

SEAFARERS LOG

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

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No. 11

ITF ACTS ON PANAMANIAN SHIPS; LUNDEBERG ASKS WORLD BOYCOTT

SIU Wins 6 Per Cent Increase In Overtime, Standby And Wage Rate

NEW YORK—The drive of the Seafarers International Union for wage increases to meet the rising cost of living, met with quick success as seven companies fell in line with the SIU demands for a six per cent increase. The new agreements, which supplement those signed on

October 23, 1946, were overwhelmingly accepted by the membership in regular meetings held Wednesday, March 12.

NMU Members Back Curran Against Stack

NEW YORK — The battle between top-level officials of the strife-torn National Maritime Union moved a step nearer to a showdown this week when a membership meeting voted down a motion to reject the charges preferred against Vice-President Joseph Stack by union president Joseph Curran.

Next step in the scuffle will be decided when Curran's complaint will be heard by a trial committee to be designated by the NMU's national council.

Curran had filed charges based on Stack's disruptive tactics within the union's national office, the confusion and disunity he has created among the membership, and his use of the union to put into operation the dictates of the communist party, of which Stack is admittedly a member.

OUT IN OPEN

The long-smoldering feud in the NMU broke out into the open when Curran resigned his co-chairmanship of the now defunct Committee for Maritime Unity.

In resigning, Curran charged that the CMU was draining the NMU's treasury. Sharing the chairmanship of the CMU was Harry Bridges, West Coast longshore leader, and like Stack, one of the commies' fair-haired boys in maritime.

Stack immediately blasted Curran for submitting his resignation. Shortly after, Curran announced that he was filing charges against the NMU vice-president.

So far Alcoa, South Atlantic, Eastern, Seas Shipping, Bull, Baltimore Insular, and Smith and Johnson, have signed.

To this list will soon be added Waterman, Mississippi, Overlakes, and Seatrain, as these companies have also indicated a desire to get on the bandwagon.

A straight six per cent increase retroactive to January 1, 1947, has been won on the monthly wage scale, and overtime, standby, longshore, and tank cleaning rates.

Travel subsistence has been upped from \$4.00 to \$4.25 per day, and five cents per meal has been added to the meal allowance. These last two gains are effective as of March 11.

SIU STILL LEADS

The arbitration award won by the NMU only provides for an increase in the monthly wage and the overtime rate. The five additional points gained by the SIU proves again the Seafarers' leadership of the maritime industry.

All the negotiations were carried on in an atmosphere of honest bargaining. It was far different during the previous negotiations when the operators tried all sorts of stalling measures before giving in to the SIU demands.

The Committee for the Union consisted of J. P. Shuler, Assistant Secretary-Treasurer; Paul Hall, Director of Organization; Robert Matthews, Headquarters Engine Department Representative; Joe Algina, acting New York Port Agent; and Johnny Arabasz, organizer.

NEW YORK—Boycott of Panamanian ships was called for by SIU President Harry Lundeborg to halt the transfer of American ships to Panamanian registry. He called for this action at a meeting of the Coordinating Committee of the International Transportworkers Federation, held on March 10. Present at the meeting were Willy Dorchain, Chairman; Harry Lundeborg,

175 Ships Withdrawn From Boneyard For Return To Operation

A record for boneyard withdrawals was set during the month ending Feb. 15, when 175 vessels were taken out of Reserve Fleet anchorages, the Maritime Commission announced.

With the removal of the vessels, the number of laid-up ships shrunk to 1,562, with only 52 vessels committed to the immobilized fleet during this period.

The ships withdrawn are headed for delivery to purchasers, for reconversion and for return to operation under charter.

The James River, Virginia, mooring discharged the largest number of vessels, sending out 86, including 55 Liberties, while taking in only two. The James River still moors 529 laid-up ships.

SIU; Paul Hall, SIU; Morris Weisberger, SUP; W. Ash, MM&P; A. Higginbotham, MM&P; E. Raberg, Swedish Seamen's Union; E. Johansen, Norwegian Seamen's Union; R. Clausen, Danish Seamen's Union; and J. Scott, British Seamen's Union. Paul Hall was appointed Recorder of the meeting.

The question of vessels being transferred out of United States jurisdiction was the main point under discussion. So important is the matter that part of a letter from J. Oldenbroek, General Secretary of the ITF, dealt extensively with the problem. In part, here is what Secretary Oldenbroek said:

"What have the so-called Panama owners up their sleeves? Is this perhaps an international shipowners' racket? I don't believe that the Americans will continue to pay American wages, but that the object is to go down to Greek and Norwegian wages.

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HARRY LUNDEBERG

Seamen Of 15 Nations Press New Standards For Shipboard Life

Urging ratification and enforcement of the international treaties setting minimum standards for seamen, seafarers of 15 nations are pressing their governments for immediate action.

The treaties, or International Labor Conventions, were adopted at last year's International Labor Order Maritime Conference at Seattle, Wash., and call for minimum standards of life at sea for seamen of all member nations.

The Seattle Conventions cover wages, hours of work, manning, social security, medical examinations, crew accommodations, food and catering, pensions, paid vacations and certification of able seamen and ships' cooks.

The Conference's position was stated in one of several resolutions adopted at the International Seafarers Conference called by the International Transport Workers Federation and the International Mercantile Marine Officers Association.

Morris Weisberger, SIU Vice President and SUP New York Port Agent, represented American seamen at the conference.

Supreme Court Mine Ruling Threatens All Trade Unions

Organized labor in the United States received a terrific kick in the teeth when the Supreme Court last week upheld a lower court conviction of John L. Lewis and the United Mine Workers, AFL, for contempt.

In so doing, the Supreme Court opened the way for the use of the anti-labor injunction in spite of established law.

The fine of \$3,500,000 against the union was reduced to \$700,000 on the conditions that the miners withdraw their strike notice within approximately twenty days.

Otherwise the original amount of the fine will be levied. The fine of \$10,000 against Lewis remained unchanged.

The Court itself split on interpretation of the Law. Seven voted Lewis guilty of contempt, while two thought the charge unsubstantiated.

Five Justices said that the Norris-La Guardia Anti-Injunction Act was not violated by the

injunction, and four thought that it was in violation of existing law, but the miners had to comply with it.

FINE APPROVED

Favoring the \$700,000 fine were five judges, while four opposed it. Only Justices Murphy and Rutledge were consistently on labor's side, and Justice Murphy's dissenting opinion warned that the decision paved the way for strike-breaking by the Government on behalf of private employers.

The Supreme Court's affirmation of the conviction was received with joy by the anti-labor forces in the Congress. Newspapers all over the United States picked up the news and heralded it as a body blow at the power of labor.

But while the UMW and other labor organizations could see the seriousness of the situation, they did not believe that the decision would discourage or end strikes.

SEAFARERS LOG

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GEORGE K. NOVICK, Editor

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Future Planning

The past year has been one of the most successful in the history of the SIU. Seamen's wages and conditions have been bettered consistently, the Government has been forced to back down on a matter involving the Union's right to negotiate wage agreements with its contracted employers, and the organizing drive of the SIU succeeded in winning a bargaining election in the notoriously anti-union Isthmian Steamship Company.

Not bad for one year. But we're not resting on our laurels. Right now the Great Lakes Drive is the big thing, and the Seafarers is going all-out to do the job right.

Starting March 17, SIU Agents of the Atlantic and Gulf District meet in New York for their annual conference. It is in these meetings that plans are laid for future Union undertakings.

This year will be no exception. Many subjects will be discussed, and what is decided will be for the betterment and expansion of the SIU.

And whatever the Agents Conference decides, and is concurred in by the membership, will be the course of action for 1947.

Blue Print For Tomorrow

The Supreme Court took a leaf out of the labor-haters handbook, and handed down a decision in the Lewis-UMW case which might well turn out to be the strikebreaking pattern for the future. Only two Justices, Murphy and Rutledge, stuck by their guns and refused to play politics with the liberty of the workers. What Murphy said in his dissenting opinion is the blueprint for the course the bosses may steer to bring fascism to the United States. For this reason excerpts from his opinion are printed in this space.

"It becomes apparent that the implications of today's decisions cast a dark cloud over the future of labor relations in the United States.

"In my opinion the miners remained private employees despite the temporary gloss of government possession and operation of the mines . . . the obvious fact remains that this case involves and grows out of a labor dispute between the operators and the miners. Government seizure of the mines cannot hide or change that fact. Indeed, the seizure took place only because of the existence of the dispute . . . the dispute survived the seizure and is still very much alive. And it still retains its private character, the operators on one side and the coal miners on the other.

"Moreover, if seizure alone justifies an injunction contrary to the expressed will of Congress, some future government could easily utilize seizure as a subterfuge for breaking any or all strikes in private industries . . . The workers would be effectively subdued under the impact of the restraining order and contempt proceedings. After the strike was broken, the properties would be handed back to the private employer."

These may be prophetic words. It is up to labor to organize so that it won't happen here ever again.



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

J. NAVARRO
P. DAUGHERTY
J. RETOUR
G. KRETZER
C. MASON
S. MOGAN
W. BROCE, Jr.
J. ROONEY
E. CUSTER
R. E. MULHOLLAND
H. H. HAMILTON
J. W. DENNIS
R. B. WRIGHT
R. B. KINAIRD

BALTIMORE HOSPITAL

ARTHUR CAMARA
ANTONIO AMARAL
CHARLES SIMMONS
CHARLES PETERS
PETER LOPEZ
PHILIP BAZAAR
ROBERT SHEHEE
ROBERT WISEMAN
NATHAN ROBERTSON
MATTHEW CARSON
TED BABKOWSKI
ERNEST SIDNEY
GEORGE WILKINS
STANLEY HOLDEN
WILLIAM HOWELL

BROWNIE GINGREE
JACK HAMILTON
LAWRENCE McCUNE

MOBILE HOSPITAL

MARION D. PENRY
MANUEL CARDANA
C. A. GARNET
R. H. DAVIS
W. J. SULLIVAN
A. SABOURIN
S. P. MORRIS
E. L. MYERS

STATEN ISLAND HOSPITAL

E. E. CASEY
S. W. LESLEY
J. S. WOOD
C. H. SULLIVAN
K. KORNELIUSSEN
P. SYRAX
L. A. CORNWALL
F. H. DOLAN
M. BAUSKI
W. BLOOM
M. J. LYDEN
A. SWENSON
R. G. MOSSELLER
R. J. TURNER
G. E. MARSHALL
M. MORRIS
L. NELSON

Hospital Patients

When entering the hospital notify the delegate 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.)

GALVESTON HOSPITAL

OLSEN
BENNETT
GALANE
R. V. JONES
HUTCHENSON
STAEINZ
MILKE
FLESHER
AKIN
GRAVES
BREASHAR
KOW LIM

BRIGHTON HOSPITAL

E. JOHNSTON
H. SWIM
R. LORD
R. BROWN
E. BOLEHALA

SAN JUAN HOSPITAL

JUAN OLIVER
WALTER JORGENSEN
RAYMOND SAUDERS
R. ARMSTRONG
P. FELICIANO
R. SEIFO



By PAUL HALL

No members of a trade union can look at the decision of the Supreme Court in the John L. Lewis and United Mine Workers case and feel comfortable. Although the ruling which upheld the excessive fines imposed on the miner's union and Lewis will be paid for out of their hard-earned cabbage, all labor stands to pay through the nose. For the decision sets a precedent that can be used against any union.

It provides the union-busters with more ammunition to continue their fight to reduce the trade-union movement to a toothless, flabby-muscled body. These union-busters—the boys who tote the world's wealth practically in their pockets, and their politician puppets in Washington—have been panicked out of their pants at the sight of the healthy, growing trade union movement. They are already at work to suck the red blood from it. The Supreme Court decision gives them a boost in that direction, by making it possible for all unions to be similarly treated in the future.

To the labor movement and to us Seafarers, especially—this latest beef drives home with sledge-hammer force the fact that Labor hasn't any friends in Washington; that we cannot rely on any one to do any pitching for us. Our only friend is our own strength. Let's maintain that strength.

UNION-BUSTERS HAVE SCARED SOME

With the bosses showing a determination to slap labor down, some labor fakers have shown signs of being scared. They are afraid to make any move they feel will antagonize the big boys. They say: let's not ask for wage increases—it might agitate the bosses.

Labor guys who take this attitude might as well take the gas-pipe. No matter what demands we have made, or will make, the operators have and will meet with resistance. Nothing was ever stuck up on a silver platter for seamen. If he had never fought for his own welfare—and fought hard—he'd still be drawing down \$30 a month, plus all the crap and filthy conditions that went with it. For labor now to be timid would mean simply that labor would be weak. Timidity and strength don't go hand in glove. Labor must be strong, alert and aggressive if it is to stay alive.

There is no more striking proof of this than the history of the seaman. The old ISU was smashed after the last war as a result of a deliberate maneuver on the part of the operators. The shipping interest—powerful and united at that time, as always—slyly maneuvered the ISU and its finky pie cards into a bad spot, which they knew the union was unprepared for. What they plotted was a lockout, but they wanted it to look as though the union was taking the offensive. And a lockout is what they accomplished. The result was confusion and chaos. Things were fouled up just as the operators wanted it. Wages and conditions took a terrific nose-dive.

OLDTIMERS REMEMBER LOUSY CONDITIONS

Many of the oldtimers remember the stinking conditions existing before the seamen revolted against the lousy standards imposed on them. They remember, too, the series of hard-hitting, all-out strikes and job actions that had to be pulled before seamen could break out of their slavery.

Everything we have today, right down to the last little thing, we got by struggle. Those struggles spelled victory for all samens because we had just beefs, and because we had the strength, the determination and the organization to carry the beefs through to the payoff. And we had to carry the pay load on our shoulders.

This is not to be taken as meaning that a strike is advocated at this time, or at any particular time in the near future. The point stressed here is that we Seafarers must not get soft or timid. Our strength lies in our militancy and ability to hit the bricks when necessary. Uppermost in our minds should be the thought that we must continue—as we have done successfully in the past—to use our economic power when the situation demands that kind of action.

PROGRAM AND ACTION MUST BE COORDINATED

The job of the Agent's Conference, which starts March 17, is to lay out the Union program for the next year. But there is a helluva difference between laying out a program and carrying it through. Last year, the Seafarers formulated a damned good program. Not all of it was put into effect, however. Mostly, this was because of the press of business, the many and important beefs Seafarers took part in, all of which was a heavy drain on our energy, time, and strength.

One other reason for the non-completion of our program was the attitude of some of our officials who were too busy being 9 to 5 pie-cards, and who therefore, were unable to fully support the program. Personal affairs cannot interfere with union business. If it does, then the holder of a Union position should give it up. The first obligation of a pie-card is to serve the membership and its programs completely.

Only by strict application of this principle of enforcing membership policy can we have a wide-awake union, capable not only of giving the best representation to the membership—but also in taking advantage of every opportunity to build the Seafarers organizationally.

Voyage Of Murder And Mayhem Spells Union Lesson To Seafarer

By ED MULVEY

I was a fool!

On Oct. 12, 1946, I signed on for a trip to Shanghai. We were to take the ship to Shanghai and then return to the USA after receiving a bonus of \$250, plus a month's pay.

Bear this in mind: The Union did not have anything to do with this ship, it was all on my own hook, and the company was unorganized.

The scow had been in the repair yards in Boston for a couple of months undergoing repairs. Upon completion of repairs we started out to sea.

We lifted the hook at 12:30 on a Saturday, but 24 hours later we were only opposite Provincetown, Mass., just 75 miles from Boston.

