw down a challenge that no real king—certainly not a Thomas King—would side step.

INTERNATIONAL GAME

The Bessemer Victory got under way. So did the bridge game. An international air surrounded the contest. Matching skills with Brother King were E. Smet, Bosun, of Antwerp, Belgium; Robert Taylor, Chief Electrician, of Malone, N. Y.; and Ted Hodge, Deck Maintenance, of New Zealand.

In describing the course of the contest, Brother King had a mountain of labor for the LOG reporter's savvy of bridge is confined to a working knowledge he received during a visit to the dentist.

King revealed that on arrival in Bremen, after 80 rubbers (something like an inning, in case

you guys aren't hep to the jive), the Bosun was leading by 1800 points. On the return voyage Taylor took the lead at the end of the 150th rubber.

By the time the Bessemer hit New York, the contest was along in the 193rd rubber, and King, who had been pacing himself carefully throughout the game, stepped into the lead by 1500 points. There was less than 5000 points difference between the high and low scores, which, King pointed out, was very close for a pivot game as long as this one.

KING WINS

The order of the finish at the trip's windup was thus; first, King, second, Taylor; third, Hodge, and fourth, Smet.

King was still king. And the Seafarer bridge-enthusiast, who began sailing in 1925, and who between shipping dates makes shoresided bridge players look sick, looked forward to more challenges to his skill. He has no fears about being defeated, however. He figures he can take them all.

"It's just in the cards," he opined.



3. The piratical paint job over. Chief Mate E. S. Albert slips away while Messman completes his photographic record of the incident. Meffer has been turned over to the Union.

Good Deal

One of the most difficult tasks in connection with writing is finding a spot for publication. The task, however, has been made easier for Seafarers who have written—or are about to write—stories or articles with a salt water tang.

An arrangement has been made with a reputable agency of authors' representatives, who will read your material without any charge. If the stuff has possibilities it will be brought to the attention of publishers for possible sale.

Send your manuscripts—typewritten, of course—to Carl Cowl, c/o Seafarers Log, 51 Beaver Street, New York 4, N. Y. Enclose a stamped envelope, addressed to your permanent residence to insure safe return in case script is not up to snuff.

THE BELL RINGS FOR CHOW



Meal-time on the SS Alexander G. Bell is a looked for event. Seated around sumptuously laden table are several of the well-fed Seafarers crew. At left side of table, from front to rear, are Barney Henkly and Arvid Gylland. On the right, same order, are Clifford Clousse, John Schupsticks, Eddie Kopka and Carlyle C. Kirk.

Responsible for the bell-ringing menus are Steward Hoss McKinnie, Chief Cook Benny Calliorina and Delegate Jimmy Dayton.

Meals include such delectables as oyster cocktail, sliced chicken and veal steak, grilled to order.

SIU Ship's Minutes In Brief

PILOT BUTTE, Aug. 29, 1946
—Chairman L. A. Connors; Secretary L. T. Higgins. Deck Delegate asked why fruits were being left out to rot, instead of putting out just enough for one night. Water fountain repair necessary. Baker asked to make more pies and cakes. Suggestion to see Chief Mate about securing buckets, Lux soap, lye and equipment to clean heads at next port. Steward to put a better brand of coffee aboard. List of fines for various offenses drawn up and approved by all.



ALCOA PLANTER, March 31—Chairman Russel; Secretary Henry B. Snelling. Deck Delegate reported all okay. Engine Delegate reported that the First Assistant is tight on the overtime. New Business: Crew asked Steward for explanation on the sudden shortage of fresh foods. Steward claimed he had made requisition for stores, but they were not put aboard. Motion carried for each departmental delegate to draw up a Good and Welfare list for his department.

JOHN W. BURGESS, April 16—Chairman John Coppers; Secretary Frank Webb. Motions carried: to elect one member from each department to keep crew recreation room in shape, each man to serve one week; all crewmembers are to wear shirts and trousers in messhall; cups to be returned to sink and butts to be kept off deck. Repairs to be made as per list submitted.



NATHANIEL CURRIER, April 12—Chairman R. Maston; Secretary R. Cummings. Deck and Engine departments report no beefs. Steward Delegate asks who is to collect Ch. Cook's wages while he was sick and unable to attend to his duties. Motion carried to request Patrolman to choose ship's delegate at time of signing on, as per shipping rules. All soiled and torn linen, also all Army towels, to be removed and replaced with proper linens. Request and repair lists to be turned in and acted upon before new crew signs on.

ROBERT M. T. HUNTER, Feb. 5—Chairman M. E. Pappadakis; Secretary M. Kilmark. No beefs in Deck and Engine departments. Steward reports Night Cook and Baker refused to attend meeting. Steward also reports ship is using 16 lbs. sugar daily, and since company only put 900 lbs. aboard, supply must be considered. Same for coffee. Motions carried: to check on list of supplies and replenish same to last for entire trip; to post notices in advances of meetings, according to rules.

ROBERT M. T. HUNTER, Feb. 23—Chairman M. E. Pappadakis; Secretary Tom Williams. Engine Delegate states



member of Deck Gang is not living up to union principles. Bosun requested no discrimination be made between full book and pro book members. Steward spoke on departmental duties saying that all departments only do work assigned to them and that no overtime be done without authorization. Motions carried: All crewmembers to keep library clean, and in order. Fruit juices to be served according to crew's wishes.

Someone Played A Chicken Trick

The oratorical wizards of history paled in comparison when the Bessemer Victory's Chief Cook made an impassioned plea for the return of what was referred to as his "puloined pan." Said pan disappeared in Bremen recently, and the cookie is pretty much put out about it. Making the loss more irksome was the fact that the pan, at the time of its disappearance, was amply covered with several chickens.

Though it may sound amusing, the crew stood to lose most on the chicken deal. Seems like there'd be less of the winged food to go around on the return trip.

HASTINGS, April 13—Chairman Phillingame; Secretary Burns. Report made by Shay on purchase of washing machine. Reagan to receive money left from purchase of washing machine. Motions carried: to have each Department delegate make up "beef list" to be presented to Captain and Patrolman; to have sufficient amount of blankets brought aboard. An investigation is to be made of fact that there is one messman for crew's mess. Quarters to be cleaned up after payoff.



SEATRAN NEW JERSEY, April 20—Chairman R. Hayes; Secretary B. Watson. Purpose of meeting is to effect change of foc'sles for watches, so as to have Quartermaster, AB, Cardeckman and OS on same watch occupy same room. A vote was taken on proposed change by men who stand watches, and change was to be made by 9 to 5 vote. Objection raised over which foc'sle was to be occupied by who, and suggestion to decide by drawing slips was not accepted. Decided to refer this question to New Orleans Patrolman for his advice, final decision to rest with the crew.

JONATHAN GROUT, April 20—Chairman Reid; Secretary Austin. Minutes of previous meeting read and accepted. Engine delegate reported all

okay with exception that one brother had lost tripcard application, and there is an insufficient supply of soaps and powders. Stewards department okay. Deck Delegate reported gangway watch was knocked off in Hamburg, Germany.

CITY OF ALMA, Mr. 23—Chairman Sullivan; Secretary Foucek. All Engine department quarters, heads and showers to be painted out. Night Cook and Baker to be moved to a room where he has a chance to sleep, portholes to be changed to glass in all unlicensed quarters. New crew not to sign on until repairs have been made.



CHARLES WARFIELD, (date not noted)—Chairman E. L. de Parlier; Secretary R. N. White. Minutes of previous meeting read and accepted. Election of departmental delegates. Motions carried: to continue cleaning of recreation room as in previous voyage; to have crew's ice box removed from recreation room; to obtain electric mixing machine in Baltimore for use in galley; and to have vessel sprayed and properly fumigated upon arrival in Baltimore.

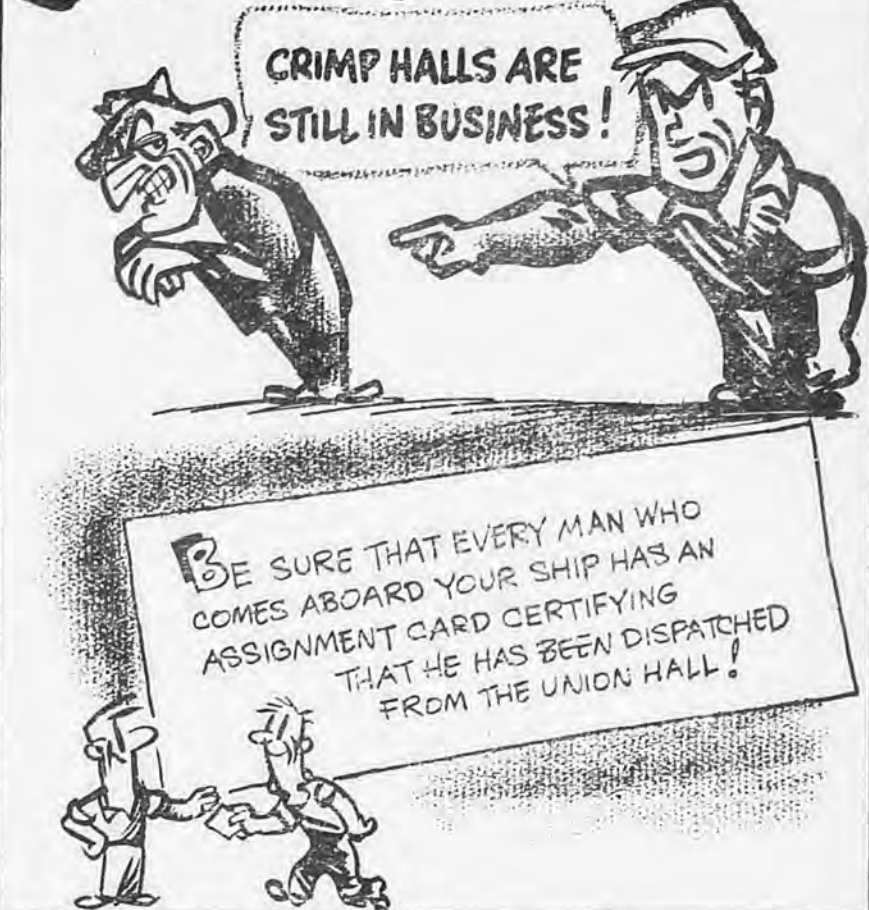
JAMES SMITH, April 13—Chairman J. Petro; Secretary Ray Brown. Delegates reports read and accepted. Chairman complimented crew for keeping messhall in clean condition; also cautioned crew to keep cups and glasses clean for watch following them. Suggested that ship's laundry be left clean at all times, and that passageway paint work be kept as clean as possible.



ALEXANDER G. BELL, Mar. 16—Chairman Lader; Secretary McKinnie. Motion carried: to refer to Patrolman question whether utility pantryman should have overtime for work which Steward says is routine in nature. Other motions carried: to turn off all fans when on watch; to have Chief Mate put mushrooms in working condition; to have sanitary men sweep recreation room daily; officers to be informed that they are to return their dishes and cups to the pantry when finished with them.



SEAFARER SAM SAYS:



CUT and RUN

By HANK

Washington News Item, May 12: The Maritime Commission supported today a measure to give wartime merchant seamen benefits similar to those granted to armed service personnel under the GI Bill of Rights including education. But both the War and Navy Departments opposed the bill. The measure, by Representative J. Hardin Peterson, Democrat of Florida, is modeled after one approved by the House Merchant Marine Committee last season. It would eliminate, however, some sections objected to in that bill, such as loans, civil service preference in jobs, merchant marine hospital care for non-war service as well as war-connected disabilities, and benefits to dependents. Payments toward education would be lowered . . . Well, it looks to us that this bill will not have much meat to it, after all. It will be just a gesture of praise and educational reward—especially when the bill leaves out hospital care, etc. We wonder why the War Department and the Navy Department are so courageously stubborn and technical with what the Merchant Marine should or should not get. Maybe it's just their peace-time nerves boiling over into everybody's business, or something?

Well, Pete King, the happy cook, sailed a week or so ago to the land of Italy. Bon trip to you, Pete . . . George Meaney, the volunteer organizer grabbed a ship too, leaving us a promise that he'll write a few newsy letters about the trip and shipmates . . . Our shipmate, Brother Spurgeon Woodruff, and his mustache, are on a ship right now—headed for South Africa. Also aboard is his and our shipmate, Chips Einar Hansen. Let's hear from you guys . . . That little oldtimer, Bosun Joe Felton, just came in from a trip a few weeks ago . . . Bosun Herman Christensen shipped out recently but regretting that his shipmate Pete Gvozdoch was out on some other ship instead of in port for a trip together again . . . Sam Luttrell just came in with his sense of humor and variety of stories . . . Steward Eddie Kasnowsky just came in from a trip to the West Coast. He's ready to grab another ship—this time to Texas—and try to get his long-delayed case of working gear, etc., which some company keeps forgetting about.

Brother Joseph De George, the mustached ex-bartender, is contemplating a voyage after realizing that a landlubbing job doesn't pay anymore. Joe confessed that he discussed and proved to his wife that he was better off going to sea. Brother Joe confessed that he had a possible good deal with some noiseless typewriters which one of his pals could not sell in some other part of the country. Anyway, Brother Joe and his shipmate Chuck will probably be out on a ship soon, retelling their wartime experiences as they did to us this week—humorous stories about shipmates and situations during the war which will always bring the laughs and go good with any beers or any crew of shipmates . . . Brother William Thornton, who confessed that he is sometimes called Wild Bill, dropped in to say hello and to thank us for wishing his mother swift recovery to her illness last year down in North Carolina. Brother Bill promised us he would write a letter or two when he's out on his trip—so we could brighten up our column once in awhile. Okay, Bill, take it easy now.

When you Brothers come back from those long trips get yourselves acquainted with what happened while you were gone. Read the back issues of the LOG. Find out what's new—so you don't get fouled up before you ship again.

THE MEMBERSHIP SPEAKS



'Skull And Bones' Rattles Roswell Victory's Crewmen

To the Editor:

This is written with hopes of weeding out the flunkies who have been riding merchant ships in various jobs (or positions in this case) with no other purpose than to make life miserable for seamen.

The crew of this ship, the SS Roswell Victory, feel they would be letting their SIU Brothers down if they didn't register a beef about this undesirable and unlearned (and several unprintable words) so-called purser we have aboard.