We did not dare go through the canal as the tide is seven knots and we were only getting four knots out of the scow. So it was the outside route for us.

Oh, yes, previous to our leaving here, the Old Man and the rest of the officers had been holding open house on board. Wine, Women with Song, with the liquor flowing faster than water through the pumps.

After four days we dropped anchor in New York and the next day we moved to a Brooklyn yard for more repairs.

Well, from the first night in Brooklyn the merry-go-round started. Liquor and women aboard again. All the men who signed on in Boston, Deck and



Engine departments were fired, except the Bosun and myself.

NEW CREW

A new crew of an international hue was hired: Swedes, Finns, Poles, Danes and whatall. No work was accomplished by any of the crew, but no meals were missed as the whole crew reported around for them.

Again extensive repairs were made to engines and boilers, and supplies for four months were put aboard.

On Nov. 8, we left for a trial run. We made it, but how I can't say, as most of the officers and hands were gassed up.

We headed for Newport News and made it Nov. 11. There, as in Brooklyn, the crew headed for the bars.

Some faced the judge there and the Old Man had to pay. We put on a good supply of liquor, and on the 13th we headed for Balboa, C. Z.

We arrived in Balboa on the 25th. All the way down the Chief Engineer had to spend his time at the freeze unit as it would not reach 30 degrees—and this was the new unit put aboard in Boston. At Balboa more repairs were made.

Here the crew made a draw, and all hands went on a no-work

schedule. They slept and never missed a meal on board.

The Canal Police said: "The worst crew in ten years to hit the canal."

No work in all departments. The Cooks followed the rest. I then had to step in and cook. No need of asking the Old Man to do anything as he was gassed up, and there were women in the town.

The Chief Mate had a jam with one of the deck hands and knocked him out. A quiet sort of a boy, the Chief Mate, weighing about 250 pounds. We loaded supplies aboard and again quite a few cases of choice whiskey.

GASSED UP GANG

We cast off about 3:30 p. m. and headed for Peru. We had just cleared the port, when the 4 to 8 watch in the engine room refused to go below and fire.

So we dropped the hook and waited for the black gang to sober up. They did the next day and towards noon we got under way again. All went well and we made Pimentel, Peru on Dec. 5.

We dropped anchor about 8:30 p. m. At 9 p. m. the Old Man and the Chief Engineer went aft to

the black gang mess and opened two cases of whiskey for themselves.

Then started the party that was to last over a month. The party moved to the Old Man's cabin where it continued all night long. There were few fights—just one Oiler with a broken arm, but as long as the booze lasted he needed no medical attention.

The next morning when the Captain of the Port and Pilot came aboard, no one was able to go to the bridge, as all officers and deck men were still gassed. After a wait of about six hours we were able to moor the ship where the Pilot wanted it.

Then a waiting period began. We were to load 2500 tons of sugar. The natives, however, were on strike, so no work for them or the crew. The Old Man gave out a draw and, as liquor was cheap and the exchange was six to one, the men had plenty of money.

The natives of Peru then became witnesses to what the crew could do to liquor. The crew took over Chiclayo and Pimentel and proceeded to ruin the towns. Cafes were wrecked; houses of

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Ask International Boycott Of Panamanian Transfers

(Continued from Page 1)

as a first step, and then if there is a slump, to pay the wages they like."

Brother Lundeberg made the point that action must be taken at once to halt the reallocation of ships to Panamanian and Honduran registry, and that while organization of the vessel is important, it should be handled on a long range basis.

ACTION PLANNED

The problem of the mechanics of an international boycott was discussed, and it was pointed out that certain preparations would have to be made in order to make the boycott successful. It was further stated that such action might cause political and diplomatic kickbacks.

In reply to this line of reasoning, Lundeberg said that regardless of what sort of diplomatic or political kickbacks an international boycott might have, such action was necessary for immediate stoppage of transfer of American ships to "dummy" registry.

It was the feeling of the group that international boycott is the best method that could be used to force an end to the transfer racket.

In line with this idea, the Coordinating Committee appointed the American members of the Committee to draw up plans and recommend action on stoppage of transferral of American-owned vessels to Panama, or to any foreign country not presently recognized as a Maritime power.

This action will probably take the form of calling for international boycott against Panamanian ships, and setting up a system to be used in organizing Panamanian seamen.

To carry out certain features



WILLY DORCHAIN

of the program, the following sustaining course of proceedings was decided upon:

1. ITF to be represented at the Maritime Council Meeting to be held in Washington, D. C., starting March 14, 1947.

2. ITF also to be represented at the SIU Convention in Chicago, as well as at the AFL Maritime Trades Department meeting which will immediately follow the Convention.

3. After above meetings are over, and a program and action decided upon, the Coordinating Committee will be called to meet in New York.

4. Following the completion of the above three steps, an international conference of seamen's groups in the ITF will be called so as to guarantee support on an international scale on any program adopted.

Brothers Dorchain and Johansen were appointed to act as ITF delegates at the Washington Conference and the Chicago meetings.

HERE'S WHAT I THINK...



QUESTION: What suggestions do you have for the Educational Department of the SIU?

ALONZO MILEFSKI, Ch. Cook:

I'm in favor of broadening the Union Educational Program so that we could all learn how to act to settle our beefs if we are at sea. Lots of times something comes up, and although we do our best, we could do better if we knew how to negotiate with the Skipper on our own. That would help the Union by constantly developing men who could become officials of the SIU. Plenty of beefs come up that could be settled immediately without waiting for a Patrolman. All we need is the know-how.



CLIFTON WILSON, Ch. Steward:

We definitely need more Union education. Our members should be taught more about the history of the trade union movement in the United States, and how the Seafarers fit into all of it. We should get more information on what labor is doing abroad. In addition, the Union should issue material that could be used aboard ship for holding meetings and classes; on parliamentary procedure and public speaking, the Union Constitution and By-Laws, etc. We could all learn plenty that way.



CASWELL WARREN, MM:

What we need is more in the LOG on how to function as good union men aboard ship. There should be regular articles on how to conduct shipboard meetings, and how to follow through on a beef if at sea where no Patrolman is available. I also think that the Union should sponsor an up-grading school for the Stewards Department so that men could learn new jobs and help to advance themselves. In that way the Union would always have men available for good jobs.

SAM JONES, Chief Cook:

I think that books on technical subjects should be placed aboard ships so that men could study during time off. Books on electricity, engineering, navigation, and radio, would be valuable to our members, and they would have an opportunity to improve themselves while out at sea. The Union should buy the books and lend them from the Hall, and then the Patrolmen could pick them up at the end of each voyage. The Educational Department should be in charge of selecting the books.



The Patrolmen Say—

Good Ship

BOSTON — The SS Madaket, Waterman, just paid off here, with everyone on board holding a book except one man.

The Deck and Engine gangs were high in their praise of Brother Jennings and his Stewards Department, asserting that every meal they put out was tops. Also, they were praised for their cleanliness.

The repair list was taken care of here. Brother Dave Friedman, who is making another trip, had a perfect explanation for every one of the repairs, including a request for the removal of the angle irons on deck.

These were taken care of here, so that the danger of one of the crew breaking his neck tripping over these obstructions is now removed.

Brother Friedman was a great help as Delegate, and the fact that he is making another trip will mean that another Patrolman can be assured of an efficient helper at payoff.

In fact the only sore spot on this ship was the Mate. I took up this subject at length with the Old Man and the company agent, and I believe he will do no more interfering on deck from now on.

The replacements shipped from here, only a very few, were all book men. There were no replacements needed for the Stewards Department, so the next trip of this ship should be a beaut.

Jimmy Sweeney

Phony Lawmakers

NEW YORK — In paying off the Cape Borda recently, Brother Guinier and myself noted that a bulletin had been posted signed by the Skipper, which, among other items, stated that any crewmember leaving the ship with a package would be searched by the Mate at the gangway.

We challenged both the Mate and the Skipper to show us where they had any right to search the crew's private gear.

We also notified them that if they persisted in this practice, the men could accuse them of stealing stuff out of the packages they were carrying ashore.

When they heard that, they decided their plan wasn't such a good idea after all, and took the notice down.

We believe this will stop some of these hot-shot character Skipper from issuing phony bulletins in the future. These birds should remember there is a law for everything.

Louis Goffin

MC To Reconsider End Of Coastwise Service

Following a conference with Gulf Coast operators, Maritime Commission officials have stated that they will reconsider the commission's order abandoning coastwise shipping service between Atlantic and Gulf ports.

The Government withdrew from coastwise shipping on Feb. 28, when its authority over coastwise shipping was not extended.

If the decision is reversed, the coastwise service could be continued until June 30, when authority of the Maritime Commission to subsidize shipping in all trades expires.

Lakes Seamen Respond To Seafarers' Appeal As Organizing Drive Swings Into Full Stride

By EARL SHEPPARD

With headquarters established in Detroit the Great Lakes organizing drive hit its full stride this week. Organizers are now working in every major port from Buffalo to Duluth assisted by volunteer rank and filers who have volunteered to ship aboard unorganized ships.

In view of the depleted ore piles in the steel area, it is expected that the season will be in full swing much earlier than usual with an anticipated greater tonnage handled than ever before.

The vast shipments of grain to Europe have just about emptied the elevators in Buffalo and on the Atlantic and Gulf seaboards. Because of this milling is very low.

To supply the domestic demands great amounts of wheat will have to be moved to the Buffalo elevators and stored for winter milling.

ALL-OUT DRIVE

No particular point of concentration or specific company has been selected as the organizing objective. The Lakes District, in consultation with the general International organizational committee, is of the opinion that the time is ripe to con-

duct an all out drive to organize every unorganized company.

That this opinion is correct has been borne out by the early response to the Seafarers' program. Many hitherto unorganized seamen, both ashore and on fitting out jobs, have already taken out Seafarers membership, and dozens of others have signified their intention of doing so as soon as they ship.

COAST SUCCESS

One of the great factors in the initial enthusiastic response to the Seafarers' program are the Lakes seamen returning after sailing on the coast during the winter.

These men are bringing with them the first-hand story of what has happened: of the Isthmian victory, of the new contracts signed, and of the superior working and living conditions aboard Seafarers' ships.

A good many of these men have sailed both aboard NMU and SIU ships, and are able to draw a comparison that all the propaganda in the world cannot contradict.

Shipping is good in every port on the Atlantic and Gulf, so good that there is a shortage of rated men. In the average port a man can payoff in the morning and

ship that afternoon without even registering.

Despite this good shipping plus a new wage increase won this week (described elsewhere in this issue of the Log), Lakes seamen sailing on the coast have responded to the Union's request and many are heading for the Lakes to help bring unionism to the place they started sailing.

This is the essence and the secret of success in any organizing drive, the full cooperation and participation of the membership. This is why, in the Seafarers, every full-time paid organizer is backed up and helped by 50 rank and filers fighting because they are good Union men and want to see their Union grow.

This is the reason the Seafarers has never lost a beef.

SEAFARERS LOG

The Seafarers Log has assigned a member of the staff to work on the Lakes this season and cover all activities. Full coverage will be given, to both organizational activity and Lakes job news.

All lakes seamen, both organized and unorganized are invited to send in letters for publication. If you see something you like or don't like, or suggestions

to aid the drive, write it down and send it into the Log.

All Lakes Seafarers halls will be open to unorganized men. Visit the Union halls, talk to the organizers and officials, meet the membership. The Seafarers is the union of all Seamen—all seamen are invited to look it over and judge for themselves.

Here are the Great Lakes Halls now open:

BUFFALO:
10 Exchange Street
Phone: CLEVELAND 7391
Alex McLean, Agent

CHICAGO:
24 W. Superior Ave.
Phone: Superior 5175
Herbert Jansen, Agent

CLEVELAND:
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Mobile Shipping Boom Continues; Branch Calls For More Seamen

By CAL TANNER

MOBILE—The Port of Mobile is at present enjoying one of the biggest shipping booms it has ever known. In the past two weeks we have crewed up 20 ships for Alcoa, Waterman and South Atlantic. All ships were delivered from the boneyard, and reports have it that more are on the way.

In addition to crewing the new additions to the company fleets, we have somehow managed to ship the replacements to our regular vessels coming into the port.

During this sudden rush of shipping we have shipped every man within a 100 miles that even looked like a seaman. If a man is without a job in this port it's his own fault.

It goes without saying that jobs are plentiful, and with the reported 30 or 40 more ships coming out of the boneyard in the next two months we are going to find ourselves in dire need of men in all departments.

If you are the fussy kind, come down to Mobile. There are more types of jobs and ships here than Heinz and its 57 varieties of food.

In the midst of this tremendous task of crewing all these new vessels, we have found a few moments to look over our headquarters to be.

The plumbers, electricians, carpenters, and painters are putting

our arrival on board, someone got the keys to the Steward's storeroom, entered, and dumped all the dried beans, peas, rice, grits and flour on the deck; took several jars of mustard and poured it over the mess, causing about \$250.00 of damage.

NO CASE

Immediately the Coast Guard was called in to investigate. They were only able to get some circumstantial evidence against one of the crew. We defended the man and had his case thrown out.

The Old Man then turned the log book over to the Coast Guard and they tried every man that had been logged during the voyage.

Several men were called before the Coast Guard and tried. We fought every case and won them all except that of one man. This man was charged with being drunk and stealing some hams.

At the payoff he was drunk and we had his trial postponed to the following Monday.

He refused to have his trial delayed and asked to be tried then and there. We told him we would not defend him while intoxicated, but he was stubborn and told us he didn't need anyone to act in his behalf as he was capable of doing it himself.

What the results were of his trial, I don't know but I'm sure he is sorry he didn't take our advice.

Outside of this incident all the payoffs and sign-ons have been handled with a minimum of beefs.

At present peace and heavy shipping reign supreme in the busiest port in the SIU.

Shipping Keeps Rolling Along In Fine Style In Port Baltimore

By WM. (CURLY) RENTZ

BALTIMORE—Things in the port of Baltimore have been rolling along in fine fashion. Shipping is pretty fair here, providing you are out to get a ship and not out to pick your run and type of ship that you want.

We have been keeping after Calmar and Ore here, as I told you last week. The company has agreed to clean these ships up and to feed better, which should be an incentive for you fellows on the beach to crew these ships up in a hurry when the jobs come in.

We had a slight beef on one of the Calmar ships last week, and satisfied the crew by taking up the beefs in a hurry and having them straightened out.

The messhalls were sougeed out, the galley cleaned, new mattresses were put aboard for the whole crew, and it was agreed to have the crew paint out their quarters, messhalls, etc., when they got out of the shipyard, which should run into a few hours of overtime.

AWAKENING

I see where the NMU is sure having a hard time on account of the intra-union fight that they are having.

Curran, after more than ten years, wakes up to the fact that

the Commies are out to do a job on the NMU. I've been wondering if he just woke up to that fact or if he knew it all along and chose to ignore it until lately when the Commies started stepping on his toes.

Then there is Stack, playing hand and glove with Ferdinand "Finky" Smith and all the rest of the Reds. I can remember the copy of the Pilot on January 13, 1939 that was written by Stack. He had quite a bit to say about the fate of the NMU.

He ended up with the following sentence: "I will close with the hope that we will be able to rid our organization (NMU) of such people as "Woof Woof" Phillips and Ferdinand (Finky) Smith."

HOW COME

What happened, Stack? Did the commie bug bite you just about then, or did you decide that "Finky" could help you reach the high position in the NMU that you are now in, is that why you switched your tactics and made friends with Ferd?

I also see in the Pilot that the NMU agent in this port is having a squabble with the NMU headquarters. Looks like they are getting jealous of each other.

NO NEWS??

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

TAMPA
NORFOLK
JACKSONVILLE
CHARLESTON
PORT ARTHUR
CORPUS CHRISTI
SAVANNAH

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.

West Coast Branches Celebrate 62nd Birthday Of Sailors Union

By E. H. TEAGUE

SAN FRANCISCO—This week the Sailor's Union of the Pacific is celebrating its sixty-second anniversary. To mark the occasion a party was held after the weekly business meeting at which free liquor and beer was passed out to all who were in attendance.

It was a very good party with

Shipping Cleans Out Philly Hall; Beachcombers Warned To Bypass

By EDDIE HIGDON

PHILADELPHIA — Ships, ships and more ships. The city of Brotherly Love is really booming, with ships running out of here like a Detroit assembly line.

Shipping is so good that we have been calling New York and Baltimore for more men than we have shipped from this Hall, and the boom looks like it will continue for awhile.

We crewed up the four Seatrain, the Seatrain New Jersey, Havana, Texas and New York, and believe me they were one big headache.

They carry besides the regular crew, 3 QMs, 3 ABs, 3

Cardeckmen ABs, 3 Deck Maintenance ABs and one Bosun, all holding ABs tickets. So right there we shipped 52 ABs.

We really cleaned the Hall out in crewing these ships. In fact, we even shipped out the janitor.

With the sudden rush of shipping, the Patrolmen have been keeping their distance from the Dispatcher's Office for fear of being shanghaied. If the Dispatcher gets his hooks on those boys, it'll be goodbye Patrolmen.

In the payoff department we took care of five ships, four SIU ships and one SUP. All beefs were of a minor nature and handled at the point of production.

We also contacted six ships in transit and three Isthmian scows for a total of fourteen

SHORT STAY

Brother Frenchy Michelet, the famous southern cuisine artist from New Orleans, paid off the Thomas Hayward, Waterman, but he hardly touched the beach.

We allowed him just 48 hours to visit his usual haunts in this port and promptly bundled him off to the Seatrain Texas. We know the crew on that ship will eat well as Frenchy went aboard with his right hand man, Jake Martin, Chief Cook.

Future business looks bright with at least three Waterman ships due to pay off this week, and an Isthmian scow due to call for replacements before the week is out.

In looking the Hall over for crews, we nailed the Doorman, Brother Shaynick, and dispatched him with speed to the Seatrain New York.

His place has been taken by Brother Donley, and if things keep going as they are now he will soon turn over his post to another and join Brother Shaynick aboard a ship.

SCOUTS OUT

In spite of the maelstrom of shipping, we are still looking for a new Hall. Our corps of bloodhounds has been severely depleted by the calls for crews, but every edition of the local press is still given the eagle eye by the many self-appointed Hall-hunters, and all tips are quickly forwarded to me for immediate investigation.

I'm beginning to feel like an ambulance-chasing lawyer. Everytime a tip comes in, I grab my hat and bounce out of the Hall into the rumble-buggy and sprint for the joint, hoping to beat the other prospective tenants.

So far, I've had no luck. I'm not discouraged, however, as something is bound to come up.

Brother Tilley, the Patrolman, says if the men on the ships that hit this port will contact the Hall when they arrive, instead of just before the ship is ready to sail, things will be a lot easier for the crew and Brother Tilley.



the finishing touches to the renovation task, and to these critical eyes the new Hall is really tops.

REAL EYEFUL

I have found that all those who have managed to get a peek at the new home of the SIU are more than pleased with the new set-up.

Naturally everyone is getting anxious to move, so, with the lease already signed and out of the way, we expect to begin operations in our new home in a couple of days. We signed a lease for a year and a half with a six months option to purchase the building.

We will give the building a real good going over once we move in, and if at the end of the six months she meets our requirements, we may make a recommendation to buy the place.

Even though it's a nice spot, we intend to be sure it allows for expansion, and is practical for our needs.

Aside from shipping and the new Hall, we have been covering a large number of payoffs. One of these, the MV Capstan Knot, Alcoa, gave us a little trouble.

When she pulled in there were only a few minor beefs arising out of friction between the crew and the Steward. These were no problem, but sometime between the time she docked and

LCA Anti-Labor Campaign Flops; Union Men Are Respected By All

By FRED FARNEN

DETROIT — For years Lakes seamen have had to accept from the powerful group of shipowners, commonly known as the Lake Carriers Association, all their working rules, living conditions, and wages.

At no time has a committee of seamen ever been asked to attend their meetings and offer suggestions for the improvement of these vital matters.

We have simply been told: you will work this many hours, and we will pay you this amount of money. This association has never demonstrated any interest in sailors outside of paying them as little as they can.

No provisions have ever been offered by this group to take care of us when shipping is slow, or when it is necessary for us to be hospitalized.

This powerful group has been outstanding in its efforts to keep the Lakes crews from becoming organized into a union to become strong enough to demand a voice in discussing wages, working rules, etc. This is not right.

CREATED CHAOS

For the past ten years, the CIO sailors' union, known as the NMU, has repeatedly tried to organize Lakes men, and through the bungling of the communist party members, who have seized control of the union and its finances, they have only managed to create a state of chaos.

By its failures, the NMU is as great a danger to Lakes seamen as are the shipowners.

Recent developments within the council of the NMU have proved to all sailors and the NMU membership, that the SIU has not been guilty of red baiting in exposing the communist element in the NMU.

We spoke the truth when we stated that the NMU is interested only in promoting the communist party line in this country with sailors' welfare secondary. This is not right either.

The Great Lakes District of the SIU has not boasted of its organizational work the past few years. We have not run to the press to proclaim the gains we have won from the shipowners. We have been content to let Lakes seamen see for themselves the better wages, conditions, etc., that we enjoy.

In spite of the NMU calling a strike on the Great Lakes for the purpose of taking over the control of shipping and force all Lakes seamen into joining the NMU, the SIU still has better working rules and conditions than are found in any NMU contract.

This explains how shipping rules and conditions have been on the Lakes in the past few years.

When the NMU attempted to take over the SIU Great Lakes district along with the unorgan-

ized lines last fall we fought them on every turn.

ABOVE BOARD

Every move the SIU made in the strike was open and above board. We told them in advance we would not respect any picketlines around unorganized ships and we didn't. We also told them to leave our contracted ships alone, which they didn't do. However, we did respect the lines they had around their contracted vessels.

When we opposed their full-seizure plan, they folded up and went home, leaving only the company-sponsored union of Cleveland Cliffs to compete with us on the Midland Line.

We won this election by an overwhelming majority despite the protests of the NMU and the Company union, the LSU, which goes to show that the men on these ships realize the SIU is the only sailors' union that will assure them of real union representation when such vital issues



as wages, working rules and personal welfare, both ashore and at sea, are to be discussed.

Although the shipowners have not granted any concessions in the past without being forced to, several gains have been won through the militant action of the SIU. Any thinking person can see that the shipowners cannot do service without men to operate their ships.

It is only through the united efforts of the entire membership that the SIU has been able to get decent wages and conditions for the men on the coasts against the combined opposition of the NMU, the shipowners, and the various governmental agencies. These gains were not won by individuals or small groups; but by the entire union.

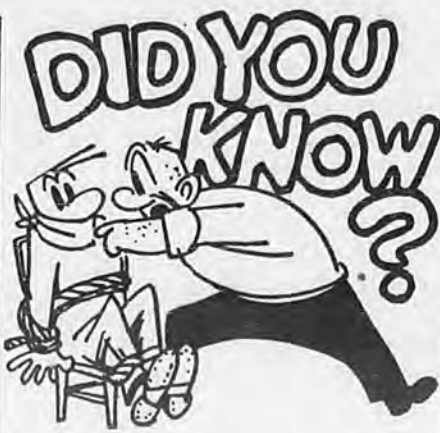
OLD DAYS GONE

The days when union members were forced to hold meetings in secret places to avoid the company owned police; and when union officials and members were regarded as social outcasts and undesirables are gone forever.

With the exception of a few communist-dominated labor unions, labor leaders and union members are respected members of their communities, recognized as important figures by civic bodies and national organizations.

Their advice is solicited and enlisted on questions of national and international importance. No longer is it a crime to belong to a union.

Today it is your duty, if you work for wages, to belong to a union to insure a voice in your welfare, just as it is your duty to vote in city, state and national elections.



By JOHNNY JOHNSTON

The largest tanker in the world is the SS Phoenix, Bulk Carriers, Incorporated. When fully loaded she carries 9,000,000 gallons, or the equivalent of 900 railroad tank cars full. That would make up a train about seven miles long. The Phoenix is 514 feet long, 40 feet deep, and has a 80 foot beam. She is fitted with 10,000 HP turbines.



Anchorage, Alaska, does not have to worry too much in case its electric power is cut off due to storm or other disruption. Living in the harbor is a tanker, the Sackett's Harbor, which was split in half during a heavy storm last March.

The vessel was ruled surplus material when it was determined that giving her a new bow section would cost about \$1,000,000.

The stern section of the Sackett's Harbor still has her 6000 HP steam turbines in good condition, and these could be used for emergency power until the city could obtain permanent facilities.



On her maiden voyage to Europe, the United States liner, America, arrived at Cobh, Ireland, after making the run from Ambrose Light to Daunt's Lightship in four days, 22 hours, and 22 minutes.

The time set a new record for the run, beating the old record made by the United States liner Manhattan in 1935 with a run of five days, four hours. The America averaged approximately 24.5 knots on the voyage.



Now that the war is over, the Bell Telephone Company has released news about the magnetic mine which was sown in Japanese waters by B-29 bombers.

These mines were able to count ships, and to explode after a given number had passed. They were immune to minesweepers, and there was no chance of their being detected.

Best of all, the mines were timed to become "dead" after a certain length of time, thereby opening the waters.

CANADIAN BONUS

All seamen who have served six months on Canadian vessels where War Risk bonus was paid between Sept. 10, 1939 and April 1, 1944, should apply to the Director of Merchant Seamen, Department of Transport, Ottawa, Ontario for the Merchant Seamen's "Special Bonus."

The application deadline for the bonus has been extended to March 31, 1947, by Order-in-Council P.C. 204.

No Competition For Rated Jobs In Port Boston

By JOHN MOGAN

BOSTON — Shipping and business continue on the upgrade in the Port of Boston, with plenty of jobs available and not too much competition for them.

A couple of Saturday afternoon payoffs are getting to be routine. But now Waterman informs us that they will have a ship a day paying off around here for the next couple of weeks, with the program getting started with the payoff of the Billings Victory in Portland.

If these ships should come in as scheduled, the Port will be really hard up for men. As it is now, we have had some trouble getting certain rated replacements; so that if there should be better than 50 per cent turnover in these crews, we'll have to do some hustling.

Then, too, the Evangeline (Eastern passenger ship) will be ready to crew up between April 1 and April 15, and this should prove to be more difficult to take care of than the Yarmouth.

All in all, for the next month or so, Boston should be the place where a member can go to work in a hurry.

At this writing there are a number of jobs on the board, after several calls, with New York short of the same ratings also. Indeed, it appears as though the good old days are here again. But where are the men?

Well, let's hope the good shipping continues, and somehow we know the men will be available for the jobs.

Same Old Story: New York Busy, Needs Rated Men

By JOE ALGINA

NEW YORK — The SIU Hall is a regular bee-hive of activity, what with plenty of shipping, Patrolmen constantly on the move paying off and signing on, and new wage talks between the Union and the operators.

To that activity, add the demonstration last week with the United Financial Employees, and you get a good picture of exactly what's going on in this port.

For the fourth straight week we are in need of rated men. That means A.B.s, F.W.T.s, and Stewards. We get calls every day, and we really have to do a job to fill them all.

If there are any men in ports where shipping is not so hot, they should get on the phone, or send a wire, and we will probably be able to get a ship for them without trouble.

NEGOTIATIONS START

This week our Negotiating Committee had its first meetings with the operators. It is still too early to figure out what is going to happen, but you can bet your bottom dollar that the shipowners are going to think twice before they invite the SIU to go on strike. (Editor's Note: They did.)

The operators learned in the past that the SIU does not play for the fun of it, and the government found out the same thing last September.

We don't particularly like strike action, but if that's what we're forced into, we'll play the hand our way from then on.

New ships are constantly being added to fleets, and some new companies have recently gone into operation. I don't see why the companies take ships out of the boneyard, or go into business, if they lose money, as they say they do.

Every time the working seaman asks for a little dough, the companies holler bloody murder. And then they turn around and buy more ships, and make profits on every one of them.

ATTENTION!

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

NEW SEASON SWAMPS DULUTH WITH SEAMEN

By EINAR NORDAAS

DULUTH—Spring is in the air and with it comes the yearning to get started on the Lakes, so during the past week more seamen have been around the Duluth Hall that we thought were in this part of the country.

It is the same story every spring. The desire to be on the move and make that stake all over again gets the best of a man. Well, brother, any fool can make a stake, but it takes the wise hombre to save it.

Bids are now being let out for harbor work around Two Harbors. Quite a few improvements are to be made to handle the extra shipping expected to

pass through the port.

The ore mines are going full blast, and this end of the Lakes will be already to go when the first ship enters the harbor.

The Browning Steamship Company, formerly Overlakes, is at present negotiating for the purchase of a plot in this harbor to unload automobiles.

They have already bought a 36 acre spot in Detroit, and besides automobiles, the fleet of eight ships will carry bulk cargoes.

COUNCIL MEETS

The Marine Council of Greater Duluth will hold its second meeting in Superior, Wis. on March 18. All indications are that by that time the council will be operating smoothly, ready

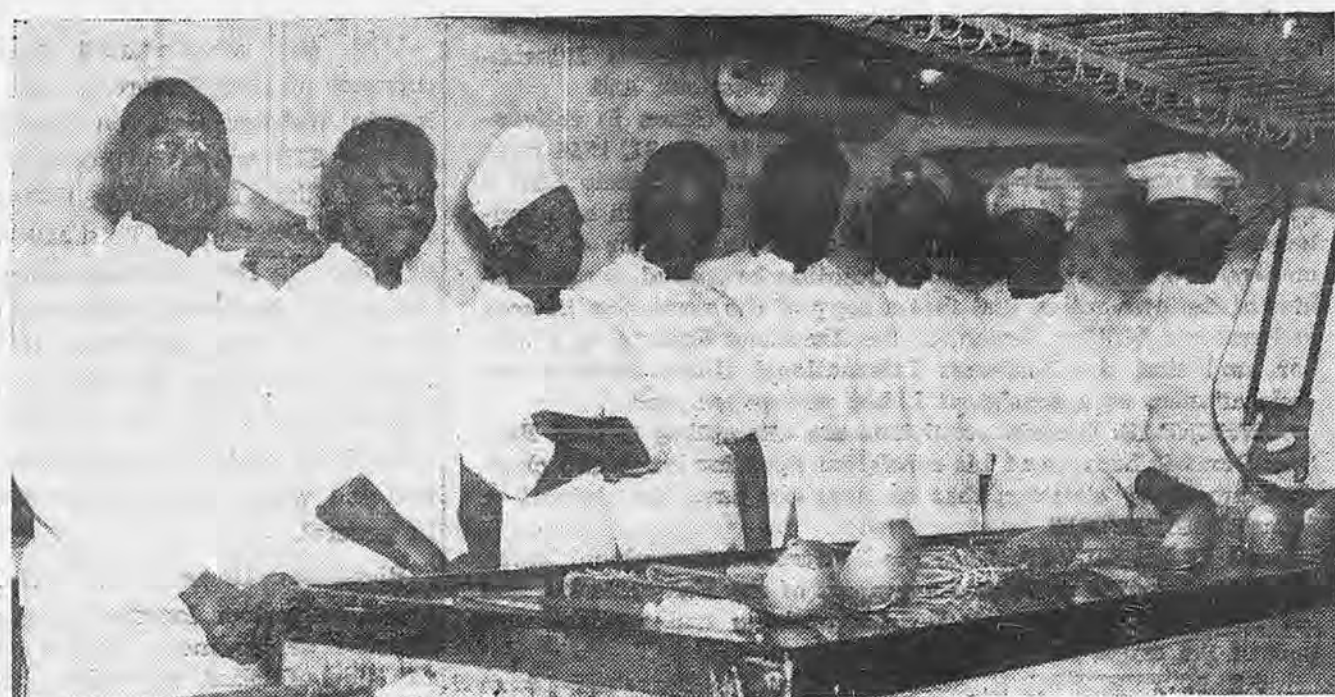
for what ever may come.