We have found this man to be a habitual liar. He is unable to perform his routine duties, such

a pharmacist's certificate. He has no knowledge of medicine or medical terms and can't even give you a shot without making a big blunder.

You dare not go to him with any of your minor ailments, as he goes to the medicine chest, and picks at random without having any ideas as to what he is giving you. It is a fact that he gave one of the boys a bottle of hot sauce for a laxative. How the hot sauce got into the medicine chest no one knows. And why the Captain allows him to continue this attempt at "mass murder," no one has yet quite figured out.

There is one thing, however, that he is damn good at—too damn good. That is juggling the slopchest (in case you haven't already guessed it, it always is to his advantage.) In case the company doesn't remove this character from the payroll, be alerted by this letter.

Beware of the purser at present aboard the SS Roswell Victory of the Robin Lines.

H. E. Perlinson



as handling the slopchest, which he opens whenever he damn pleases. He completely disregards the wishes and the well-being of the crew.

"DOCTOR," TOO

As if that were not enough, he suddenly decides he is a "doctor," though he doesn't even have

BROTHER GIVES OPINION ON INSECT SPRAYING

To the Editor:

In regard to Patrolman Ray Sweeney's question in the Feb. 28 issue of the LOG on the matter of cockroach spraying in mess halls I should like to say that I think if a man sprays the mess-halls, staterooms, etc., he is entitled to overtime.

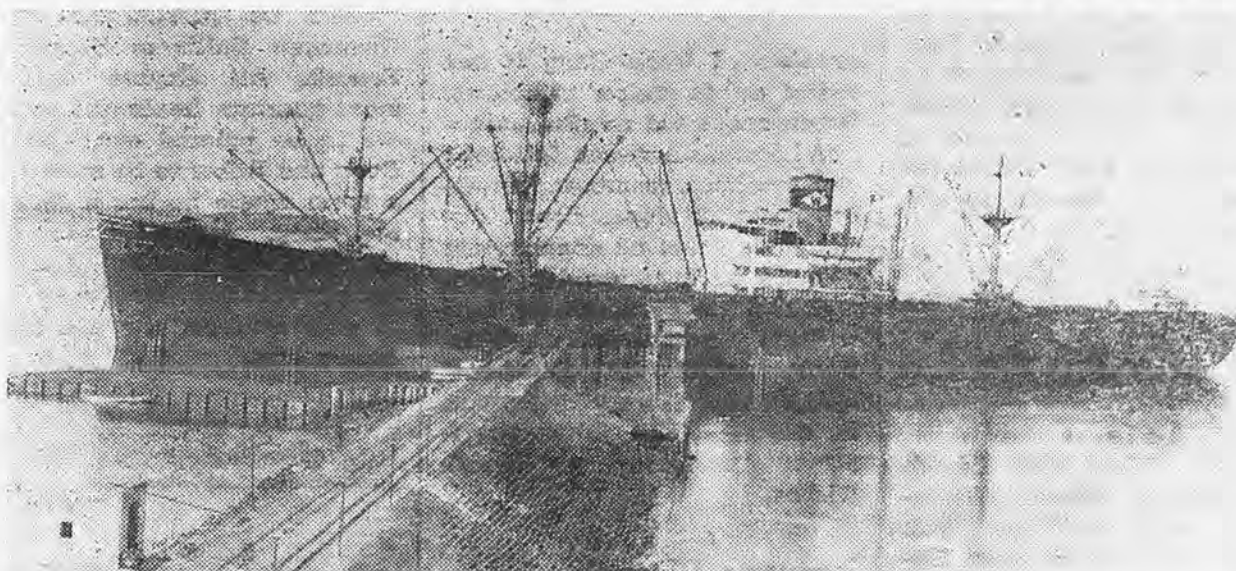
But if a man just sprays mess rooms—well, hell, it only takes five minutes. It all comes back to the fact that a Union man is the best man on a job. He gives capital a day's work and in return he wants a full day's pay.

Under the circumstances mentioned in Ray's article, I can't say exactly. I don't know the Steward, but I feel that a lot of messmen nowadays don't want to do the day's work they're paid for. If those guys just worked five minutes to do the spraying job in the messrooms, I really don't believe it should be overtime.

But if they sprayed longer and after their regular eight hours of work, it is, and they should be entitled to, overtime. I believe the SIU-SUP is a good Union for this reason—it is fair with the steamship companies, although the companies are far from being fair with us.

Jim "Chick" Sharp
Houston, Texas

SWASHBUCKLING JEAN LAFITTE IN PHILIPPINES



The Waterman vessel relaxes in placid waters while chrome ore is loaded aboard at Masinloc, Zambalis, which contains one of the largest chrome deposits in the world. This photo, taken March 8 last, was submitted by Seafarer James Marshall, Deck Maintenance on the LaFitte.

Isthmian Crew Slaps Treatment Dispensed By Union-Hating Mate

To the Editor:

The Deck Gang of the William Tilghman calls attention of the membership to the union-hating Mate of this Isthmian line scow. He claims to be a member of the MMP, but we doubt this very much.

In a picture of the characteristics of this individual, you would



see him running around the deck, shouting at the top of his voice to the Bosun and sailors: "Turn the men to at 8 o'clock . . . I'll log you five for one . . . I'll take you to the old man." To the

Bosun he would scream, "Work them sons of - - - up to 5 o'clock."

He made a general nuisance of himself, and nearly drove the gang to the point of open rebellion.

COLD POTATO

Apparently the lives of the sailors mean nothing to him. He has violated every safety precaution laid down by the company and which every man had to sign. He can and should be held responsible for at least five men being hurt, two of whom had to be sent to the hospital in Bombay. These same men, after being hurt, were turned to again and again.

He has openly discriminated against two men, one of whom returned from the hospital with his discharge stating, "Fit for sailing, but not fit to work until wound is healed." This man was broke out on his watch below to stand a four-hour wheel watch so that the men on the 8-12 could work four hours on deck. This he refused to do. He was

then made to stand three and a half hours at the wheel on his own watch so his mates could work on deck. This he did from Bombay to Baltimore.

LEGREE WRITES

Another case of direct discrimination was against a man on his watch who would not take any of his crap. To this man he wrote a note giving a schedule for him to follow every morning and night, which included shining brass on holidays, sougeeing on Sundays, etc.

This madman wanted to work the Bosun and Carpenter on Saturday afternoon and also rig cluster lights on deck at night so that the 8-12 and 12-4 standbys could work. Does the membership wonder why men blow their tops when they have to put up with ATS 90-day wonders such as this.

This guy started to sea in a tanker in the spring of 1939. If we remember right, there was a tanker strike on then. Need we say more.

These and other acts of discrimination we hold against this man.

Signed by 15 Crewmen
SS William Tilghman

Seafarer Hospitalized In Evansville, Ind.

To the Editor:

After making a trip on the SS St. Augustine Victory, an Isthmian ship, I am here to rest up for awhile. No beefs on the service here.

Would like for you to send me the LOG at my home address in Mt. Vernon, Ind.

We had a lot of trouble at the payoff in Mobile on April 8, but I think everything was straightened out okay.