When this goes to press, the organizing drive of the SIU will be well under way. Any of you men who will be aboard Lakes vessels and have any ideas or suggestions to improve the drive—send them in. They'll be given consideration and study. No item is too small to consider.

It is the observation and alertness of SIU members aboard the ships that will go a long ways to insuring the drive of a successful conclusion.

When your ship ties up at Duluth, come up and visit us, together we can aid the drive in many ways. If we put all ourselves into this fight we will make it a smashing victory for the SIU on the Great Lakes.

Plenty Of Shipping In Port New Orleans



Upper left, the Stewards Department of the Sea Nymph, Alcoa. This was a clean ship and a very clean galley. Left to right, Fred Oliver, MM; Utility La France; Second Cook E. Brown; Galleyman Ed Hudson; Ollie McCall, MM; Chief Steward E. O. Johnson; Chief Cook Maurice Lee; and R. Brown, Night Cook and Baker.

Coffee time at upper right for the Deck Gang of the SS Sea Nymph. No hangovers even if it is carnival time in New Orleans. In the usual order, George McIntosh, AB; Albert Robillard, AB; D. McLeod, AB; Bosun Howell Durant; AB W. Logan; George Peters, AB; OS Dave Loftin; and Gardner McGuire, AB.

Left, another shot of the Sea Nymph Deck crew, this time on Deck where they belong. Ranged along the rail are R. Murray, T. F. Hewitt, G. N. Peters, D. Loftin, H. Durant, C. Hamilton, W. Logan, and A. Robillard.



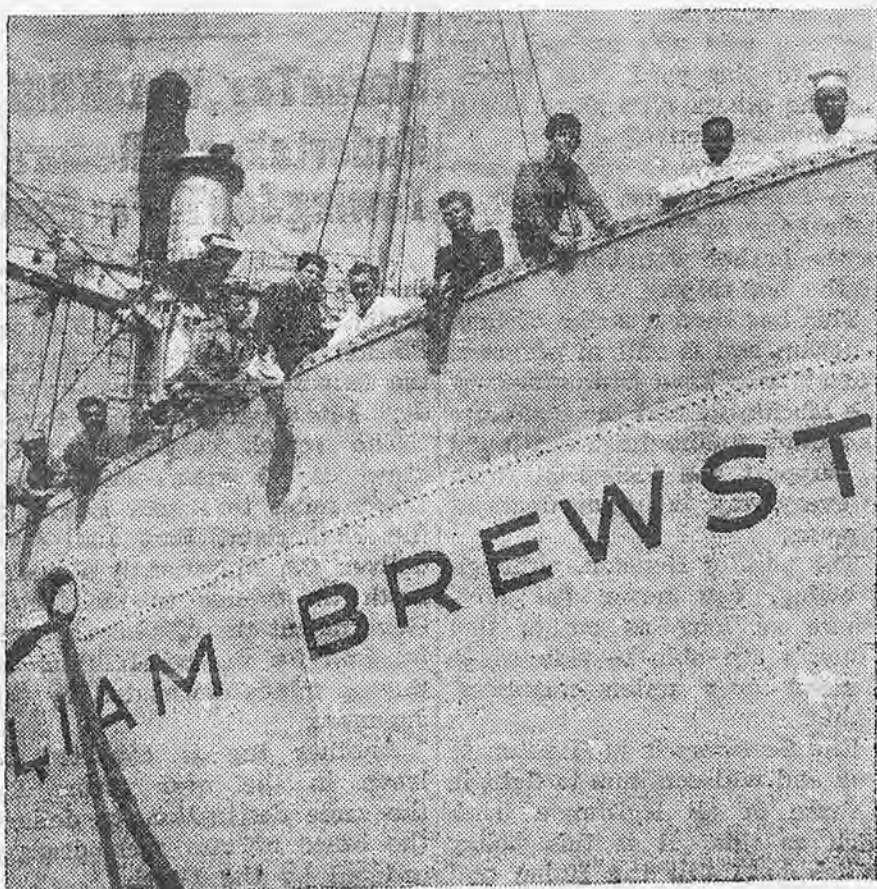
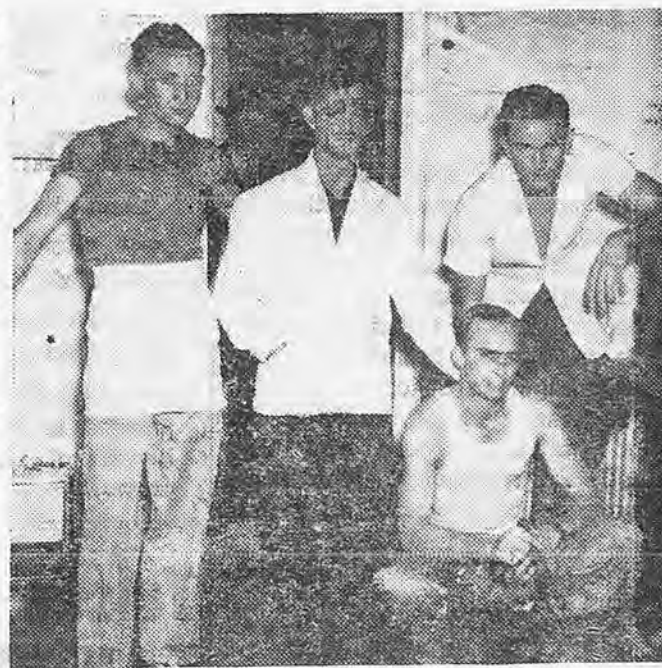
Just out of the boneyard, right, the SS Sam Jackson is to be reconditioned and added to the Mississippi fleet. Gathered in the Bosun's room, we find T. J. Tighe, AB; A. W. Gatewood, Bosun; D. E. Henry Eschete; and Ralph Piehet.

Side left shows Electrician Johnnie Prescott repairing lighting cluster for Second Cook W. D. Purdy, who goes about his business.

On the right are some of the Stewards Department of the Alcoa Pointer. Left to right, Night Cook D. L. Knapp, Steward Johnnie Elliot, Utility Hugh Collons, and Chief Cook James Lomax.

The SS William Brewster also came into the picture, lower left. Joseph Tassin, John Splan, Thomas Ketelf, Ronald Richardson, Eddie Tassin, Ronald Harrigan, John Shannon, Ollis Filligan, Henry Milton, and Hendon Frazier, in the usual L. to R. order.

Hard at work is the Deck Gang of Waterman's SS Columbia Victory, lower right. J. Gonzalez supervising, and doing the work, Louis Mainera, G. Santiago, A. Johnson, L. Marchetti, and E. Hansen.



Chicago Says, Do Not Go There Until Shipping Booms In April

By HERBERT JANSEN

CHICAGO—The spring shipping season is officially under way on the Lakes, but don't come running to Chicago for a ship yet. A few ships are taking crews, but the majority of the vessels are still shrouded in their winter raiment.

All men who contemplated coming here for a ship had better hold off until around April 10. The men we have registered here now will take the jobs, due to come in during the next few days.

When the Straits of Mackinac open up, the whistle will blow, and shipping will really boom.

This week we started contract negotiations with the Clipper Line. A little progress was made in some of the provisions asked. Another meeting will be held in the near future to square away the loose ends.

Here's a classic example of what one company pulled in an attempt to discredit the SIU. In December, 1946, a release was sent out to the newspapers by the D&C Lines, which operates six passenger ships and one freight vessel, stating that the D&C was folding up shop be-

cause the SIU was asking for an increase in wages, and this increase would force the company to cease operations completely.



cause the SIU was asking for an increase in wages, and this increase would force the company to cease operations completely.

The press release hit the front page of most of the cities around the midwest, including every daily paper in Chicago.

It was real ammunition for the anti-labor boys and they made the most of it. The intention was to discredit all unions and at the same time put a crimp in our coming organizational drive.

TRUTH COMES OUT

The truth of the matter came out this week when the Manager of the D&C Lines came to Chicago to meet SIU President Harry Lundberg. He told Brother Lundberg the problems of his company, and during the conversation he admitted that the problems that are facing the D&C Line are not due to the SIU, but are within the company itself.

It is very easy for a company's Board of Directors to sit down, and when they find themselves in disagreement as to the ills of the company, to place the cause of their woes at the door of labor.

It is easy for them to release a report to a hostile, anti-labor press, with untrue statements and then sit back and let the labor baiters beat their drums.

This device is used often, for Labor doesn't own daily newspapers with large circulations, but must count on the truth being heard in its weekly newspapers.

Before the days of the labor press this line of propaganda

TRUE FACTS

I'm sure no one found the true cause of the company's difficulties printed in any newspaper. But here in the Union newspaper are the true facts. Just as with all the bunk handed out by the shipowner, the real situation within the company is printed for the seamen to get the truth.

This will not be the only smear we are going to face in the days to come. These companies that are not organized will be using propaganda of all sorts to combat us in our drive to organize their ships and seamen.

They will promise their employees heaven and earth. They will slur us to any extent possible for their benefit. They will spend their money to stop us.

They will spend money, lots of it, for it is an investment in the future. When they have the seamen down to poor wages, no overtime and no working rules they will reap what they sow now.

There is one thing they should know by now. The SIU is one union that won't be fooled with their foul line. They have tried it with no success, but they will try again. And again they won't succeed. We are going ahead and they won't stop us!

Send Those Minutes

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

Toledo Seafarers Sends Thanks To NMU For Free Plug In Pilot

By EDWARD F. JANASZEK

TOLEDO—The NMU, apparently wanting to place a smoke screen around its shortcomings, has been giving the SIU free space in the Pilot.

The latest, found in a recent issue, is a picture of the Chicago Clipper, Wisconsin and Michigan Steamship Company.

They neglected to mention that the SIU will have a contract with this company when the Clipper is ready to ply the Lakes this spring. None of this stuff is signed, so we don't know who to thank for the plug.

On the other hand in a recent issue, they blame the Coast Guard for the drowning of a seaman, whose death, they say, was due indirectly to a faulty ladder.

RELY ON SELVES

In the SIU we don't rely on the Coast Guard for anything. If we counted on them to provide

Seafarers Take Stand To Back Bill Donnels, Friend Of Labor

WHEREAS: Uncle Bill Donnels, (Wm. L. Donnels), Editor of the Federationist, a Labor paper published in New Orleans, Louisiana, has consistently supported the Seafarers International Union, as well as all bonafide labor unions, and

WHEREAS: The Seafarers International Union in convention in New Orleans on March 27 through March 31, 1944 went on record unanimously to give Brother Donnels, (Uncle Bill) a vote of appreciation for the splendid manner in which he handled the opening session of the convention, as Master of Ceremonies, and that a copy of this resolution be spread in the minutes of the convention and that a copy of the resolution be sent to President William Green, of the American Federation of Labor, and that the Seafarers International Union endorse the Federationist, as a consistent Labor newspaper, and

WHEREAS: Certain politicians are attempting to hurt Brother Donnels because of his consistent fight for labor and clean government by claiming that he does not have the support of Labor, THEREFORE

BE IT RESOLVED: That the Seafarers International Union of North America reaffirm its support of the Federationist, and commend Brother Donnels for his untiring and fearless support of the cause of Organized Labor, and

BE IT FURTHER RESOLVED: That the Secretary-Treasurer of the Seafarers International Union of North America notify William Green, President, American Federation of Labor; Steve Quarles, President, New Orleans Central Trades and Labor Council; E. H. (Lige) Williams, President, Louisiana State Federation of Labor; and James W. Barr, Manager, Better Business Bureau of New Orleans, Inc., of the action of the Seafarers International Union in reaffirming its support of the Federationist.

Houston Has Bright Future As A Shipping Port; AFL Unions There Have Record Of Cooperation

By CHARLES HAYMOND

HOUSTON—The port facilities here have not increased in the last five years, but there is a bright future in store for Houston. The city is growing by leaps and bounds; warehouses, plants and housing projects are being constructed full blast.

All of this means that a larger volume of shipping will make use of the port thereby causing its expansion. The Seafarers is now firmly entrenched and will grow right along with the port.

Shipping has been good right along, despite the fact that Brown's shipyard has been closed since September 22, 1946, thereby causing the diversion of a considerable amount of shipping that would have otherwise

come to Houston for repair work and created that many more jobs.

The International Association of Machinists, Lone Star Marine Lodge, 872, respected the picket lines of the SIU-SUP and all other maritime unions during the general strike last year.

Upon conclusion of the strike they tried to return to work but were locked out by the yard.

This happened despite the fact that three years previous the Machinists and six other unions of the Metal Trades Council had officially been certified as the bargaining agents for Brown's shipyard.

The big issue then at stake was the recognition of the unions and the signing of closed shop contracts.

MC AGAIN

At one time the Machinists and the Metal Trades council released all ships with the understanding that the companies would not send any more ships to the yard.

The Maritime Commission then stepped in in their usual strike-breaking role and assigned four ships to the yard, one tanker and the others ATS ships slated for reconversion.

The Maritime Commission was then informed that, because of their finicky action, no union tug in the harbor would handle any of the hot ships.

This has been a strike of long duration and is still in progress. Picket lines have maintained by the Machinists and the Seafarers and other unions have continued to support the locked-out men in every way, including financial support.

The port of Houston, although growing, can never get anywhere as long as outfits like Brown's are able to ride rough handed over union members' rights.

The Seafarers is in Houston to stay and will continue to fight in defense of all legitimate beefs such as this. It is this policy which has built the Union and

SIU Supports Donnels, Baited By Politicians

With the wholehearted concurrence of 1250 Seafarers, meeting in Webster Hall, on March 12, the SIU went on record to back William L. Donnels, Editor of the Federationist. This paper, published in New Orleans, Louisiana, has been consistently on the side of labor, and Uncle Bill Donnels has a fine reputation as a firm friend of the Seafarers International Union, in particular, and the whole labor movement, in general.

Right now Uncle Bill is under fire from various local politicians because of his many battles on the side of labor, as well as his fight for clean government. The action taken by the SIU is the opening gun in demonstrating to the labor-baiters that Bill Donnels and the Federationist have the support of the AFL.

The resolution, submitted by Lindsey J. Williams, is printed in the adjoining columns.

SIU AND ILA

Last Saturday the ILA Compress and Warehousemen Locals 1581 and 1525 completed negotiations with Anderson and Clayton, the largest cotton operators in the world, and a hard outfit for labor to deal fairly with.

They signed for ten cents per hour increase for compress workers and twenty cents for dockside workers.

The Seafarers have always worked closely with the ILA and were supported 100 per cent by them in the general strike.

If these negotiations had ended in a deadlock, the ILA and the SIU would have been on the picketline together again as they were last year.

The organizing campaign directed towards the organization of all smaller craft is well under way, and will be intensified in the near future.

The Seafarers is out to organize everything that floats, and is not going to stop until the job is done.

Moran Tug, Watch Hill, Undertakes A Record Towing Job To Far East

The Watch Hill, V-4 tug of the Moran Towing and Transportation Company, left Tampa, Florida this week to undertake the longest towing job ever undertaken by an American tug.

The vessel, carrying an SIU crew of 30 men, will travel 13,000 miles to Banka Island in the Netherland East Indies to deliver the Stuyvesant, a mammoth tin dredge to the Dutch Government there, where it will be used for the rehabilitation of the tin mines devastated by the Japanese.

Another tug is expected to leave in the near future for the same destination, to deliver the other of two such dredges ordered by the Dutch.

MEET THE SEAFARERS

Volunteer Organizers



Even an Isthmian ship can be a good ship if the crew organizes to make it click. That's the way it was on the SS Harry L. Glucksman, according to Edward Stankovich, AB.

Brother Stankovich, or Ski, as he is known in the Union, just came off the Glucksman when the ship paid off in Wilmington, Delaware.

He had a good chance to watch, and participate in, militant action to force better conditions than are usual on unorganized ships. Here's his story.

"At the beginning of the voyage," he recalls, "everything was fouled up. The food was poor, the quarters not clean, and the overtime was frequently in dispute. We got together and decided to demand our rights. From then on, the situation changed."

It must have changed plenty. From the time the Glucksman left Galveston on November 8, until the ship reached Wilmington on March 2, here are the gains made by the crew:

QUICK CHANGES

First of all, the food became more plentiful and more care was taken with its preparation. Quarters were squared away, and the rest of the vessel made ship-shape. Overtime was straightened out, and the attitude of the officers changed when they saw that the crew was prepared to act together if anything happened.

"Of course, the fact that the SIU had won the Isthmian election had plenty to do with the



EDWARD STANKOVICH

improvements," said Ski. "Once the company found that the SIU was the chosen representative of the majority of Isthmian seamen, they knew that they would have to clean things up in a hurry."

The lesson learned by the crew of the Glucksman applies equally well to other crews on other ships. The situation is rapidly changing in Isthmian, mainly as a result of pressure from the SIU and organized crews who sail the ships.

In the near future the SIU is sure to be accredited as the bargaining agent for unlicensed Isthmian seamen, and when that happens, the changes in conditions, wages and overtime will come a lot faster.

~ ~ ~

A new technique in organization was tried by Seafarer Ben Taflewitz on Isthmian's Marine Fox, and it looks like the new idea paid off.

When the ship was finally voted, the NMU was swamped by such a majority that it had to challenge the SIU vote in order to save face.

All Ben did was to take the NMU literature and put it up on the bulkhead for the whole crew to see. Then he quietly went around, giving the SIU side of the picture. And that was enough.

"It was the SIU contracts that were our big selling point," says Ben. "I could prove, in black and white, that the crew would make more money under an SIU contract than they could with an NMU agreement."

Not only that, but Brother Taflewitz outlined how the SIU has led the maritime field for years, and that the NMU has been forced to tag along, accepting the gains made by the Seafarers.

ISTHMIAN VETERAN

Ben also sailed on two other Isthmian ships, the Belle of the Seas, and the Sea Fiddler. So when he talks about conditions on unorganized ships, he knows exactly what he is talking about.

"On troop ships, the food was okay because the Government paid for it," recalled Ben. "But when the companies had to start paying for the food out of its own dough, they cut down on quality and quantity."

Wages on unorganized ships are lower than on Union vessels,



BEN TAFLEWITZ

and overtime is a word that means nothing. Of course, the work is done, but the men rarely if ever, receive pay for actual or penalty OT.

The officers are treated well enough on unorganized ships, but "they sure take it out on the unlicensed personnel," says Ben.

"During the bargaining election," he recalls, "the officers picked out the men who stood against the Union, and offered them privileges. They got the only overtime, and they were given more than their share of free time. For the rest of us, it was the hard times all the way. To suit their own purposes, the officers tried to play off the SIU against the NMU."

But even that didn't work, and in spite of everything the company did, Isthmian went SIU — and how!

Voyage Of Murder And Mayhem Spells Union Lesson To Seafarer

(Continued from Page 3)

joy were smashed. The hospitals got a good play and the bills came in for the Old Man to settle. The officers were no different.

The Stewards Department followed the pattern—no Cooks or Messmen. Not being a drinker, I stayed aboard and had to go into the galley to cook. Yet, though



there was no work done aboard, they were all present for meals. There was nothing I could do about it; so I cooked.

After a twelve-day stay there, we went to Salaverry where the Peruvian Navy put on 1000 tons of sugar. We then went to Chimbote to shift coal.

Once more the crew took over the town. The same horse play of fights ashore, joints wrecked, hospitals visited for stabbings and the police aboard with bills to collect.

December 24th came along, and I prepared turkeys and all the fixings for a real Christmas Dinner. For supper that night I served sirloin steak, French fries, fresh green salad, green peas, cake and fresh fruit.

Then the black gang came midship to me and raised hell about the supper. They said that on other ships they had a big feed and whiskey was given out by the Old Man and the Steward.

That's what they wanted from me. I said nothing doing and the fight started.

The Old Man came tearing in and fired a shot over their heads, and told them they would not get a thing different than what was there.

Well, for a few minutes they were quiet. Then they decided to kill the Chief Mate, because the



week before the Chief had tangled with one of the Black Gang and, with the assistance of the Chief Engineer, had placed the Fireman in irons.

BATTLE ROYAL

When the man was ironed and in the sick bay, the Chief Mate beat the hell out of him and put the boot to him when he was on the deck.

So the boys were out to get him. They stormed into the sal-

oon. The Chief Engineer, Second Mate and myself were there.

We tried to talk to them, but it was useless and there was another fight. We finally cleared the saloon, but not for long.

Back again they came, and some of them rushed the Chief Mate's cabin, and cornering him there they roughed him up a bit. They knew he had a gun and were a bit cautious, but when they found he had the gun locked up the fight went on.

The Military Police ashore had been notified that we were having a riot aboard, but they were awfully slow in coming aboard, so the battle went on.

The Second Mate broke his right hand, and for four hours we fought. The Chief Engineer and myself had pistols, yet no one was shot. The Military Police came aboard about 9 P.M. and we collected up the playboys and off to jail they went.

The Captain of the Port of Pimentel finally had a bellyful of the crew's actions, so he went to work. He contacted Lima and had the prisoners placed in custody of the army.

After a hearing they were transported to a penal colony off Callo. There they are supposed to spend a few years, after which they will be repatriated.

But all was not serene yet. The next day, Christmas Day, about 2 P.M., one of the deck hands had a fight with the donkey man. He received such a beating that he was out cold.

I stood in the passageway and saw the donkeyman beat the man's head on the deck. I could hear his skull crack like an egg-shell.

NO MEDICAL AID

The Chief Mate and Skipper witnessed it also, and after the battle, the Chief Mate and Donkey Man carried the deck hand below and dumped him in the passageway where he lay for 36 hours without any medical attention. Later he was picked up and put in his bunk.

Six days later he was sent to the hospital in Chiclayo for treatment. A note was sent along stating that he was suffering from alcoholism, with no mention being made that he was beaten.

The hospital treated him for malnutrition and the DTs. The Second Mate was in the same hospital room and he told the doctors about the beating the seaman had received, but they did nothing.

The hospital sent him back aboard ship Jan. 4th, and we left that evening for Talara to take on water. We arrived in Talara on the 6th. I went ashore at once and insisted that the man be removed to a hospital.

The local authorities then came aboard and lowered him off the ship in a sling, as he was unconscious. We made ready to sail and were starting away the next day when a launch came out and informed us that the seaman had died, and we would have to put back for an investigation.

The Old Man and myself went ashore and identified the body. From there we went to the Police Station to go over his belongings. After that we went to find out how we could get away be-

fore any embarrassing questions could be asked.

We found the Captain of the Port and after a short conversation, a few cartons of cigarettes and some Scotch whiskey, we sailed.

BACK TO STATES

We headed for Los Angeles for more repairs to the hull and engine, pulling into San Pedro on Jan. 29. On the trip up the Old Man sold the crew all the whis-



key they wanted, so a nice drunk was enjoyed by the crew.

On the 30th the crew received a draw. All hands went ashore for a good time, the officers included. On the 31st some of the crew lugged the Old Man back aboard ship. I decided I'd had enough.

I asked for my money and the Second Mate made out my voucher. With that I left the ship with plenty of money, but terrible memories.

The statement—I was a fool—can now easily be understood.

I am a member of the Seafarers. I took the job, not through the Union Hall, but just for the sake of sailing. All the Union has fought for in the past, I tossed overboard.

The Union has fought to eliminate such conditions; to give the men representation and see that no injustices shall be imposed upon them. I went through a little hell of my own making. I asked for and I got it.

LESSON LEARNED

The lesson stamped forever in my mind is **what a fool I was**. If I can't be a good Union man, sail Union, be Union, live Union, I should hang my head in shame.

Without the Union to supervise the conditions on these ships, and to help us as members of the organization to steer clear of such conditions, it would be one sorry world to live in.

I really thanked God I reached home alive. Whenever I leave again you can damn well bet it will be through the Union Hall.

Waterman Fleet Totals 51 Ships

The Waterman Steamship Corporation's purchase of 10 Liberty ships from the Maritime Commission last week brought the company's total fleet to 51 vessels, making it the largest now owned by an American Company.

The deal was closed in Washington, where a company official is completing arrangements for delivery of the ships, most of which are now under charter to Waterman.



SHIPS' MINUTES AND NEWS

Monroe Men Scream For Ice Cream

A locked stable after the horse has been stolen has more than one application, in the opinion of one Seafarer crew, at least.

Taking no chances on the possibility of a supply shortage developing at sea, the sweet-toothed crew of the SS Monroe shot a motion through the Jan. 7 shipboard meeting, calling for a five-gallon freezer to be placed aboard so that ice cream can be made when the brick runs out.

The motion, which was brought up while the vessel was down Argentina way — Buenos Aires—was followed by several others, all dedicated to the improvement of shipboard feeding conditions.

DELEGATES TO CHECK

First off, it was agreed that the Steward would show his supply order list to the three Delegates before handing it over to the Captain. Obvious intent of this decision was to make sure the Skipper didn't do too much slicing of the meat orders and other foodstuffs.

Previously it had been re-

YO HO HO! AND A BARREL OF PISTACHIO!



ported by the Chief Cook that many meat items that were brought aboard the ship recently were short. A hurry call from the Steward to the Port Steward brought some action—and some more meat, but a hurried departure resulted in all deliveries not being made. Two of the Delegates corroborated the Steward's story that because of the quick sailing, he did not have sufficient time to check the stores.

Just to make sure the situation wasn't repeated the Steward was already at work on a list of necessary fruits and vegetables to be ordered in the next port.

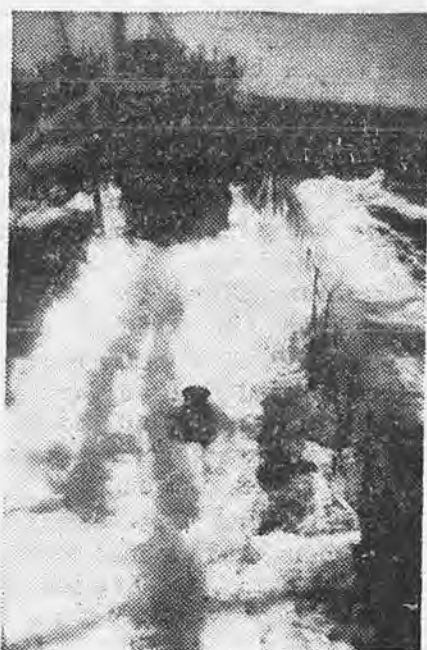
ACTION LOOMS

In another motion, the crew went on record to take advantage of a provision in the agreement which covers cases such as theirs.

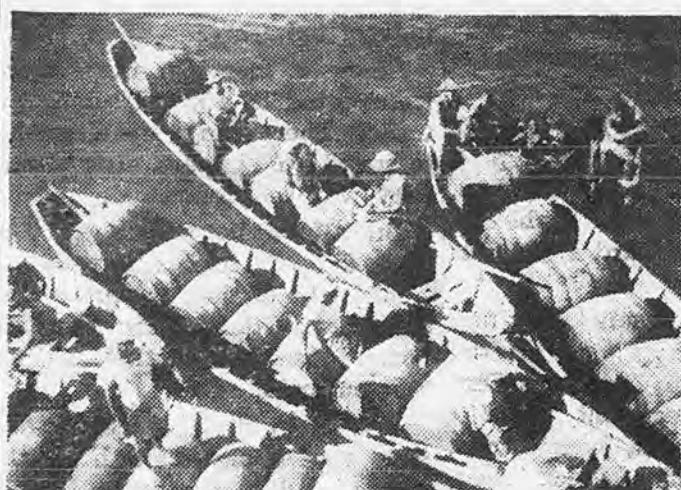
"If vegetables and fresh fruits are not on board by the third day according to the agreement, the crew has the right to quit working," the motion declared.

Harry Engle Hart chaired the meeting, which was recorded by James Moore.

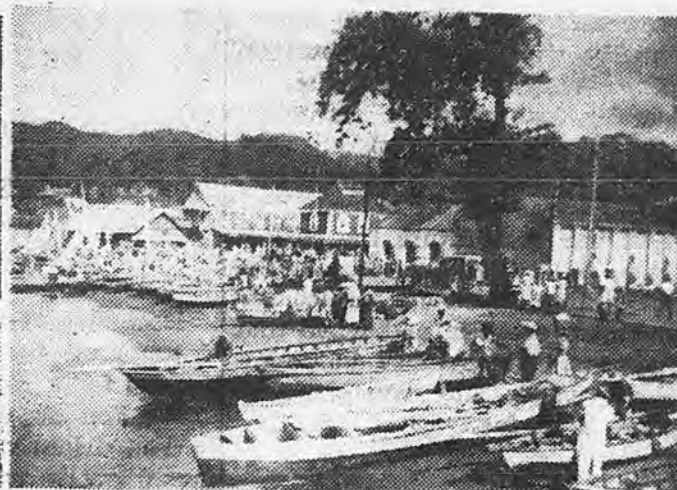
ALONG THE BAUXITE TRAIL



Three days out of New York, the MV Loop Knot ran into bad weather. Photo at left shows ship's deck awash after choppy sea cascade overrail. Hunk of man in grass skirt in photo at right is John Osmalinski, OS, showing what the well-dressed deck man will wear for a tropical run. With cream it's good for breakfast, too.



At left, bumboats containing barrels of lime juice lay alongside Loop Knot in St. Croix, V. I. Venders apparently overestimated thirst and liquid capacity of the bauxite carrier's crew. Now, if that was beer in those barrels . . . Peaceful scene, at right, of colorful St. Croix, was taken from the Loop Knot's deck. Michael Baal, AB, took these photos.



Extension Of Alien Seamen Waiver Urged At Waltham Victory Meeting

Fully aware of the disaster facing alien seamen when the wartime waiver allowing them to constitute 50 per cent of a ship's crew expires March 31, crewmembers of the Waltham Victory have urged immediate action to extend the date of expiration.

Meeting on Jan. 30 at sea the crewmembers proposed that the SIU call a conference of all maritime unions to fight for the extension of Title V of the Second War Powers Act.

Title V of the Second War Powers Act allows American ships to be crewed with 50 per cent alien crews. The provisions of this act expire on March 31, when regulations governing the employment of aliens reverts to the Merchant Marine Act of 1936. Under the 1936 act, aliens are restricted to consisting 25 per cent of the crew on non-subsidized ships and 10 per cent on government subsidized ships.