Howard M. Lewis
Marine Hospital
Evansville, Ind.

Log-A-Rhythms

We went rolling 'cross the 'Lantic
On the good ship "Floating Boom,"
And she pitched 'til we were frantic,
And we thought we'd met our doom.
With our load of locomotives
We had started put for France—
Like a maddened heathen votive,
All our ship could do was dance.

The Captain on the flying bridge,
The Chief Cook in the galley,
The lookout on the foc'sle ridge,
The Wiper in the alley—
All hung on tight for all their worth
And tried to keep their footing—
Our good ship bounced around with mirth,
And beat them all to pudding.

The pots and pans flew through the air,
The dishes crashed and broke;
We lashed ourselves with care,
The ship thought 'twas a joke.
It stood us on our feet at first,
And then upon our heads,
And when we thought we'd had the worst
It threw us from our beds.

SS Floating Boom

By BILL ROBINSON



And so we rolled and pitched and rolled,
And sometimes made two knots;
The seas around were grey and cold,
And dismal were our thoughts,
And then at last we sighted land
And fell upon our knees
To give our thanks to the angel's hand
That brought us through the seas.

So, sailor, when you're shipping out,
Beware the "Floating Boom,"
Or it will get you without doubt,
And take you to your doom.
Columbus was a skipper bold,
Through many a storm he strayed,
But never in the tales he told
Was such a voyage made.

They'll Be Down B. A. Way Soon, Fellas

To the Editor:

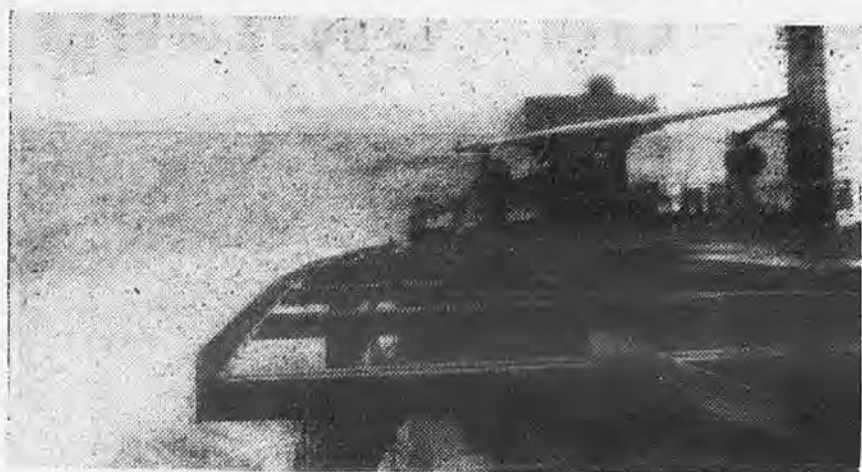
During a one-month stay in Buenos Aires recently, the boys of the SS F. T. Frelinghuysen found a place which soon became the hang-out of most of the crew. It is a nice place and you meet many SIU members there.

The owners of this place would be glad to receive the LOG for distribution to our members. Name of this place is the May Sullivan Bar at 25 de Mayo 692.

Deck Delegate, Book 21576
SS F. T. Frelinghuysen

(Ed. note:—The LOG had previously been requested to ship copies to the address given by the Frelinghuysen's Deck Delegate, and bundles of LOGS have been going there for the past month.)

THE RIDING WAS ROUGH



Seconds after this picture was taken, heavy seas cascaded over the bow of the SS Warrior Point, but the sturdy Pacific Tanker came up right away for more. Seafarer James F. Byrne, Steward, stood by with his camera to record the scene.

Previous Crew Lacked Pride, Say Lundy Men

To the Editor:

On April 24, at a meeting aboard the SS Benjamin Lundy, it was voted to use the columns of the SEAFARERS LOG to publicly castigate the crew that preceded us on this bucket.

Never were foc'sles left so badly littered. A trash accumulation greater than two weeks cleanings by New York's department of sanitation lay on the decks. Dirty socks, underwear, old papers, shoes, dungarees, broken bottles, magazines, glasses and pictures were strewn all over the place. These were saturated with whiskey, water and stale beer.

How in the hell could these "characters" find time to do their work and still have time to crap up their quarters as completely as they did is beyond our wildest imagination.

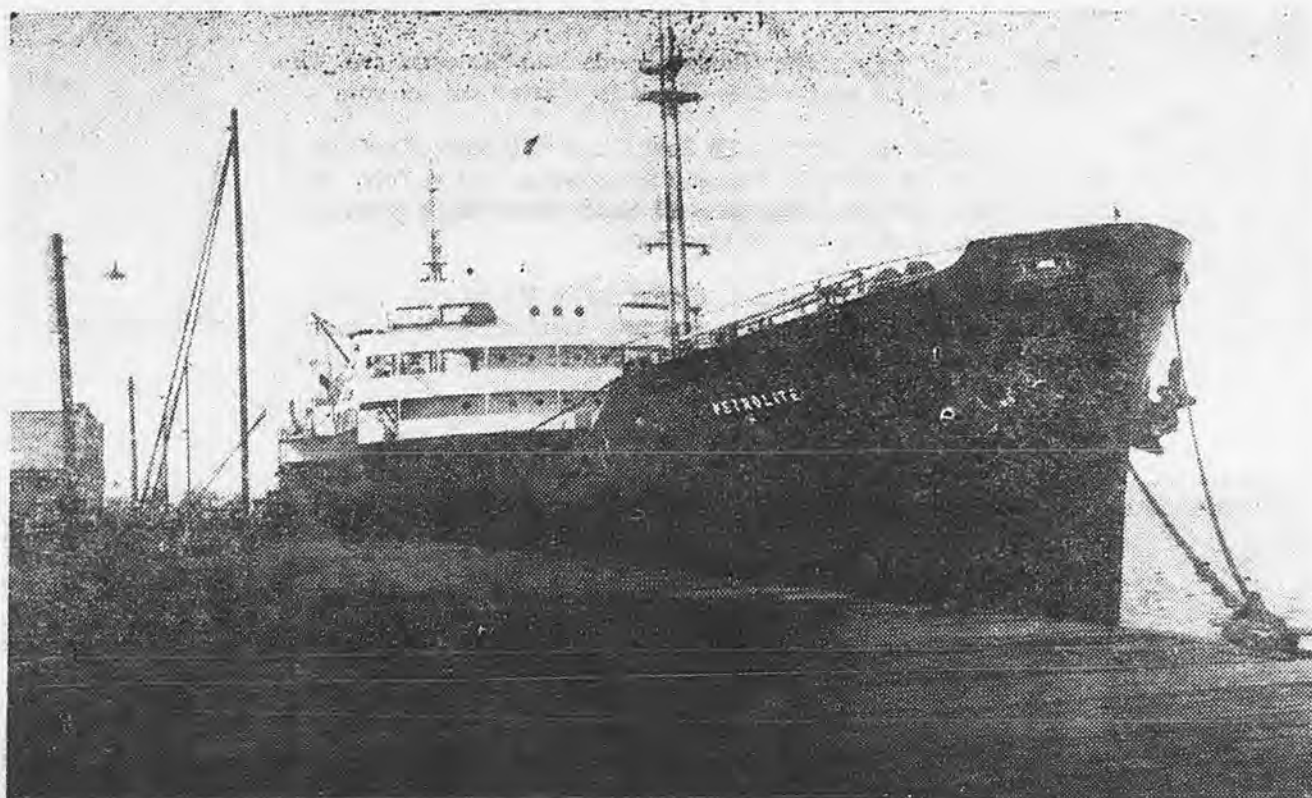
No Union man would leave a mess for his Brothers to clean. His pride in his Union would not permit him to do such a thing. We are forced to conclude, therefore, that the crew before us on this ship were not good Union men.