PROPOSAL

The proposal, made by Abraham Marco stated: "There was little talk of visas and illegal entry (into the United States) during the past war when many hundreds of alien seamen lost their lives because of enemy action. The recent government or-

der reduces the chances of alien seamen from earning a living on American ships.

"Alien seamen have proven to be good union men, struggling to maintain decent working conditions and they deserve every bit of help possible.

"The crew of the SS Waltham Victory thus urges the SIU to call a conference of all maritime unions in order to meet another government attempt to weaken organized labor."

The action by the Waltham Victory crew is in protest to the promises made and broken by the State Department and War Shipping Administration, both of which informed foreign born seamen that their requests for visas and other documents needed to make them eligible for American citizenship would be attended to after the war and due credit would be given their service to the cause of victory.

Following the adoption of the proposal by Brother Marco, the

crew took up the question of candidates for Union positions. It was decided that many candidates are unknown to the majority of the membership, thus depriving them of choosing the man best qualified for the office.

The crew then adopted unanimously a resolution similar to the one proposed by the San Juan Branch and concurred in by all ports, calling for the background and qualifications of each candidate to be printed in the Seafarers Log.

TEXT OF RESOLUTION

The resolution, as proposed by Gus Jensen and adopted by the crew, follows:

"Whereas: In all SIU elections held to date many of the candidates are unknown to a big majority of the members thus making it impossible for them to vote intelligently.

"Therefore, be it resolved: that all candidates list the following information which is to accompany their names in all campaign literature, and to be printed in each issue of the Log during the campaign:

(Continued on Page 11)

SS King's Chief Engineer Generates Cash—For Wipers

The Wipers aboard the SS Franklin H. King are accumulating overtime by proxy.

This cash-producing innovation was introduced by the Alcoa vessel's Chief Engineer—though not intentionally, of course. The guy is just a victim of his own indiscretions and the Engine men accordingly reaped the benefits of his wild oat sowing. The proxy set-up didn't last long, however.

The hows and whys of this amusing and profitable episode (for the Chief, too—he got a good education in the engine's department's working rules) is revealed in a letter from the Black Gang Delegate, Joseph Buckley, who recorded the incident down in Port of Spain, Trinidad.

TWO MISTAKES

Twice the engine officer made contributions to the men's pay-

roll. Of the first time, Brother Buckley says:

"This bright brass-hat's painting with vigor enabled the Wipers to collect 16 hours of overtime, for which they thank the Madder than a March hare Chief for his generosity."

At the turn-about in events after the hep Franklin King men stood firm on the provisions of their contract, the Chief Engineer "thought he would get even."

So, says Brother Buckley, "he pulls the bell-to-bell gag. But an oldtimer could cover that bet, and after two days of struggle, he gave that up."

PRESSURE UP

But what really cracked the Chief's blood pressure barometer was his second slip of the trip. With the assistance of the Third Engineer, he cleaned up the storeroom, built shelves and swept the entire storeroom, Buckley writes.

"Generous guy, that Chief," Buckley says, gratefully.

"Again we slapped him with 16 hours overtime for the Wipers."

The bomb-like effect of this second encounter with the Union working rules had overtones that rumbled long after the crew's victory was sealed.

Buckley reports that he and the other men heard "moaning and gashing of teeth for a week later. 'Article II, Section 33 has become the Chief Engineer's night-mare in this new contract.'"

Although the engine department officer's head-on collision with the SIU agreement drew the crew's major attentions; the Skipper had a side-swiping encounter in which he came off second best to the contract.

The Skipper's meeting with the contract provisions was touched off by his use of a peculiar grab-bag technique to which the crew strongly objected—and successfully.

SCREWBALL IDEA

"It seems that he has a screwball idea," Buckley writes, that the crew is not supposed to have more than one bar of soap or one box of matches in their rooms, so the wise gent started gathering up all over this amount."

The Deck and Steward Delegates went with Buckley to see the old man about these collecting ways. Stressing the irregularity of such a procedure, and waving the Union contract again, the boys convinced the Skipper that charges of petty thievery could be instituted if the "gathering-up" operation was repeated. They've had no more trouble on this score.

SIU Ship's Minutes In Brief

CAPE TEXAS, Feb. 6 — Chairman M. E. Reid; Secretary T. T. Feeley. Engine Delegate reported a beef concerning overtime between the Oilers and Jr. Engineers over watches. Voted to submit beef to Patrolman for clarification. Motion carried that no one sign off until all disputed overtime is settled. Repair list made and approved by crew.



WILLIAM KAMAKA, Dec. 14—Chairman Betts; Secretary Holden. Deck Delegate reported on system of rotating gangway watches. Engine Delegate reported one beef concerning plumbing work which has been placed on the disputed list. Stewards Delegate reported all okay. Old Business: Slopchest tabled to next meeting. New Business: Question raised concerning draw answered satisfactorily. Good and Welfare: All hands to cooperate more in keeping ship clean. This includes the laundry, heads, etc.

Log Available At Antwerp Spot

Seafarers calling at Antwerp, Belgium, will soon be able to pick up copies of the Log at one of that port's waterfront spots. Arrangements have been made for distribution of the paper at Cafe Maritime, Leopold Dock 212, Antwerp.

The suggestion to make the Log available at the Antwerp cafe came from the crew of the SS Madaket. The suggestion was accompanied by high praise for the cafe's owners, Mr. and Mrs. Alois Verbeck-Jacobs, who, according to the Madaket men, have been unstinting in their efforts to help seamen whenever possible.

"At various times," the Madaket crew said, "these people have assisted various seamen in obtaining transportation to their ships, regardless of where the vessel was tied up."

The kindly couple have arranged on innumerable occasions transportation for seafaring men going to ships in several of Belgium's ports—and without kickbacks, the SIU crew asserted.

Alien Seamen Aid Urged By Crew

(Continued from Page 10)

"1. Length of time a full book member.

"2. Citizenship. Native born or naturalized, and if the latter, date of naturalization and country of birth.

"3. Number of trips at sea, as shown by discharges.

"4. Number of trips as delegates or other union activities, such as chairman of meeting, etc.

"Further, be it resolved: that a copy of this resolution be sent to the SIU Hall in New York for their consideration and action; and if adopted by them, that the items mentioned herein be followed in all campaigns preceeding elections."

If this situation does not improve there will be a detailed report waiting for the Patrolman at the payoff.

ALEXANDER CLAY, Jan. 10—Chairman Eugene F. Howlett; Secretary Cullerton. Meeting called for purpose of having Steward prepare better menus. Motion carried that Delegates check all books and strike clearances. Motion carried that Steward serve fruit juices and canned fruit more often and serve steak, as too much second meat is being served. Motion carried for Delegates to check on perculator and see if it can be repaired and that good ones be purchased when ship reaches the States. Motion carried that toast be served for breakfast. Motion carried that Steward type out menus for the mess-hall.



ALEXANDER CLAY, Jan. 17—Chairman Cullerton; Secretary Saunders. Report on books, shipping cards and strike clearance made. All in good order except Steward, who has no shipping card. Steward's story will be checked and if guilty of wrong doing he will brought up on charges. New Business: Motion carried that ice boxes be cleaned and that mess hall be cleaned and kept cleaned for the remainder of the trip.

VENORE, (Date, Chairman and Secretary not given.) New Business: Motion carried that ship have a number of union candidates for union membership holders vouch for them, providing they can prove their whereabouts during the 1946 General Strike. Good and Welfare: Suggestion that each department take care of its own grievances. Question raised what to do about the situation where half of the crew is non-union and some of that half is carrying on anti-union activity. Crew decided to hold off action on question until next meeting.

MANDARIN, Jan. 2—Chairman Louis Filippio, Secretary Wiley Carter, Engine and Stewards Delegates reported no beefs. Deck Delegate's report referred to trial committee at the pay-off of the vessel. Good and Welfare: Repair list made up and approved. Crew

decided not to sign off articles until tax exemption be investigated and all pay vouchers satisfactory to crew. One minute of silence observed for Brothers lost at sea.



MANDARIN, Nov. 16 — Chairman Max Beyers; Secretary Wiley Carter. Engine Delegate reported that foc'sles need painting. Stewards Delegate reported no beefs. Deck Delegate also reported foc'sles needing painting. New Business: Motion carried to have Captain inspect foc'sles concerning painting. Good and Welfare: Motion carried that each Department take care of the laundry for a week at a time using men on sanitary work. Steward to issue linen to crew on Saturday at sea, and Friday in port. Motion carried that man on last stand-by make coffee for crew. Motion carried that the three Delegates see Purser for list concerning prices of item in the slopchest at less 10 per cent. All members stood in silence in respect one minute for the Brothers lost at sea.



RAPHAEL SEMMES, Feb. 18 —Chairman Roundtree; Secretary Guy Ranallo. Motions carried: That the Steward order a sufficient amount of soap to last the trip; that Engine Room Delegate see First Asst. about supplying more soap and rags to Black Gang; that the three Departmental Delegates speak to Captain about supplying sufficient amount of preventatives; that delegates inquire as to the reason why more emergency lights are not distributed about the ship and if same can be supplied; that Delegates speak to Engineer about setting aside certain hours that the sanitary pumps be operated for flushing heads; that Steward order a sufficient amount of coke to operate an emergency kitchen unit when, and if, necessary; that the Delegates contact SIU Port Agent and Waterman Agent about replenishing sufficient amount of light bulbs; that Electrician order a to last the trip.

Parker Bags Another Medal

Competing against some of the top speed-skating talent in the nation, Jack Parker, the Seafarer's medal-winning Bosun, grabbed second place in the half-mile feature event at the Brooklyn Ice Palace last Thursday night. The contest is one of a series sponsored by the Middle Atlantic Skating Association as a windup to the indoor season.

The indoor racing season closes at the Brooklyn arena next Thursday when the one-mile race title will be sought by an imposing array of ice-speedsters. Entered in this event, Parker views

the competition as "rugged."

When he puts his skates away for the year, Jack will be looking to other fields for his shoreside conditioning. High on the list of possibilities at the moment, is the Bosun's plan to compete in speed bicycling contests, in between shipping jobs.

The optimistic Bosun is already looking around for a pair of skates for his one-month-old daughter, Linda, who Parker figures should be ready to cut up some ice with him next season. Linda hasn't yet expressed herself in the matter.

SEAFARER SAM SAYS:



IF YOU FIND THE CONTRACT IS BEING VIOLATED . . .
NOTIFY THE AGENT
AT THE FIRST PORT YOU HIT.

CUT and RUN

By HANK

Bosun Paul "Haywire" Warren knows a lot of good things but the one good thing he knows and talks about right now is the fact that the crew of the Haiti Victory was the swellest crew of militant oldtimers he ever sailed with. Anyway, before Paul left for the cold country with his easy sense of humor he reminisced lots of welcomed fresh news to us about some oldtimers. He doesn't roar when he laughs or whack his knees but he sure smiled wide and sentimental-like when he revealed that incident involving himself, "Joe Joe" Tuart (who is down in New Orleans right now) and Johnny Johnston when they engineered the first and best cow agreement through their midwifing experience with some cows aboard a ship. The funny thing about it all was that Paul had the profitable last laugh on his two shipmates when he did collect two hours overtime (which they wrote down on his sheet without his knowledge) for a midwifing job on a calf born with the squeaky blessing of a handybilly and nicknamed Stormy Weather instead of Handybilly.

Paul says he'll miss Lindsay Cobb, who was Deck Maintenance, and just went down to New Orleans . . . Steward A. A. Kessen, nicknamed "Cueball," is staying in New York for another ship and rewarding his sister in Ohio with the weekly Logs to save for him after his trips . . . We don't know if Brother Moon Koons smokes those proletarian cigars for his health, his reputation and associations, or just because they are a habit. Right now he is holding up Joe's Jungle and keeping it lively. However, there's unfortunately something new which is keeping him going. It's his bad foot and it sure keeps him going, all right—to the Marine Hospital down in New Orleans . . . "Haywire" says he met one of his shipmates here in New York, Brother Andrew Smith, whom he hasn't seen in many years. Brother Smith just came in after a tanker trip, concluded in Galveston . . . And if you didn't know it, you know it now, thanks to Haywire, that Brother "Grindstone" Johnson, who anchors down in New Orleans, originated that famous salty remark on deck "Do the best you can with the tools you have. Carry on, boys, carry on."

FLOTSAM AND JETSAM DEPARTMENT: Brother Frank "Red" Sully must be still aboard the City of Alma, we presume. . . . Woody Lockwood also left for those good old islands of coca-cola trees and bottled rum trees . . . Herman Troxelair, who believes in New Orleans and, in fact, anchors there continuously, is in New York right now, with his mustache . . . The Alcoa ship, William Brewster, has a dog aboard with the sensational name of Kilroy . . . Raymond Duhrkopp and his mustache is ready to ship out. Your shipmates, Bill Todd and Martin O'Connor are also in town. Brother O'Connor rested two months after his West Coast trip and should be caught up with his pinochle technique, indeed. . . . Oldtimer George Stiles just shipped on the Robin Goodfellow. . . . Steward Paul Parsons is aboard the Cape Alava. How was that new Hall in Miami, Florida, Paul? Brother "Happy" Harry Harper is smiling away a few weeks on our New York beach . . . Mustached Joe Pilutis is waiting patiently for a Far East voyage. . . . That famous cook and writer, Steward Frenchy Michelet sailed back into New Orleans to continue his canning business. Say, Frenchy, is there any way of patenting the idea of canning all these Communists who hate the American way of Life and exporting them to Russia or the North Pole?

THE MEMBERSHIP SPEAKS



Supreme Court's Decision In Lewis Case Should Unite Trade Unions, Says Member

To the Editor:

The headlines of all the newspapers screamed victoriously, "John L. Lewis and Miners Guilty."

How can a real union man help but become angry when our fellow workers are fined and their leader faces the threat of prison because they had the courage to strike coal mines being operated by the Government.

A union grievance that is serious can cause a great deal of hardship to working men, so it matters little whether the strike is directed against the government or a private employer.

We, too, struck against a governmental agency back in September, so every SIU man who is a union militant knows that we must show solidarity with our union brothers in the mines.

ECONOMIC SOLIDARITY

Solidarity must be our slogan, for the economic solidarity of all workers we can force a reversal of this Supreme Court decision. The Supreme Court ruling means a renewed use of the injunction as a strike-breaking, union-busting device.

The court and the Government are violating their own laws, the Norris-LaGuardia anti-injunction act, because it suits the interests of the bankers and manufacturers.

Since they refuse to recognize our rights despite the existence of those rights in the constitution, it is up to us to fight this issue of our right to strike by pulling the biggest strike America has ever seen.

By that I mean a national general strike of all unions!

MUST ANSWER

If we accept this final decision of the Supreme Court without a determined struggle, the bosses will attempt a great offensive in order to smash our unions. It is very clear that they will have the full help of the government and all its law enforcement agencies.

Our most basic right is being attacked and so it is necessary that we use the most powerful weapon we have at our disposal.

Rail-Percher



Resisting a terrific temptation to gag up this shot, we're just going to say that it's Bob Barrett, crewmember aboard the Diamond Hitch.

sal, the general strike. A general strike would show the political hacks and the moneybags for whom they work that we, the union men who control the nation's economy at the point of production, are the able guardians of our own freedom.

The Supreme Court and Congress would tremble and reverse itself before the solidarity of Labor united in a mighty exhibition of its economic power at the point of the job.

SENSITIVE PRESS

The New York Times is very sensitive about strikes against the government and in its editorials goes into lengthy attacks on miners, and seamen who have struck against governmental agencies, and teachers strikes against state and local governments.

It is very important to notice too, that the New York Times has wept bitter tears over the

Russian workers not having the right to strike.

Every day the government is entering into the management and occasionally the ownership of various industries, so if we apply the correct conclusion the Times has reached about Russia's treatment of her workers, we can see that the logical and horrible result will be an iron-heeled dictatorship here in America.

Perhaps some of the Brothers will say this letter is too extreme, but if we don't use this power we have in our hands now, we shall suffer a defeat that may well be the beginning of the end of freedom in America.

When the workers of Germany, Italy and Russia lost the right to strike it was the end of their freedom, so let's take a lesson from their experiences and protect our most fundamental right.

Alexander Man

'Impartial' Press 'Forgets' Scab Publisher's Foul Play

To the Editor:

Well, Brothers, organized labor has started to take it on the chin again. Browsing through an old Log I came across an article asking the Brothers to become labor reporters in their districts when there are labor disputes.

For over 100 days, the Newspaper Guild and the AFL typographical workers in Springfield, Mass., have been on strike against the Springfield Daily News for decent wages. The company hired a bunch of scabs to turn out the paper.

SCAB-SHEET A FLOP

There's not a red-blooded man in my home town, who has bought an edition yet. A few days ago, the big shot himself, a character by the name of Bowles, the owner, not being able to get a man to drive one of his trucks through the picketlines, took the wheel himself.

He hollered to the pickets to get the hell away from the plant and then drove the truck into the gate. One of the pickets, a family man, told him to turn back. He was run down by the truck. Bowles then told the police it was an accident. He was hauled into court and fined \$25 for driving without a license. Pretty damn cheap.

RICHES HELP

I guess if you're a rich man and owner of a newspaper plant you can get away with more than a poor working stiff. This sickening drama was told over Station WSPR, Springfield. It made a lot of people sore, but nothing can be done, it seems.

I hear shipping is good so I guess I'll shoot down to New

York. Take it easy, you boys up in Boston. I might see you soon. That's all for now.

Charlie Halla

(Editor's note. — Except for Brother Halla's report and the story of scab publisher Bowles which appeared in the organ of the newspaper workers, no mention was made anywhere in the press of incident where the picket was run down. All papers merely dealt with the publisher's arrest as being caused by his driving without a license.)

Pilgrim Bidding For Title Of 'Queen' Of Alcoa Fleet

To the Editor:

Just a line to let you know something about our ship and all the gang here.

We have just completed a voyage to the islands and British Guiana and are now bound for New York via Norfolk. The ship was under the command of Captain Christopher Kennedy, who established a friendship with the crewmembers that story books, encyclopedias and history books cannot teach. The kind of friendship that was built under the master comes from a profound understanding. As a result, we shared many things together.

JUSTIFIABLE PRIDE

We feel proud that, on arrival in Norfolk, the ship was highly praised for her appearance by officials and persons who saw the ship coming in. All stated she was one of the cleanest and best looking vessels that ever entered the port.

All departments worked in full cooperation and harmony resulted in the ship's good looks.

Late Seafarer



Raleigh Begley, holder of Book No. 35605, who died recently in a hospital in his native Philadelphia. Brother Begley last shipped aboard an Isthmian line vessel.



Seafarers of the Philadelphia Branch sent the floral wreath, pictured above to Brother Begley's funeral.

Log-A-Rhythms

Our Friend,
The Coast Guard

By TOM BALDRICK

I knew a seaman, whose name was Mel,
His wife had a baby, he raised hell;
Although he did it in a quiet way,
The Coast Guard took his papers away.
It was a fast and phony trial,
The baby and wife won't eat for awhile;
Lincoln freed the slaves, that is true,
Can't they free the seamen, too.
I sailed with an Oiler—his name was Si,
And really, he was a very fine guy—
He used to stand the four to eight,
But one day he was five minutes late,
The Coast Guard came on the double,
And tried to cause him some trouble.
Now going to sea wouldn't be very hard,
If we could get rid of the Coast Guard;
We'll probably spend our lives at sea—
So let's get together, and fight to be free.
And if we fight hard, and nobody shrinks,
We'll soon get rid of them phony links.

ISTHMIAN SCOW WAS DIRTY —NOT NOW

To the Editor:

I'm a crewmember of the SS James Cannon. I applied at the Isthmian Steamship Lines hiring hall in Baltimore for a job and was sent aboard this scow. When I got aboard the wagon, she was really a dirty ship.

Right now with the exception of about three men, the whole crew is pro-SIU. Before we get back from this trip we hope to have them lined up for the Union, too.

I wish that the last crew could see the dirty ship they left us. It has been cleaned up in true SIU style.

Part of the reason I'm writing this is to urge my Union Brothers to try their best to get jobs with this company, help line up the crews for the SIU, and also clean up these buckets so that they conform to the same clean standards we have aboard our own contracted ships.

Lyle L. Ahner

New York, and hope to see some of them real soon. We are away down in good old Mobile, but we will ride this ship again.

Luther W. Highsmith
Chief Steward
Alcoa Pilgrim



Brother Weighs Michelet's Plan For A Voluntary Fund

To the Editor:

Having just read the January 10th issue of the *Seafarers Log*, I found an interesting article entitled "Frenchy Pens Open Letter to Membership."

This open letter was more than well composed, but was a very enlightening piece of work by Brother Michelet—except for one paragraph, on which I disagree with the writer. This I quote:

"I know that there are many men in this organization who feel, as I do, and who would like nothing better than to have this opportunity to contribute ten dollars to a voluntary fund that they might even in this small manner show their appreciation for all that this Union has done for them. So let's all actively petition for this voluntary assessment." Unquote.

"Frenchy" has a good point there, but just between me and the fence post, it sounds slightly off. The word voluntary is a swell word, but I like to stick to a referendum ballot, letting all the membership express their attitude on such an assessment.

GOOD TREATMENT

During the WSB Strike and the MM&P-MEBA strike quite a number of the members needed a feed and a flop. In the various ports, arrangements were made where the members were accommodated in typical Seafarers style—"First Class!"

Some of the ports put out a day-to-day loan of three dollars to the Brothers who were a little short. The understanding was to pay this money back at the end of their first trip. Well and good. But in the meantime, some Brother says what are we paying a Strike Fund for? So a motion was made and concurred on up and down the coast not to pay this money back. Some of the Brothers borrowed as much as forty dollars apiece.

Upon coming back to the various ports to pay back their little loan, they were told they did not have to pay a cent back. However, they could make a contribution to the *Log*. Good! But does a two-dollar contribution to the *Log* put back the forty smackers this Brother might have borrowed from the Union treasury? Doubtful!

There are many of the members who got this money who are willing to pay it back to the same Fund from which it was drawn—in full. And still make a contribution to the best Union Trade Journal, the *Log*, besides.

WOULD BUILD RESERVE

Paying this money back would build up our depleted reserves and a ten-dollar voluntary assessment would not be necessary.

I have to agree with "Frenchy" all the way through the rest of his letter, because he is 100 per cent right.

The Seafarers International Union has done wonders for me

as well as for the entire Maritime Industry. It is a great organization that is growing and will continue to grow. Why is the Seafarers growing? Because we have in our ranks a militant group who believe in the Seafarers. The best wages and conditions in the entire industry are gotten for all who follow the SIU banner, bar none.

No doubt there will be plenty of pro and con discussion on this little matter, and I certainly hope there is. But it looks like an open and shut argument. If the assessment is what the membership wants, by all means instruct the Secretary-Treasurer to prepare a Referendum Ballot for all hands to vote on.

I am just a newcomer to the Union, and this is just my personal opinion.

E. B. McCauley

Survivor Of Archangel Run Rips False Russian Charge

To the Editor:

Have just finished reading the Dec. 27th issue of the *Seafarers Log*, and in regard to the article on page 3 under the heading "Eye Witness Answers Soviet Charge of American, British Cowardice," I would like very much to add a word to Brother Harrison's well-worded letter.

I, too, was on that trip aboard the Benjamin Harrison, enroute to Archangel, Russia, and I believe I am entitled to a word or two on this subject.

At this writing, I am wondering if Captain Andreyev's article was printed in the New York Times about the same time Labor's "good friend," Westbrook Pegler, was blasting hell out of us for being a bunch of commies and social outcasts. Also, I would like to know just where the hell the Russian navy and airforce were during all the fireworks?

We did not receive naval

escort from the Russians until we were at the mouth of the White Sea, and we did not receive air protection until we were 40 miles from Archangel, and that is one hell of a long way from Iceland.

POOR PROTECTION

I would like to point out here that when I say we, I am speaking of the crew of the Benjamin Harrison, because as far as we knew at that time, our's was the only ship left out of the original 37 ships that left Iceland. I learned later that 12 made it safely to port, but we lost seven more on the way home.

The Benjamin Harrison was directly astern of the Christopher Newport when that ship was torpedoed on the 12 to 4 a. m. watch, July 4. I personally saw a torpedo strike her on the starboard side amidships, carrying away the starboard lifeboats and forcing the crew to take to No. 2 and No. 4 boats. The torpedo struck this ship in the fire room, killing the watch. Now I would like Captain Andreyev to explain to me just how in hell a ship can proceed through submarine, aircraft and surface raider-infested waters, without a fire room or engine room?

TREATED LIKE DOGS

Also, I might add that the thousands of survivors of the North Russian run who were on the beach, were treated like a bunch of dogs by our so-called allies, the Russians. Captain Andreyev refers to the bravery displayed by the crew of the Russian tanker Donbass in remaining aboard and sailing that ship into port after she was torpedoed.

I was approximately a quarter of a mile from the Donbass when she was hit by the torpedo, which was intended for the Harrison. Due to fast maneuvering, we were able to dodge the missile and it struck the Donbass on the starboard side aft, where I would judge to be the No. 7 or No. 9 tank. There was no fire or list and the ship proceeded.

In closing I might add that for the Russians to insult the nationals of a country that was giving Russian millions of dol-

AUTO ACCIDENT PUTS HERZOG IN MAINE HOSPITAL

To the Editor:

I am sending a word of thanks to the crew and officers of the S Jean. They took up a collection for me while I was here in the local (Belfast, Maine) hospital with two breaks in my left leg. I was brought to the hospital after an auto accident.

I would like to thank the members of the Stewards Department and Steward Tom Bowers—all good SIU men.

Captain Horan—the Jean's skipper—tried to pull a fast one by signing me off articles when I was still out. He held my hand and had me sign off. I told the doctor this, and he made the Captain bring the articles here, and I signed back on.

I'll be in the Hall in New York when I get out. But it will be a couple of months before I am able. I'd like to get a copy of the *Log*, if you have one.

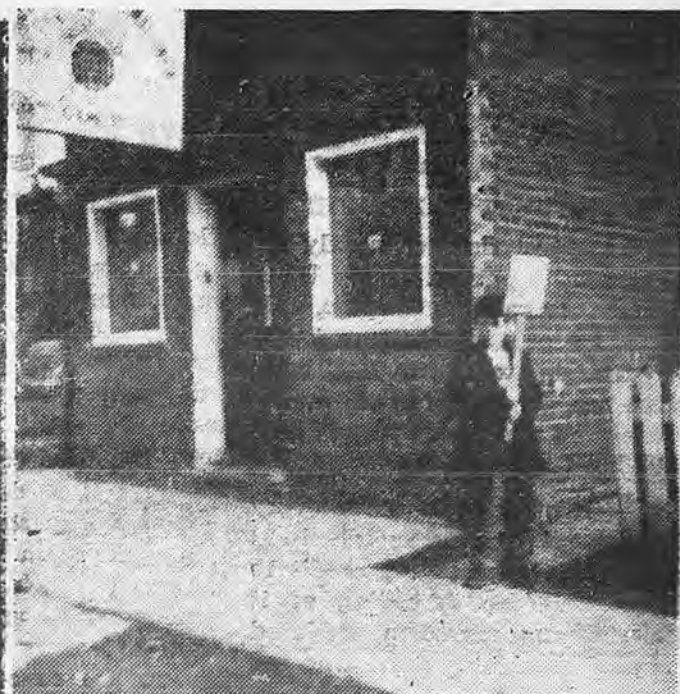
Until I see you fellows, thanks for everything, and tell the crew and officers of the SS Jean of my thanks to them.

K. Herzog
Waldo County Hospital
Belfast, Me.

VIEW OF NEWS FROM MARCUS HOOK



Two Seafarers pose nonchalantly for cameraman in front of the neat, trim Union Hall. At left is Brother Hillman; his companion is unidentified.



Getting an early Union start is this picketing youngster, who claimed unpaid wages for running errands. Non-payment was due to an oversight, and beef was quickly settled for 35 cents.



The long and short of it was the way this photo was dubbed when received from Marcus Hook. From left to right, the lads are T. Ryan, "Lil Abner" Barthes and Brother DiPaoli.

Open Hatches Pose Danger, Says Crew Of Bauxite Ship

To the Editor:

The Rum Tree still blooms on the Bauxite Trail but somehow its shade seems less beguiling and its aroma less fragrant. Or is it just old age that makes us think so. Anyway we have taken the veil for the duration of the shuttle, providing the 'won't' power doesn't let us down.

It seems like the Deck Depart-

ment is having a little difficulty on matters of importance to them. This 'rust bucket' is sailing each trip out of Trinidad for British Guiana with hatches 2, 3 and 4 uncovered. We wonder-

ed whether or not that was a violation of Sec. 6—Article 2 of the agreement. Besides that, it cuts in quite heavily on the O.T. inasmuch as there is nothing allowed for covering up or uncovering in the aforementioned Ports.

Then again there is always present the danger of open hatches at sea. Accidents can occur when the nights are dark and the decks are cluttered with gear such as hatch beams, hatch covers, and the usual assortment of bull ropes, cleats and pad-eyes. A covered hatch will not only remove a lot of gear but will cover a hell of a big hole. After all, it is a long way to the bottom of a Liberty Ship and a broken neck would be the least a man could hope for.

(Five Crewmembers)



ment is having a little difficulty on matters of importance to them. This 'rust bucket' is sailing each trip out of Trinidad for British Guiana with hatches 2, 3 and 4 uncovered. We wonder-

lars of war supplies and DELIVERING these supplies through dangerous waters at great loss in lives of American seamen—that, Brothers, is the height of Russian insolence.

Earl Cochran, SUP



Poor Feeding And No Coffee Are Chief Beefs At Chicago Hospital

By ROBERT H. MAUPIN

Having just finished nearly six months as a patient at the U. S. Marine Hospital, Chicago, Illinois, I feel it my duty and also my privilege which my SIU book gives me, to enlighten the membership on conditions in this hospital as I saw them.

I shall attempt to cover every department exactly as it existed the day I left, to give credit to those who are deserving of it and express my own unbiased opinion concerning those who are not.

I can truthfully say the doctors and nurses are as good, if not better, than can be found anywhere. (This does not include the Dentistry Department and laboratory, which I will discuss later in this article.)

As health and cure are the first in importance in any hospital, I shall discuss those connected with it, first.

When I first entered this Hospital, August 23, 1946, I was a very sick man, if not slightly on the hopeless side and much of my stay was spent in bed.



However, through the efforts of competent and efficient doctors and nurses, I am back on the road to recovery.

I can find no complaint against any nurse or orderly. They treated me in a kind and respectful manner, and at times, I received far better treatment, than I handed out.

By this statement, I mean any man confined and sick, for any length of time, will blow his top over some mole hill which appears more on the order of a mountain at the time.