Perhaps they were members paying dues as long as the Union gives them jobs but that type will pull out when the going gets tough.

A Union man takes pride in himself, his Union and his job. Our predecessors were without this pride.

Crew of SS Benjamin Lundy

HER CREW CHOSE THE SEAFARERS



The SS Petrolite, of Mathiasen Tankers, Inc., which recently came under SIU banner by virtue of crew's 27 to 2 vote in collective bargaining election. National Labor Relations Board has already certified the SIU.

Seafarer Lauds Union Optical Plan

To the Editor:

Well, here is one Seafarer who can and will wholeheartedly underwrite the Union Optical Plan that was announced and described in the May 2 issue of the LOG.

In the belief that I needed new glasses I went to the Union Optical Plan, after contacting our Special Service Department. After one of the best eye examinations I have ever had, I was told by the doctor that I did not need new glasses now but might need a pair of reading glasses in about a year or so.

The cost of the examination was one buck. No attempt was made to sell me any glasses such as seamen generally experience when they visit the average commercial outfit. This visit has convinced me that the Union has performed an invaluable service to the membership in making available this plan. I, for one, am all for it.

So if you Brothers think you need glasses, be wise, economize—with the Union Optical Plan.

"Chips" Schoenborn
New York

To the Editor:

How ya all, Brothers?

Hear that southern accent? I've been down here in the land of red beans and rice so long that I am thinking of taking out my confederate citizenship papers. I've got a southern accent, a southern telephone picket in my mind and southern bankruptcy papers in my pocket. Move over, Senator Claghorn!

I spent three weeks on the beach in Mobile, where I grabbed this Waterman scow, the SS

Shipping was booming all the while I was there, and still is, with plenty of jobs in all departments. The new hall is really nice and Agent Cal Tanner and his Patrolmen are doing a good job to make this one of our busiest and most efficient SIU ports.

John M. Harlan. I would like to recommend the Port of Mobile to all as one of the most progressive, and quite the busiest port I have hit in quite some time.

So, Brothers, (and especially you oldtimers), you can do a helluva lot worse than hit the beach in Mobile. I ran into quite a few oldtimers there — some that I hadn't seen in quite a while. It really surprised me. You can also have a good time there, as the police are pretty good, the beer is just right, and there are plenty of charming young ladies to help you pass the time. In fact, after being on the picket line with all those chickens I sort of hated to ship.

We are loading here in Galveston for the Far East, so it will be a few months before I can again blow my top. Oh, yes! I've got "Peg Leg" Andy Anderson on here with me. It cost me about ten bucks in beer to shanghai him. But Andy had the girls in the Tip Top cafe run bow-legged bringing him beer so I thought it best to remove him for awhile.

Blackie Neira and Don Hall were in Mobile and they accused me of going to China to prove or disprove a theory about Chinese women. An interesting thought to that.

I'll say "au revoir" for now, Brothers, with a wish for good luck and smooth sailing to you all.

Blackie Gardner
SS John S. Harlan

Let's Have 'Em

This is it, Brothers!

Right on these pages is a good place to blow your top. If you've got a beef or some suggestions you think will be of benefit to your Union and your Brothers, why not have it printed in the LOG?

If you haven't any steam to blow off, there must be something you've found interesting on your trip that you'd like to pass along for others to read about—characters you meet in the far-flung corners of the earth, joints you've found worth

GOT A BEEF?



seeing and those you feel it advisable for your Brothers to avoid. Why not let all hands profit by your experiences?

Maybe you're pretty good at turning out a poem—okay then, let's have it. Pen and ink sketches are welcome, too. If you've got some photographs of your ship, or shipmates or any "shots" taken in the various ports o'call, send them along. We'll return them.

Just mail your material to the Editor, Seafarers Log, 51 Beaver Street, New York 4, N. Y. How about doing it NOW!

HOW TO GET UP STEAM—THE WRONG WAY



Thanks to Pete, Tom got all the steam he wanted. Cartoon submitted to LOG by Baltimore Agent Curly Reniz.

CORRECTION

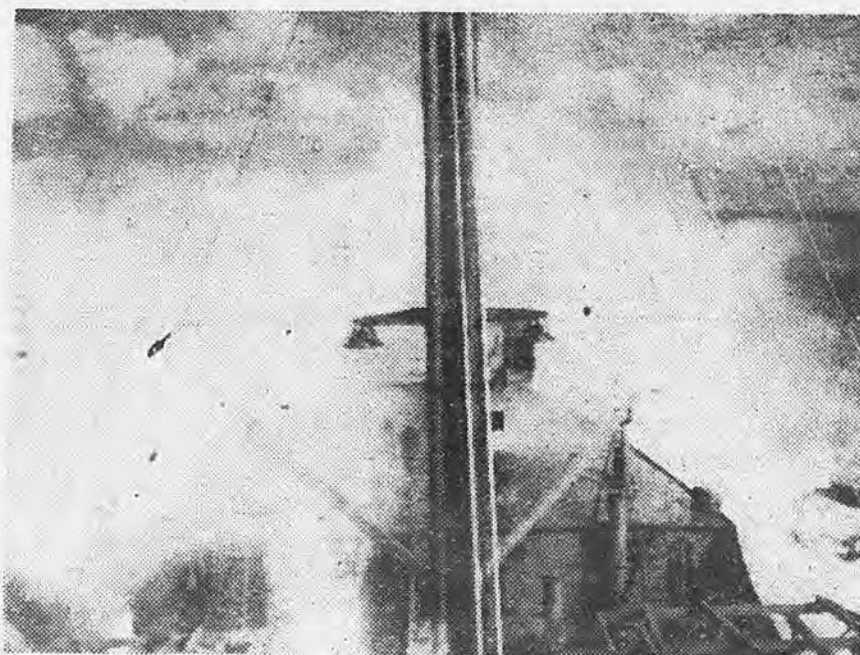
To the Editor:

I wish to correct two mistakes in the LOG article of April 25, headed "Mobile, Boston Men Remember Hospitalized." The ship's name is the Joseph H. Hollister and it was a Waterman, not an Alcoa vessel.

Also every crewmember, except one who missed the payoff on ship, contributed at least a dollar for our Brothers in Fort Stanton Hospital.