NURSES OKAY

The majority of nurses in this hospital are oldtimers in their profession. They not only have a knowledge of psychology, but know how to use it, at the proper time. To be an efficient nurse is one thing, but to be a human being at the same time requires more on the well-known "ball."

And in my opinion the nurses each and every one alike, deserve all the appreciation and thanks I as an individual can bestow upon them, for the kindness and care given me.

Someone, who is unfamiliar with hospital routine, will think I have given the nurses an undue amount of credit, let me point out that we only come in contact with the doctors at sick call, but the nurses are with us 24 hours a day and administer all prescribed medicine and treatment, before and after surgery.

In many cases an efficient nurse can mean the difference between life and death.

I am not going to elaborate on the Dentistry Department, but I am going to thank the recep-

tionist for the efficiency and consideration she displays in making appointments. In my opinion, she takes a sincere interest in her position, and performs her duties with the proper attitude toward all who pass her desk.

But, Brother, once you get past the reception desk, the actual Dentistry Department stinks out loud. Never in my life, have I witnessed such incompetence, inadequateness and outright sarcasm—especially where merchant seamen are concerned.

The department is absolutely a disgrace to the hospital. The head of this department is too occupied parading around in his "high pressure" uniform and gold braid to observe or know what is going on, (in other words, he is not doing the work he is being paid for.)

I should consider the diagnosing of the condition of teeth and prescribing of work needed, would be his position. However, in my case, that was assigned to one of his "boy scouts."

As a result, I lost a beautiful eye tooth, and the one that should have been pulled remains to be done at a future date. When it does come out, I will have to have a partial plate to fill the gap.

DENTAL GUINEA PIGS

This is not the fault of the man who actually extracted the tooth, but our friend who did the diagnosing; perhaps, the mistake was partially due to the sarcasm and disrespect, he was handing

out! Merchant seamen are entitled to a better deal than they are receiving at the hands of this department. How much longer are we to remain dental guinea pigs for these little boys in gold braid?

The laboratory is a credit to the institution. In the many times I have come in direct contact with it, I can say I have never received anything but courteous and competent service.

I have never, at any time, had to stand in line or wait longer than five minutes. This fact is due to capable and organized management by a man who not only considers his position interesting, but also backs it up with excellent service to the patients.

The Physiotherapy Department is small, but staffed with courteous and efficient people.

I have covered everything, thus far, but one issue which, I think, every member should give a vast amount of time and thought to.

Just remember, brother, regardless of who you are or where you are, you may become just another patient before you know it. And by being "just another patient" in this Marine Hospital, at the present time, you are going to be very hungry and miserable! Bear with me, for a few lines more, and I will tell you why.

At the Marine Hospital, here in Chicago, we have breakfast at

(Continued on Page 15)



By JOSEPH VOLPIAN

All of the 48 States have some law which permits the wages of workingmen to be attached for the payment of judgements.

Under the laws of the United States, merchant seamen's wages are specifically exempt from such a garnishment proceeding, with the exception of payments for the support of his wife or children.

Not only are his wages exempt from the garnishment proceeding, but the law also states that it will not recognize any assignment or sale of his wages which the seaman may have made.

It has been decided by the courts that, if a seaman is engaged in coastwise trade, he is entitled to the exemption from garnishment of his wages, except in New Jersey and Alabama.

Many types of maritime workers have sought to become classed as seamen in order to obtain the benefits of this important legal exemption. Briefly, here are a few of the decisions on this point:

COVERED BY LAW

Fishermen employed on fishing vessels are classed as seamen and their wages can not be attached or garnished.

It has been decided that a Captain of a tugboat is not a seaman, and therefore can not

claim this exemption as to his wages.

Wages due to an employee of a railroad ferryboat are protected by this section.

Persons employed as hunters for a sealing voyage by the master, from whom they had purchased interests in the vessel, agreeing that half their wages might be applied to the purchase price, were classed as seamen and their wages came within the protection of this section, forbidding the assignment of mariner's wages.

A longshoreman employed in stowing cargo on a coastwise steamship was held to be a seaman so that his wages could not be attached. It is doubtful, however, whether this decision which was made by a lower state court would be upheld on appeal.

The wages of a pilot were subjected to garnishment, it being held that he was not a seaman within the purview of this law.

One federal judge in deciding an attachment case in favor of the seaman, had this to say: "Ordinarily, the sailor's only means of subsistence on shore are his wages earned at sea. If these may be stopped by an attachment suit the instant his ship is moored to the wharf, a new hardship is added to a vocation already subject to its full share of the ills of life."

BONUS EXEMPT

It was recently held in the New York State Courts, in interpreting this section, that a bonus payable to seamen, in addition to his regular wages by reason of hazardous nature of his voyage because the vessel on which the seaman was employed was engaged in carrying lend-lease supplies to Russia in time of war, was exempt from attachment under this section.

This decision may be interpreted to mean that any money due to a seaman arising out of his employment on a steamship, whether in the nature of actual wages, bonuses, or overtime are protected by this section.

Any money due a seaman arising out of a salvage operation are also covered by this exemption so that they may not be attached or garnished to satisfy a debt contracted ashore.

Garnishment proceedings do not take all of the wages of a worker but only a percentage of his earnings.

American Liberty In Coastal Trade

The American Liberty Steamship Corporation will reenter the coastwise trade with service between New York, Baltimore, Galveston and Houston when it receives the Frank Dale, a C-3 freighter from the Maritime Commission late this month.

The ship is expected to sail from Baltimore shortly after delivery and, if traffic warrants, the company expects to increase its chartered fleet to four ships with weekly sailings from each of the four ports.

Overtime Work Now Being Done On Ships Shows That More Men Can Be Employed

By FRANK BOSE

Shipping activity in this country has been on the decrease since the end of the war. And, as other nations acquire ships and resume their maritime operations, the demand for U. S. ships as carriers is expected to decline still further.

To us of the Seafarers International this means one important thing—that there will be fewer and fewer jobs. Since, it seems to me, our primary purpose in lean times, such as the ones we are facing, is to protect our jobs and to spread employment as much as possible, it is absolutely essential that we give serious attention to this problem.

One of the most effective ways of combating unemployment under present circumstances is for us to push for an increase in the present manning scales.

There is no question that most vessels today are carrying insufficient crews. And there is one genuine indication that most ships are undermanned—the matter of overtime.

The amount of overtime that is rolled up on many vessels is positive proof of the need for additional hands.

SELFISH VIEW

Overtime during lush times is a swell thing, and it is damned nice to pick up a few extra bucks. But when things get tougher, the important consideration is the assurance of jobs—jobs for as many as conditions permit.

We Seafarers cannot afford to take the selfish point of view on

this matter of overtime. If we do, we'll only be cutting our own throats.

For the sake of getting a few extra dollars over and above our wages, we are cutting down on the number of jobs that should be filled aboard ship. We will, thereby, increase our chances of being held on the beach.

At the moment, the only overtime we should handle is that involving emergency and absolutely necessary work. If the overtime comes outside of these categories, it shouldn't have to be performed as overtime. Additional crewmembers should be aboard to handle the work in the course of the regular working day.

REGULAR TIME

Such jobs as cleaning and painting, etc., should not be performed after the working day is over. If they are considered as essential to the normal, routine operation of a ship, they should be performed by regular crewmembers in the normal, routine working day.

By working at unnecessary overtime aboard ship now, we will be keeping men on the beach. And, consequently, we will one day be keeping ourselves on the beach. We should refuse everything but the necessary overtime.

An eight-hour work day at sea, except for emergency or unusual reasons, should be sufficient. There is no reason why this should not prevail.

The eight-hour day is almost

universally accepted for all workers, and it certainly should be for the seafaring man.

Seamen have for too long been an exception to most of the standards set for the working men in general. It's time to call a halt.

MORE MEN

Overtime wages that are paid off by some of the ships show that if the work involved was performed in the ordinary working day—and there is no reason why most of it couldn't have been—four, five or even six more crewmembers could have been carried at the regular monthly wages. Multiply this by a few hundred or more ships and it could mean a thousand or more regular jobs.

There could be no legitimate objection to increasing the manning scales in this respect by the shipowners. Offhand, it wouldn't involve any extras. The jobs would be performed at the regular rates of wages established by the contracts.

Let's work toward getting more jobs. By turning down a couple of bucks here and there for we'll be allowing months or regular jobs.

Most work aboard ship should be done in the working day. If there is more work than the regular crew can handle in the ordinary working day, then there should be more crewmen taken on to get the job done.

The correct slant on this overtime will assure our Brothers and ourselves of continued employment.

JUST BEFORE SAILING TIME



With sailing time coming close, these crewmembers of Waterman's Haiti Victory lined up near Pier 6, Bush Terminal, so that the LOG photographer could snap them. They've got their gear with them, and they look ready for a long trip. Most of the crew have been together for a few trips, and they had plenty of good words to say about the ship. The Stewards Department came in for a major share of the praise, with all hands commending them for the excellence of the meals. There were enough good words for the three Delegates and the Ship's Delegate, who were all said to be good men when it came to settling members' beefs.

MONEY DUE

SS WILLIAMS VICTORY
(Voyage No. 10)

All Army cooks can now claim disputed Sunday overtime at office of Smith and Johnson.

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HAITI VICTORY
(Voyage No. 9)

William R. Bates can collect the 66 hours of overtime for tending water by writing, or calling, at the office of Waterman Steamship Company, 19 Rector Street, New York, N.Y.

SIU HALLS

BALTIMORE	14 North Gay St. Calvert 4539
BOSTON	276 State St. Boudoin 4455
BUFFALO	10 Exchange St. Cleveland 7391
CHARLESTON	424 King Street Phone 3-3680
CHICAGO	24 W. Superior Ave. Superior 5175
CLEVELAND	1014 E. St. Clair Ave. Main 0147
CORPUS CHRISTI	1824 Mesquite St. Corpus Christi 3-1509
DETROIT	1038 Third St. Cadillac 6857
DULUTH	531 W. Michigan St. Melrose 4110
GALVESTON	308 1/2—23rd Street 2-8448
HONOLULU	16 Merchant St. 58777
HOUSTON	1515 75th Street Phone Wentworth 3-3809
JACKSONVILLE	920 Main St. Phone 5-5919
MARCUS HOOK	1 1/2 W. 8th St. Chester 5-3110
MIAMI	1356 N. E. 1st Ave.
MOBILE	7 St. Michael St. 2-1754
NEW ORLEANS	339 Chartres St. Magnolia 6112-6113
NEW YORK	51 Beaver St. HANOVER 2-2784
NORFOLK	127-129 Bank Street 4-1083
PHILADELPHIA	9 South 7th St. Phone LOmbard 3-7651
PORT ARTHUR	909 Fort Worth Ave. Phone: 2-8532
PORTLAND	111 W. Burnside St. Beacon 4336
RICHMOND, Calif.	257 5th St. 2599
SAN FRANCISCO	105 Market St. Douglas 5475-8363
SAN JUAN, P. R.	252 Ponce de Leon San Juan 2-5998
SAVANNAH	220—East Bay St. 8-1728
SEATTLE	86 Seneca St. Main 0290
TAMPA	1809-1811 N. Franklin St. M-1323
TOLEDO	615 Summit St.
WILMINGTON	440 Avalon Blvd. Terminal 4-3131
VICTORIA, B. C.	602, Boughton St. Garden 8331
VANCOUVER	144 W. Hastings St. Pacific 7824



Penny-Pinching

British shipping operators are feeling the effects of their own penny-pinching.

The reduction in the registers of dockers, which the operators instigated last year, has boomeranged, with all British ports now experiencing an acute labor shortage.

The short-sighted policy was followed in spite of the anticipated expansion of export trade for this year, and against the advice of the dockers' union.

Aggravating the problem is the decasualization program, which the union also warned against, since dockers seek work elsewhere when the operators reduce their liability for attendance pay.

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Belgian Dockworkers

Dockworkers in the port of Antwerp, Belgium, have won an increase in daily pay, a travelling allowance, and extra pay for handling certain types of goods, under terms of an agreement signed by the Belgian Transport Workers Union and the employers.

The 13,000 members voted to accept the contract negotiated by their union after a month-long strike.

Daily pay was increased by 24 francs, and the travelling allowance, which compensates the workers for time lost in getting from the hiring place to the job, was set at 10 francs.

Handlers of heavy, dirty, dangerous or healthy materials will receive extra pay for their work.

~ ~ ~

Chinese Seamen

China's 100,000 seamen, including some 50,000 serving on British, United States and other foreign ships, will push for improvements in the wage and working conditions, in addition to their demands for recognition of the Chinese Seamen's Union and

the right of collective bargaining.

At the recent national convention in Shanghai, a program of demands based on the International Seafarers' Charter was adopted. Provisions in the program call for rules governing wages, working hours, social security, holidays with pay and collective bargaining rights, in addition to union recognition.



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Poor Feeding, No Coffee Are Beefs At Chicago Hospital

(Continued From Page 14)

7:30 A. M., in the wards for bed patients; and at 7:00 A. M., for the mess hall.

I think the bed patients have the biggest gripe, because they all but have to get on their knees for seconds. Most of the time they don't get them, because if the ward nurse is forced to ask for more food, she gets hell from the dietician.

In the wards, you are served one egg, toast, and a bowl of cereal, an apple, (or some other piece of fruit.)

Sometimes, the egg is raw and at other times cooked to the extreme. But brother, if you're hungry, you eat it and like it, because there's no more coming from where that came from.

Why? The dietitian sends up just so much and when that has

the food department is understaffed.

I cannot believe this to be the case, a shortage of help is never a good reason for faulty and poor management. This hospital has the best in equipment and feeding facilities, plus the ample help to take advantage of these factors.

All that is needed is a sensible working plan with a man possessing organizing ability, as well as the knowledge of mass feeding to make the plan work.

I think the galley and dining rooms should be a separate unit under one direction, and all help assigned to the galley force should not be required to carry bed pans and urinals.

Numerous fellows think the orderlies, at times, are not what they should be. This fault is not of his doing, he has so many bosses he himself never knows what he'll be requested to do next.

How, for heavens sake, can one man carry a food tray, buff the deck, get another a bed pan, and take still another to x-ray, in a wheel chair, all at one time?

BAD MANAGEMENT

Time in and time out, I've seen this, and I say, it just won't work! This condition is not the fault of the doctors and nurses; they have their hands full giving patients the proper medical care needed.

However, it can be contributed to incompetence and mismanagement on the part of the maintenance director. There is not a thing amiss in this hospital that can not be righted by capable business management.

Before I close, I would like to put in a word for the Red Cross Unit, which I think did a bang-up job for the boys during the Holidays, under the direction of Mrs. Jack Gould, who is still doing a grand job.

For the information of those who are not familiar with the hospital set-up, these ladies donate their own time and do such things as writing letters, arranging entertainment, and numerous other things for the boys. They shall never be forgotten by any of us, for we weren't by them.

Finally, I have discussed this coffee beef with many of the boys, all we can say is, "We'll overlook the lousy chow at supper time, if we could just have a decent cup of coffee."

PERSONALS

JACK JORDAN

Please get in touch with Charles W. Jordan at once at Savannah, Ga.

~ ~ ~

RAFAEL MATOS

Your wife, Paulina Martinez, asks that you get in touch with her at 268 San Augustine Street, San Juan, P. R.

~ ~ ~

DUKE HIMLER

Get in touch with Walter Blazer of SS Montezuma Castle, at 5225 14th Avenue, Brooklyn 19, New York.

~ ~ ~

GEORGE FORD

Please write to Clarence Sova, 511 Duncan Avenue, Cheboygan, Michigan.



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