Forward to a 20-page LOG.
Seymour Heinfling
Galveston, Texas

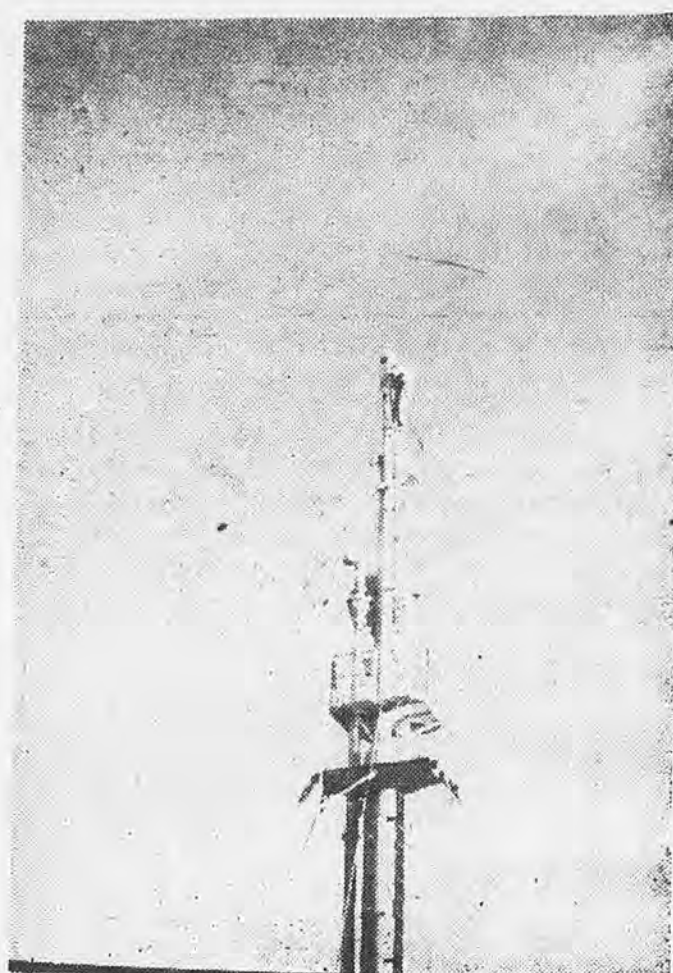
A Good Time Had By All On Clatsop



With spray flying, the Clatsop heads into the open sea. The picture above was snapped as the ship started on its run.

Looking forward on the SS Fort Clatsop, Pacific Tankers, it appears that the vessel is heading for a good trip at left. And that's the way it turned out, with all hands reporting a good ship, good officers, and plenty of fine food.

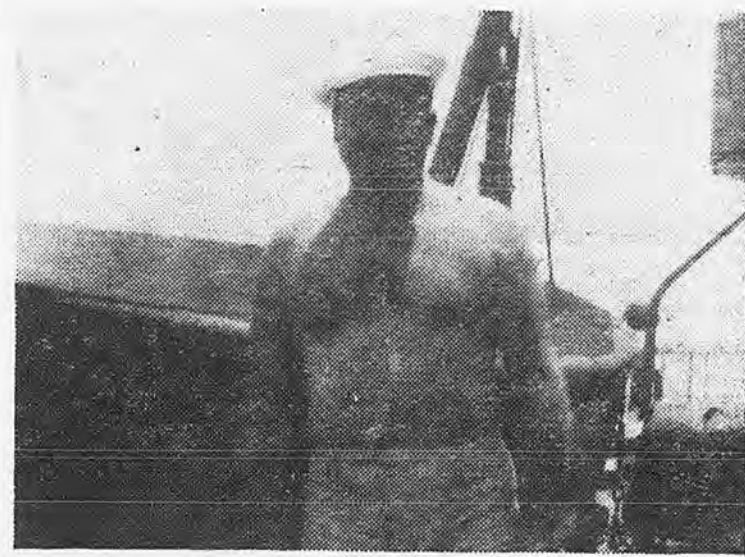
Right, L. H. Currington, OS, gets up in the world. Painting the mast is not too much fun, but few complaints were heard, or maybe he's too high up for his voice to carry.



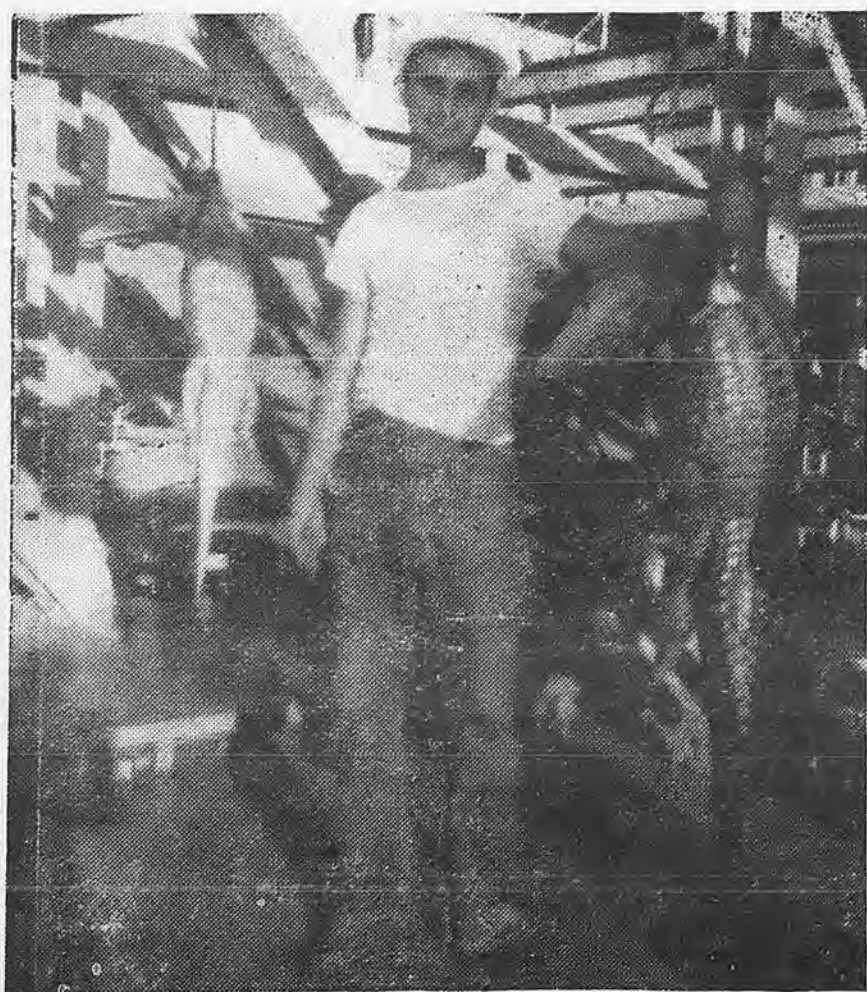
Take it easy, take it easy, don't you know that life is better that way. From the looks of the picture above, Elmer Heiber, Bedroom Steward, has learned that lesson. Not that there wasn't much work to be done, but by waiting for an opportune moment, this shot was obtained. Okay, Brother, take it easy.



Here's a man who had few complaints about the Mate. He is Bosun Hector McKenzie, who did not have to worry about interference from the officers. He ran the Deck Gang, and ran it very well from all reports. With the kind of a swell crew that was on board the Clatsop, it made a Bosun's life a happy one.



Wearng his white cap even when far at sea is Red Hall, Second Cook. Red brought in all the pictures on this page, and gave the LOG the story of the voyage of the Clatsop. It seems that the men all had a fine trip, and that even after five months there were few who wanted to isgn off. That sounds good.



He's holding a handbag, and a pair of shoes in the rough of course. Left is C. Purser, AB, with the alligator that was killed by the crew when the ship anchored in the mouth of the San Juan River. Lots of fun was had by all, but hunting gators is dangerous business at best.

Right, a posed shot of the Bosun, Hector McKenzie, Chief Cook Casey-Jones, and Richard Frasier, Galley Utility, all left to right. The men had only compliments about the food, so it must have been Brother Jones who had a lot to do with that state of affairs. And when handing out applause on the food, don't forget Red Hall, who cooked, took pictures, and brought these photos into the LOG office for reproduction on this page.



The Patrolmen Say...

Efficiency Experts

NEW YORK — The infamous time-study men and efficiency experts of the factories and the mills have finally infected the minds of a few of the Chief Mates on SIU ships.

The old practice of timing men for every job they do, and how much time it takes them to complete the task has become the personally assumed responsibility of more than one Chief Mate who revels in the new-found method of hard-timing a crew.

One of these birds I ran across recently on the Beauregard carried a personal Log or diary in which he recorded the amount of man hours and minutes lost on the voyage.

For example: If 12 men take 17 minutes for coffee time, the result is 12 times 2 or 24 man minutes lost. If the crew knocks off 10 minutes early to wash up for chow, the result is 120 man minutes lost.

In addition he recorded in his little time book the total number of hours lost by an AB who was injured and unable to perform his duties due to his confinement to his room.

ODDS AND ENDS

By totaling up all the odds and ends of minutes and hours he brought forth a total which made it appear that no one worked or stood watch during the whole voyage to and from Europe.

To figure the minutes and

hours "lost", the Mate didn't rely on an ordinary wrist watch —oh, no, he carried a nice, new stop-watch that even recorded the tenths of seconds.

He had it all worked out. Instead of starting a man on overtime when he turned to, he started the watch when the man began the actual work.

An example of this was the time the Bosun was doing carpentry work. The Mate started the watch when the Bosun lifted the hammer and stopped the watch when he laid it down. Of course the rest of the work connected with this was not overtime in his opinion. Well, he learned differently.

I suggested to him, for his convenience, the installation of a time clock on deck so the crew could punch in and out when they began a task. His eyes lit up when I made this point, and I could almost see a time clock plan forming in his mind.

He came out of it quick, however, when I started raising the roof over the disputed overtime and his assembly line tactics.

This guy's actions were still fresh in my mind when I handled the payoff of the SS A. Moore. On board the Moore, the Mate also had come under the influence of the speed up system.

CURT COMMENTS

His tactics were the same, except in his notes he added little comments. Some of them were honeys. One of which was: "Oh, for the good old days when you could take a guy on the fan tail and straighten him out."

This buzzard could not see why the company should have to pay penalty hours when the unbroken hour was not given for chow. The poor shipowner should not be penalized for only one half hour work.

Another item that hurt him to the quick was the allowance of 15 minutes coffee time out of four hours work. (Shades of No Coffee Time Joe! This must have been one of his ABs.)

There were other items in his little book that were gems a la Pegler. I sure would have liked to have a copy of it to print verbatim.

The one thing this guy forgot is that the shipowner and the Union negotiated the agreement in good faith and all the provisions of which he complained were agreed to by both the company and the Union.

But maybe he didn't want to remember that.

James Purcell

NOTICE!

Will the holders of receipts B47060 through B47100 please contact the nearest Union Hall in order to get records straightened out? Duplicates of three receipts were lost, and only by coming into the Union Hall at the earliest possible chance can the matter be cleared up.

The following are known to have been among the group:

Gusto Salgero
Francisco Ruiz
Juan P. Rabon
Fernando P. Sande
Gumersindo Barriero
Manuel Cividnes
Carl R. Jackson
Richard Umland
Joseph J. Pucchio.



NEW YORK

SS BEN WILLIAMS

D. Dean, \$2.00; E. T. Patterson, \$1.00; W. G. Roberts, \$1.00; A. Greene, \$1.00.

SS BESSEMER VICTORY

E. D. Pattee, \$1.00; R. Hull, \$1.00; A. Franke, \$2.00; J. McCollam, \$1.00; N. Maffie, \$1.00; J. Coyne, \$1.00; A. T. McLucas, \$1.00; J. Santalla, \$1.00.

SS FAIRISLE

F. A. Marie, \$2.00; A. J. Lubinski, \$1.00; W. G. Weeks, \$1.00; A. R. Pierce, \$1.00; P. H. LaCosta, \$1.00; W. H. Mansfield, \$2.00; C. M. McAllister, \$1.00; Wm. Brown & Crew, \$19.35.

SS J. GROUT

J. E. Doyle, \$1.00; P. D. Miller, \$2.00; A. DelValle, \$1.00; C. Holliday, \$2.00; E. D. Tyree, \$2.00; O. L. Robertson, \$2.00; H. F. Tanner, \$2.00.

D. J. McKinnis, \$2.00; W. Wilcoxson, \$2.00; W. H. Van Hoosen, \$2.00; W. N. Satchfield, \$2.00; L. Linam, \$1.00; J. T. Roberts, \$3.00; L. J. Smith, \$2.00; L. F. Ledingham, \$2.00; H. Faucher, \$1.00; C. D. Wagner, \$3.00.

SS R. STUART

R. E. Allen, \$1.00; Lence Grower, \$5.00; W. H. Knight, \$1.00; Johnnie Thomas, \$5.00; C. F. Barnes, \$1.00; W. G. Moore, \$2.00; M. McClintock, \$2.00; J. R. Granger, \$2.00; W. T. Hardeman, \$1.00.

SS A. MOORE

J. D'Oliveira, \$1.00; B. M. Moya, \$1.00; R. Maloy & Crew, \$7.00.

SS CORNELIA

George C. Truesdale, \$1.00; George L. Johnson, \$5.00; D. Villanueva, \$1.00; J. M. Joyner, \$1.00; J. E. Martin, \$2.00; I. J. Harlow, \$1.00; E. B. Pridgeon, \$2.00; M. Blum, \$2.00; H. D. Crump, \$1.00.

SS SEATRIN HAVANA

H. Shero, \$2.00; Z. Szweczykolski, \$1.00.

SS JEAN LAFITTE

S. A. Milecki, \$1.00; L. J. Gordon, \$1.00; J. M. Marshall, \$3.00; Wm. Butler, \$2.00; H. W. Spencer, \$3.00; C. Perkins, \$1.00; F. Umholtz, \$2.00; W. Denny, \$1.00; H. B. Stever, \$1.00; C. Giatras, \$2.00; L. Dills, \$1.00; P. Furtak, \$1.00; J. H. Loughlin, \$2.00; A. E. Anderson, \$2.00; R. W. Martin, \$2.00; A. R. Beille, \$2.00; M. Castro, \$3.00; G. W. McAlpine, \$1.00.

SS HATTIESBURG VICTORY

Jessie Smith, \$1.00; P. F. Griffin, Jr., \$1.00; W. A. Yahl, \$3.00; R. B. Hubbard, Jr., \$1.00; R. A. Pomykala, \$1.00; Earl Sellers, \$1.00.

SS CAPE SANDY

Robert A. Peak & Crew, \$17.00.

INDIVIDUAL DONATIONS

Robert Sansonetti, \$1.00; J. Z. Mulero, \$1.00; S. N. Pizsa, \$2.00.

GALVESTON

INDIVIDUAL DONATIONS

E. J. Jaks, \$2.00; F. Saragosa, \$2.00; H. E. Merchant, \$2.00; J. J. Nsgakiewicz, \$2.00; J. Pryor, \$2.00; N. V. Reatti, \$2.00; T. Adkins, \$2.00; J. E. Renski, \$2.00; G. D. Dail, \$2.00; W. Nugent, \$2.00; SS Noah Webster, \$9.00; A. Robertson, \$4.00; J. White, \$2.00; R. J. Gushue, \$1.00; J. W. Martin, \$2.00; O. H. Judge, \$10.00; J. A. Walsh, \$5.00; SS James Smith, \$23.00; Jean B. Lancier, \$1.00.

NORFOLK

INDIVIDUAL DONATIONS

A. Jensen, \$2.00; E. Griffith, \$5.00; J. M. Durfey, Jr., \$3.00; C. B. Lancaster, \$2.00; T. Petroff, \$2.00; P. A. Nunnally, \$3.00; J. O. Dasher, \$3.00.

PERSONALS

ROBERT EAGLESON

Write to your sister at 220 W. 35th Street, Savannah, Ga.

CARSON B. McCOY

Money order sent to you by Arvid Gylland, who was on SS Wm. MacLay with you, has been returned. Write to him c/o Rogers, 69 LaSalle St., New York City, and he will arrange to get it to you.

Happy Days Ahead—Lakes Men Can Get Rid Of Both NMU, LCA

By JOSEPH A. SHIMA

TOLEDO — Activities in the Port of Toledo have started to pick up now with the arrival of several contract vessels in the past week.

Shipping is still a little slow though, due to the fact that most of the boys are hanging on until they accumulate a little cabbage.

Organizational activities have been progressing at full speed ahead, and now that the 44-hour week which the SIU won for the passenger ships has been publicized, and the Seafarers negotiations for the 40-hour week on the freighters plus other demands are known, the unorganized Lakes seamen are coming into our hall in increasing numbers. They're inquiring about the SIU and how we function.

These men are all anxious to get away from the slave-driving tactics and poor conditions of the Lake Carriers. Most of them are too smart to fall for the old line of vague promises dished out by the LSU and NMU. So they look to the SIU.

Men on the Huron and Wyandotte ships all know who is responsible for them having a chance to select their own union to represent them in negotiations with the companies. Not one LSU or NMU organizer contacted these ships early this Spring.

In the first place neither of these outfits had any program or any constructive gains to offer the unorganized Lakes seamen. Not until the SIU had spent several weeks contacting men from these fleets plus the Hanna, Wilson and other fleets,

did the LSU and NMU phonies show up on the scene.

Then they tried to ride in on the SIU's efforts as the "intervenor." We can think of other words more appropriate to call them.

Yes, these outfits want a free ride on the Seafarers coat-tails, and they don't care if it's at the expense of the unorganized men or not.

Certainly, when either of these phony outfits—the LSU or the NMU—intervenes, it's at the expense of the seamen involved.

Immediately, they start the same type of stalling and company stooge tactics that have prevented Isthmian seamen on the Coast and other fleets from having SIU representation which they want and need so badly.

When the Huron, Wyandotte, Hanna and Wilson elections, as well as those for other fleets which the SIU expects to petition in the near future, are held the repudiation of the LSU and the NMU by Lakes seamen will be final proof of their finish on the Lakes.

Then the heads of the two outfits can go their respective ways. One back into the offices of the Cleveland-Cliffs legal staff, and the others to some other industry and area where their tactics and purposes are unknown.

That happy day, Lakes sailors will be well rid of these phonies and of the open shop conditions on the Lakes, and can enjoy the benefits of SIU unionism, contracts, protection and representation.

Retroactive Wages

Smith & Johnson

60 BEAVER ST., NEW YORK 4, N. Y.

MV OREGON FIR

Allen, D. F.	\$.46	Geis, Walter R.	6.50
Bollback, J.	.94	Grant, Wright	.80
Brauns, J. L.	1.40	Hals, Johannes	37.88
Briles, D. E.	26.58	Henard, Charlie E.	8.06
Burnett, L.	55.22	Hill, Clair S.	6.41
Howard, R. A.	.94	Mayer, Joseph J.	.64
Lowderback	.94	Peterson, Robert M.	1.10
Lucas, Curtis	42.10	Pool, Donald E.	30.80
McCarthy, M. L.	176.18	Sakers, George	24.74
Woodward, J.	7.24	Stahl, Ralph E.	2.20
		Theodore, Philip M.	.64
		Townshend, Robert W.	.90
		Wilson, Ivan D.	38.11

SS RALPH A. CRAM

Brown, Joseph S.	\$ 10.26		
Campbell, Arthur	7.47		
Chatelain, Lawrence A.	24.74		
Fitzpatrick, Edgar	8.86		
McBurnett, Louis N.	7.94		
Nash, Ferrell G.	2.34		
Oliver, Arthur L.	7.94		
Nash, Ferrell G.	2.34		
Oliver, Arthur L.	7.94		
Pulizzi, Jesus C.	7.94		
Riley, Thomas E.	6.54		
Sternberg, Lester L.	18.20		
Sweeney, Theo.	21.00		
Vallainos, Spiros N.	3.26		
Wright, Swayne	3.26		

SS THOMAS J. LYONS

Andrews, Robert	\$ 30.80
Brannan, George T.	30.80
Ciseicki, J.	.16

SS WALLACE M. TYLER

Blair, Robert	\$ 3.26
Brooks, Glendyn	.94
Haukeland, Ingolf	23.80
Houde, Eugene	14.60
Keyes, Lester J.	9.80
Lindkvist, Erik R.	3.74
Martignetti, Alfred	3.26
Parsly, Edwin	4.20
Parsons, Frank E.	9.80
Soiett, Donald T.	9.80

SS WILLIAMS VICTORY

Ackley, Eugene E.	\$ 38.52
Bowman, Richard W.	8.40
Cahill, Walter	73.88
Dunlap, Eugene	1.97
Hancock, Clarence A.	8.40
Koscilnak, Emil	8.40
Paschang, Francis H.	8.40
Pyle, Chance, T.	14.00
Rakas, Frank	24.25
Renard, James T.	16.60
Roales, Robert G.	.46
Torres, Juan S.	42.58
Vandersall, Wheeler C.	.46
Wright, Samuel D.	8.40

NOTICE!

Make sure the name of your ship is on the repair lists and minutes before submitting them to the boardng Patrolman.

TANKERMEN

WIN FOR YOURSELVES THE
HIGH WAGES AND SHIPBOARD
CONDITIONS THAT THE SIU WON
FOR THE DRY CARGO SEAMEN!

JOIN
SIU
NOW

SEE THE TANKER
ORGANIZING
COMMITTEES IN:

PORT ARTHUR
HOUSTON
GALVESTON
NEW ORLEANS
MARCUS HOOK
TAMPA
BOSTON
NEW YORK
MOBILE

SEAFARERS INTERNATIONAL UNION